



# TACOMA || TIDEFLATS

## SUBAREA PLAN

## Steering Committee

March 24, 2022 | 4:00 pm | Zoom

# Purpose of the Meeting

Complete Project Milestone:

1. Recommend a range of Draft Alternatives that will be the basis for the EIS Scoping period.
2. Forward Steering Committee comments to the City of Tacoma Planning Commission and City Council for consideration.

# Meeting Format

1. Follow up from January 13 meeting
2. Summary of Draft Alternatives (Attachment A)
3. Opportunity for individual comments/reflections on the proposal
4. Introduce Proposed Amendments
5. Conduct Voting and Finalize Recommendation

# Materials in Agenda Packet

1. Proposed Alternatives
2. Proposed Amendments
3. Work Plan
4. Response to Questions
5. Project Timeline
6. Project Next Steps
7. Summary of Non-Interim Regulations

# Questions and Responses

(from January 13 meeting)

- Role of Land Use
- Relationship to Work Plan
- Relationship to the Non-Interim Regulations
- Role of Steering Committee
- Requirements for EIS Alternatives
- Consideration of Port District

# How do the Alternatives relate to the Work Plan?

Section I. Vision

Section IV. Anticipated Outcomes

Section V. Plan Elements

Section IX. Plan Development Process

# Work Plan – Plan Development Process

## Section IX: Plan Development (Steering Committee)

- A. Analysis of Existing Conditions
- B. Visioning of Scope and Goals of Consultant Analysis
- C. Identification of Alternatives for Future Development
- D. Evaluation of Alternatives Including Environmental Review
- E. Development and Recommendation of the Proposed Subarea Plan

## Section X. Planning Commission

## Section XI. City Council

# Draft Alternatives

- **Purpose**
- **Process**
- **Proposal**



# Purpose of Alternatives

1. Alternatives are basic building block of the EIS
2. Represent a reasonable range of choices, reflecting different community interests and input
3. Establish project goals and consider alternatives to meet those goals with a lower environmental cost
4. No-Action Alternative is the benchmark for comparing Action Alternatives
5. The final action chosen by decision-makers need not be identical to any single alternative in the EIS, but must be within the range of alternatives discussed

# Purpose of the EIS

The EIS evaluates the alternatives to determine:

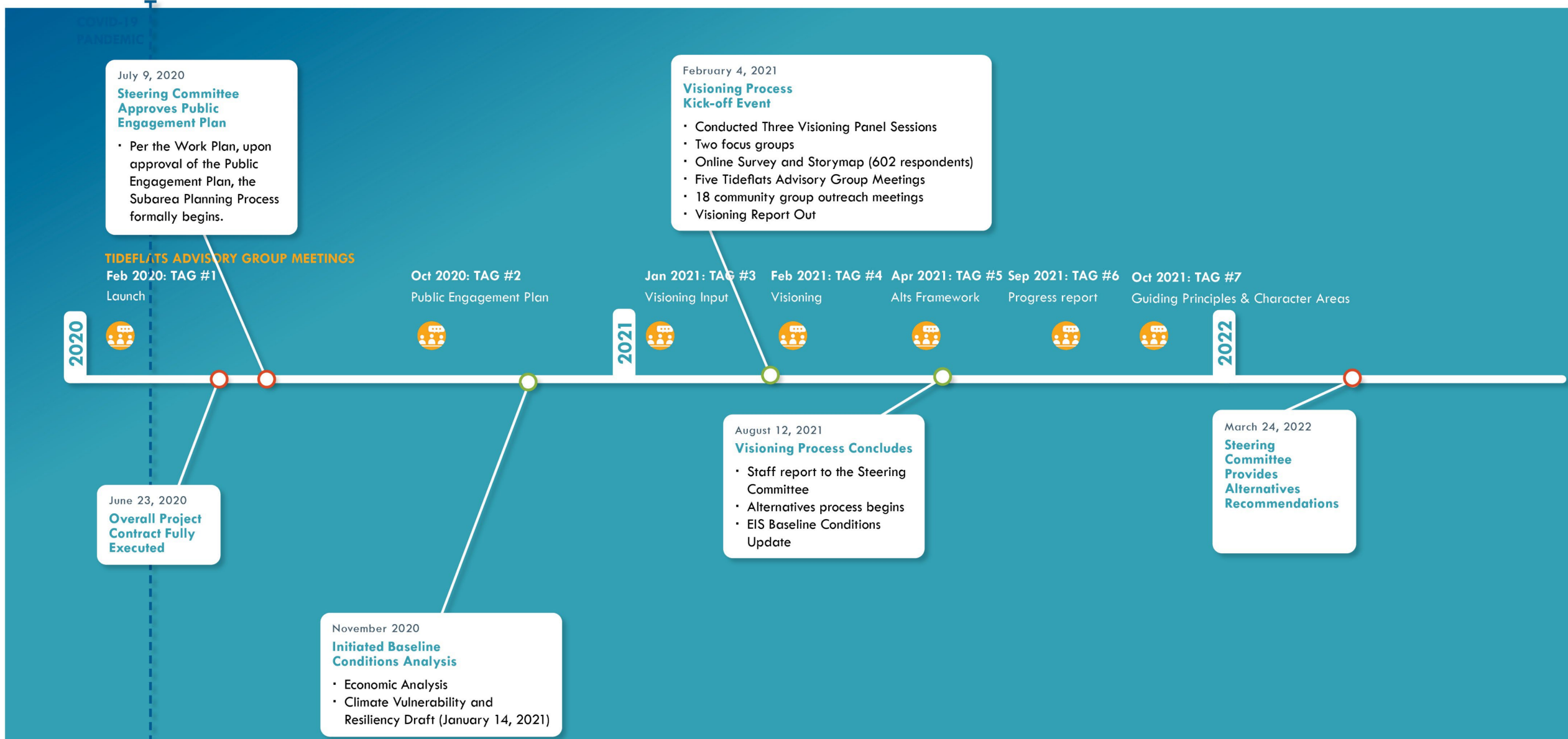
- Probable significant adverse environmental impacts
- Potential mitigation measures
  - Areawide, cumulative
- Current and forecast transportation and public facility and services demand

# PROJECT TIMELINE

This is an integrated planning and EIS process designed to start with development of an engagement plan and baseline conditions data review and analysis, and continue through visioning, development of alternatives, a draft plan and EIS, a final plan, and implementation tools (such as a capital plan and a planned action ordinance).

## Engagement & Coordination

-  Community Meetings
-  Advisory Committee Meetings (Steering Committee & Technical Advisory Group Meetings)
-  Community Conversations (e.g., Visioning Sessions, Meetings-in-a-Box)
-  Online Engagement (e.g., Engagement HQ, social media, online open house)
-  Project Milestones
-  Subarea Plan Development Steps



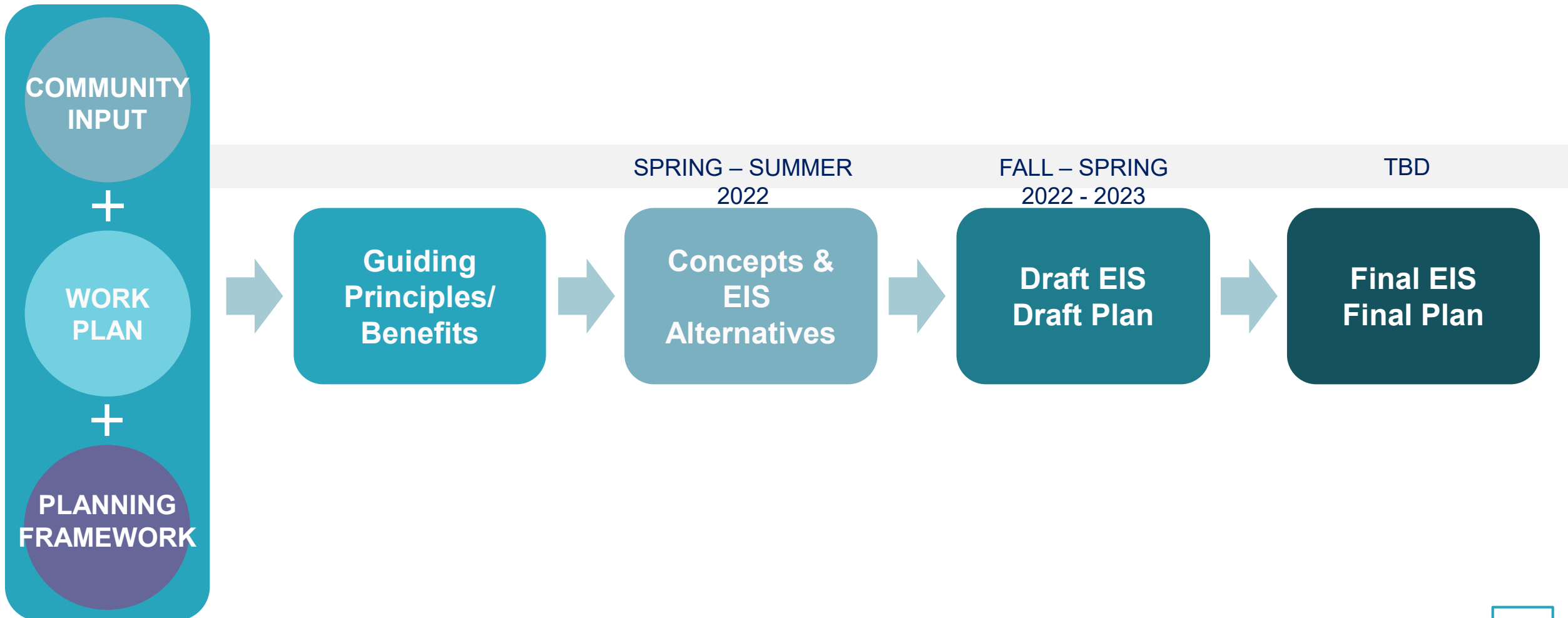
# Community Visioning Process

Engagement Type	Participants
StoryMap & Online Survey	602
5 TAG Meetings	19
1 Community Kickoff	56
2 Focus Groups	27
18 Meetings in a Box	310
3 Panels	87
1 Community Report Out	13
<b>TOTAL</b>	<b>1114</b>

## Categories of Input

- Favorite Features
- Strengths and Challenges
- Opportunities and Barriers
- Priority/Complementary Land Uses
- Economic Development
- Transportation
- Natural Resources

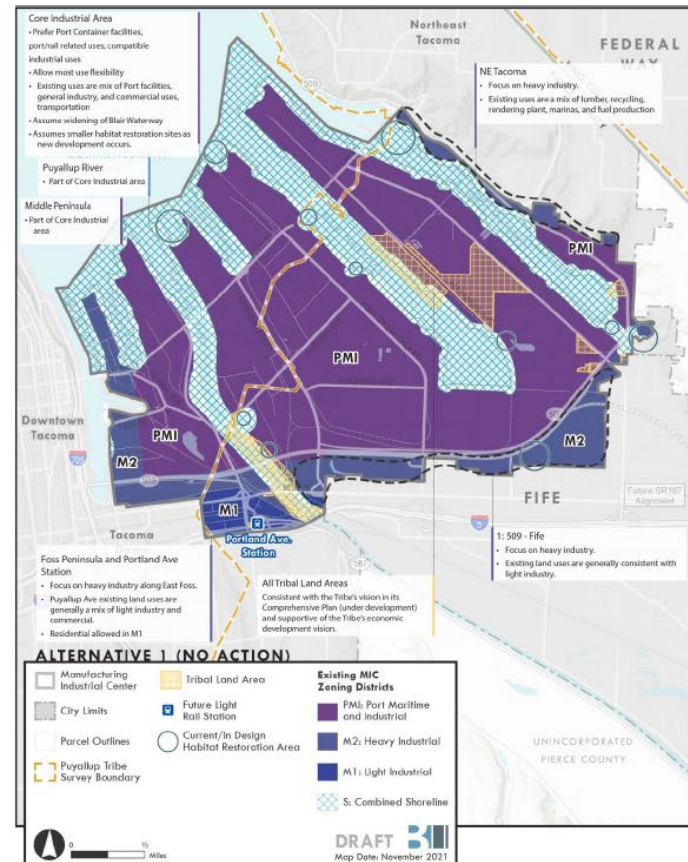
# Community Input and Planning Phases



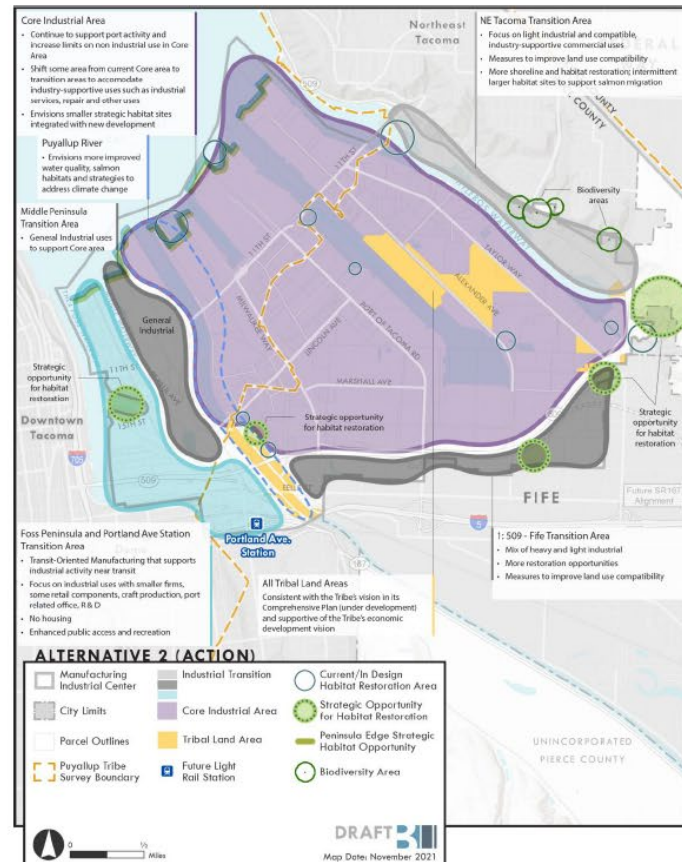


# Proposed Alternatives

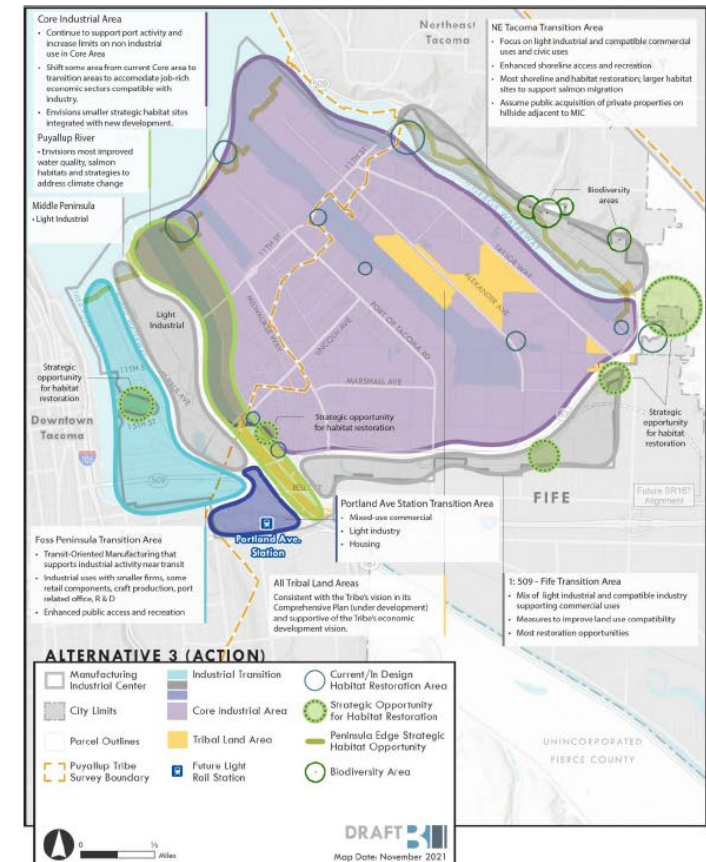
ALTERNATIVE 1



ALTERNATIVE 2

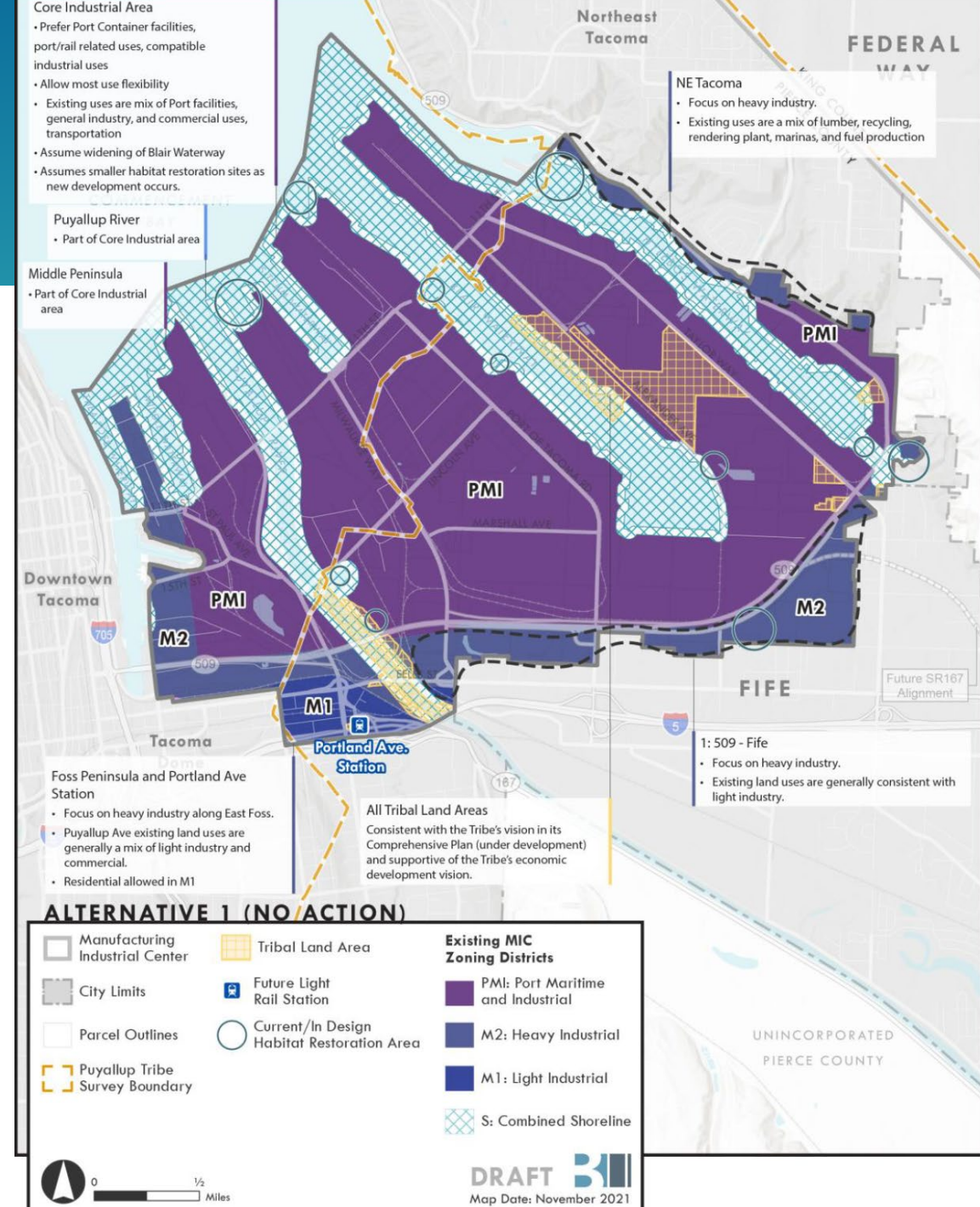


ALTERNATIVE 3



# Alternative 1

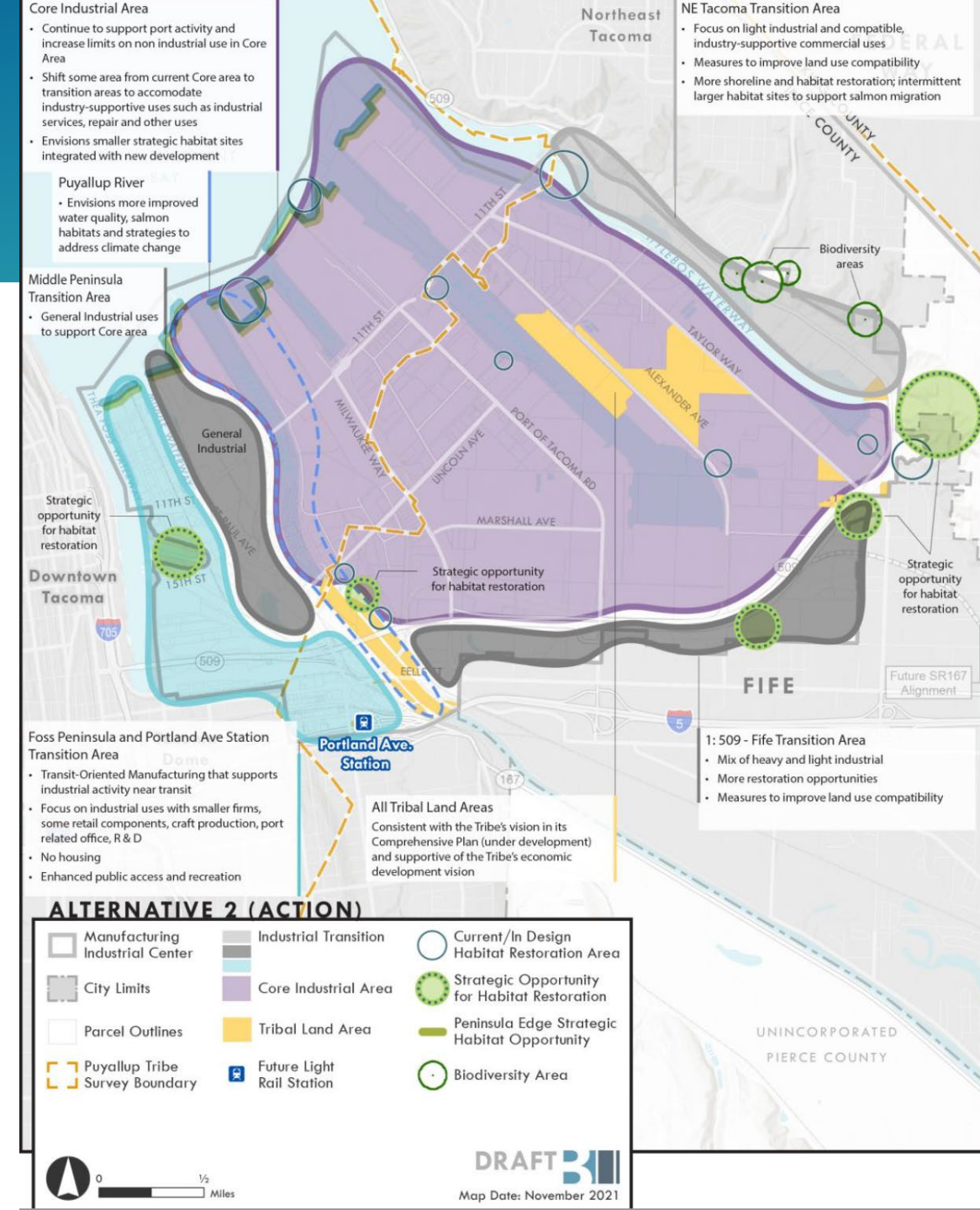
1. Baseline: Incorporates recent Tideflats and Industrial Land Use Amendments (Non-Interim Regulations).
2. Growth Target: 2,000 new jobs.
3. Assumes some new development will occur under existing policies and regulations.
4. Housing is generally prohibited with exception of M-1
5. Buffer Areas: Primarily zoned for heavy industrial activity
6. Restoration: Occurs primarily as mitigation for project level impacts.
7. Public Access: Guided by Port/City IGA based on existing public access plans.





# Alternative 2

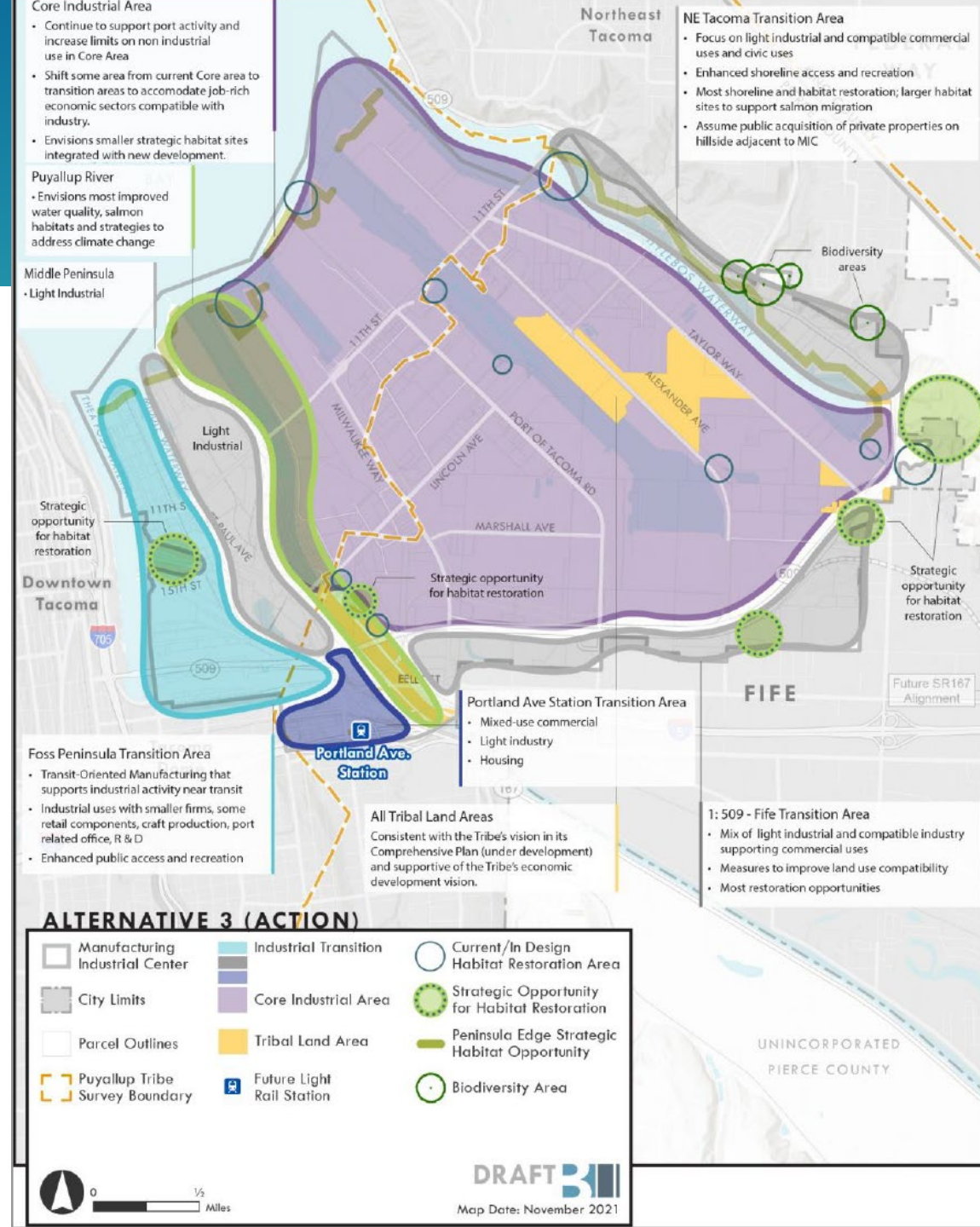
1. Growth Target: 10,000 new jobs
2. Focus on employment dense industrial sectors and more aggressive industrial growth.
3. More restrictions on non-industrial uses, and limits on housing in the Portland Ave/Thea Foss area.
4. Transition Areas: Tests multiple concepts.
5. Restoration: Greater up-front coordination and shared restoration sites.
6. Public Access: Expands in conjunction with restoration and transition areas.





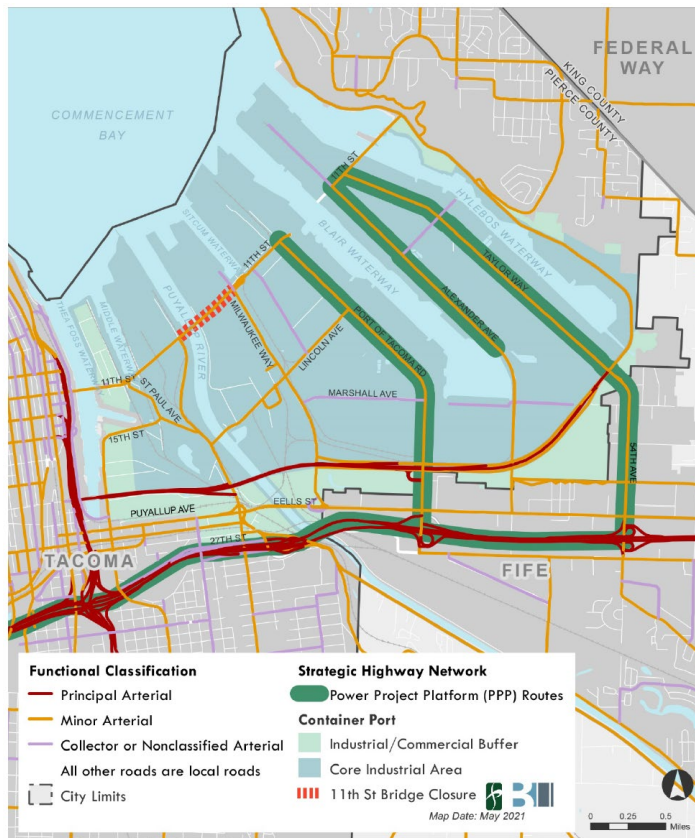
# Alternative 3

1. Growth Target: 10,000 new jobs
2. Economic focus: Uses more directly serving the Port of Tacoma.
3. Transition Areas: Shift to light industrial land uses with more use flexibility for compatible commercial/civic uses.
4. Transit Oriented Development with light industrial around Portland Ave Station
5. Puyallup River water quality and habitat focus
6. Restoration: More proactive investment above and beyond permit mitigation.
7. Public Access: More proactive investment in shoreline public access and recreation.

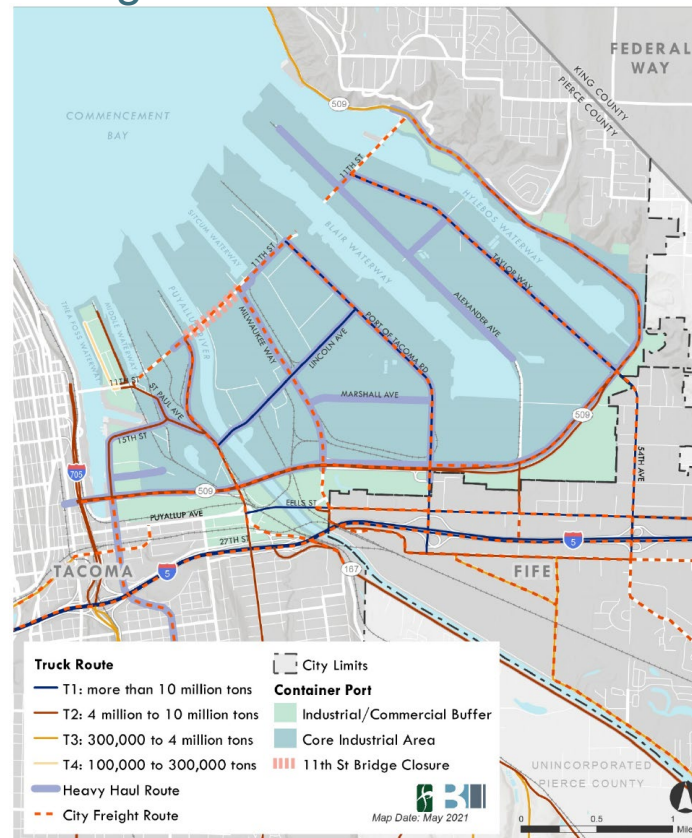


# Transportation Network

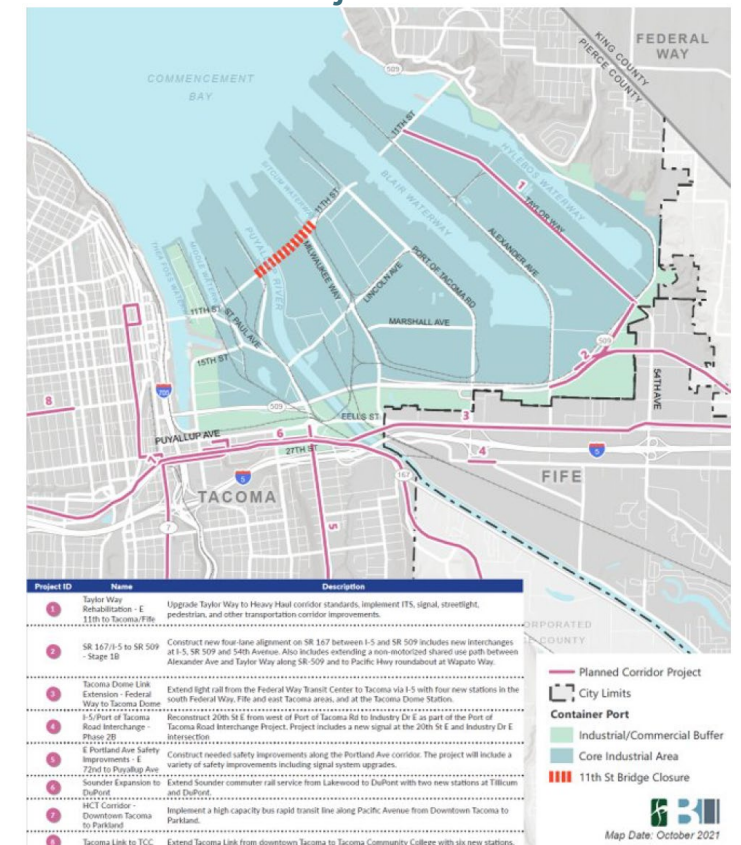
## Functional Classifications



## Freight Corridors



## Assumed Projects





- Under Alternative 1 – project and site by site adaptation
- Under Alternative 2 – Focus on protective and accommodative adaptation
- Under Alternative 3 – Focus on accommodation and managed retreat



# Next Phase: EIS Scoping Period

March 24: Steering Committee recommendation

April: City of Tacoma Planning Commission and City Council briefing

May: City Issues Determination of Significance for Subarea Plan + Notification

May – July: Planning Commission Review and 45-day Comment Period

- Tideflats Advisory Group Meeting
- Community Scoping Meeting
- Intergovernmental engagement

July – September: City Council Review and 45-Day Comment Period

- Tideflats Advisory Group Meeting
- Public Hearing
- Intergovernmental engagement

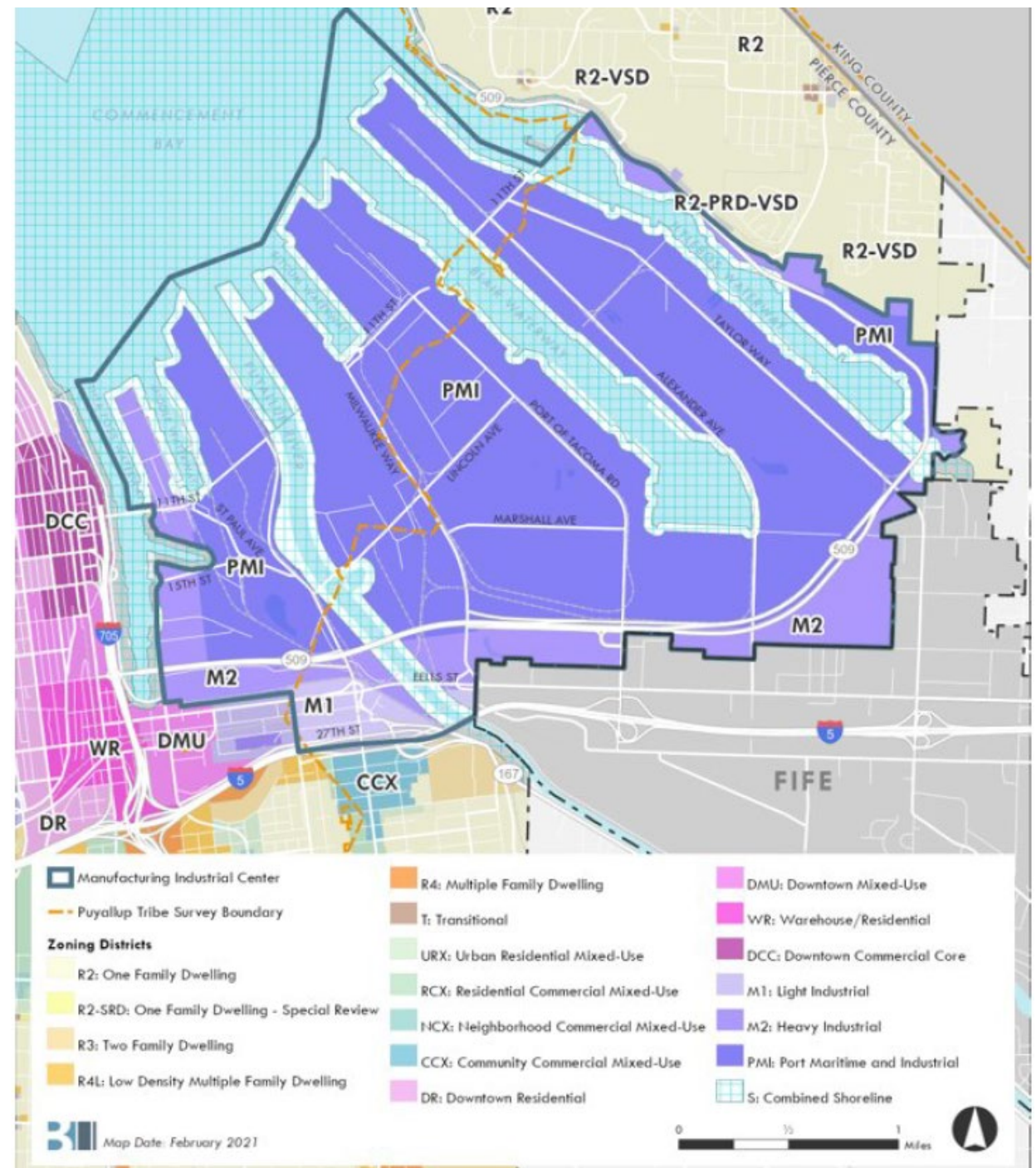
# Proposed Amendments

- **Port of Tacoma**
- **Puyallup Tribe of Indians**
- **City of Tacoma**



## Port Amendment Highlights

1. Zoning map, MIC, and Core Area remain unchanged
2. Retain Alternative 1 (no action) and Alternative 2 (action) as amended
3. Retain and adjust some characteristics that are consistent with recent code changes, the Work Plan, and the Container Port Element



Characteristics	Alternative 1 (no action)	Alternative 2 (action)
<b>Land Area in Transition Category - Transition Areas are zones between heavy industrial and non-industrial areas, providing for a mix of industrial and compatible non-industrial uses and performance standards to address off site impacts.</b>	Current One Tacoma Plan policies identify Industrial/Commercial Buffers along the periphery of the Tideflats MIC. These areas are predominantly zoned for heavy industrial use	<u>Options to avoid displacement of port supportive uses such as warehousing space.</u>
<b>Housing - The degree to which the alternatives allow housing</b>	Housing is allowed in the M1 zone.	<u>Additional housing near high-capacity transit.</u>
<b>Fish and Wildlife Habitat Restoration - Amount of land area restored for fish and wildlife habitat as a result of either mitigation or other restoration efforts.</b>	-Restoration typically occurs as a result of permit-by-permit mitigation. -No overall restoration plan in place to guide efforts.	<u>Coordination and accelerated fish and wildlife habitat restoration for Commencement Bay and lower Puyallup Watershed.</u>
<b>Shoreline Access and <u>Passive</u> Recreation - The ability of the general public to see, touch, and enjoy the waters of the state.</b>	-Public Access Plans are coordinated and sites are identified. -Implementation relies on permit-by-permit review and grants.	Greater coordination and <u>enhancement of shoreline access and passive recreation.</u>
<b>Sea Level Rise Adaptation</b>	- No Overall Strategy - Generally, permit by permit and project by project approach.	Measures to preserve industrial lands and protect essential public facilities <u>such as port operations, with options for sea level rise adaptation and mitigation.</u>
<b>Transportation Network - Planned Transportation Network and Priority Projects are consistent across alternatives. Network impacts, mitigation measures, and new priority projects will be evaluated as part of the EIS and considered as part of the Plan draft.</b>	-Generally, permit by permit and project by project mitigation approach. -Other grant-based investments.	-Coordinated mitigation agreements to streamline permitting -Shared priority projects -Transportation projects consider sea level rise resiliency <u>-Prioritization of freight route projects, funding, timing, and coordination to support projected maritime cargo volumes.</u>
<b>Decarbonization</b>	<u>Goal and plans to decarbonize by 2050, recognizing the Northwest Ports Clean Air Strategy to decarbonize port operations by 2050 and the Port's adopted implementation plan.</u>	<u>Coordinate and accelerate decarbonization implementation strategies and goals.</u>