City of Tacoma

SEPA ENVIRONMENTAL CHECKLIST

JBLM Airport Compatibility Overlay District Regulations

Proposed Amendment to the Tacoma Municipal Code

SEPA File Number:

LU18-0261

October 25, 2018

City of Tacoma
Planning and Development Services Department
747 Market Street, Room 345
Tacoma, WA 98402-3701
253-591-5030

9. **Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.**

   It is possible that there are pending building/development/land use permits being considered within the boundaries. However, staff is not aware of any such permit directly. Furthermore, the proposal, if adopted, would pertain to new permit applications submitted after the effective date.

10. **List any government approvals or permits that will be needed for your proposal, if known.**

    The proposal is a code amendment, which requires the City Council's adoption by ordinance.

11. **Give brief, complete description of your proposal, including the proposed uses and the size of the project and site.**

    Clear Zones and Accident Potential Zones (APZ) represent the most likely impact areas if an aircraft accident occurs. APZs are based on Department of Defense historical data on where accidents have previously occurred.

    A small portion of South Tacoma is located within Joint Base Lewis McChord's (JBLM) APZ II. Based on the elevated risk around aircraft safety, the JBLM JLUS Implementation Plan recommends that the City incorporate considerations in local planning and permitting processes to address the health and safety of residents.

    The City of Tacoma is considering creation of an Airport Compatibility Overlay District corresponding with JBLM's APZ II. The Overlay District would modify zoning and development standards to prevent further development that would be incompatible with aircraft safety risks, as recommended by the U.S. Air Force and JBLM Joint Land Use Study.

    In summary, the proposal would limit development of new (and expansions of existing) homes, businesses and institutions that would significantly increase the number of people living, working or gathering in the area. The proposal would also limit features that could negatively affect aircraft and limit loss of life if an accident were to occur. The intent is to increase public safety while avoiding undue impacts to residents, property owners, businesses and institutions.

    The complete proposal is available at www.cityoftacoma.org/JLUS.

12. **Location of the Proposal: (Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any. If a proposal would occur over a range of area, provide the range or boundaries of the site(s).)**

    The proposal applies within the Accident Prevention Zone II (APZ II).
    The approximate boundaries of the APZ II are:

    - Western Boundary: 170 feet east of S. Tacoma Way;
    - Northern Boundary: 240 feet north of S. 72nd Street;
    - Eastern Boundary: 85 feet east of S. Fife Street
    - South Boundary: City limits (S. 80th Street alignment)

    The area is approximately 200.6 acres or 8.8 million square feet in area.

13. **Assessor Parcel Number:**

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment. When answering these questions, be aware of the extent the proposal or the types of activities likely to result from the proposal that would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. **How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?**
   No discernible impacts are expected that are not already associated development in the affected area. The proposal would potentially decrease density in the area, limit intense development, and encourage passive open space.
2. **How would the proposal be likely to affect plants, animals, fish, or marine life?**
   No discernible impacts are expected that are not already associated development in the affected area. The proposal would potentially decrease density in the area, limit intense development, and encourage passive open space.
3. **How would the proposal be likely to deplete energy or natural resources?**
   No discernible impacts are expected that are not already associated development in the affected area. The proposal would potentially decrease density in the area, limit intense development, and encourage passive open space.
4. **How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?**

   The proposal does not affect environmentally sensitive areas or areas designated for governmental protection.
5. **How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?**
   No discernible impacts are expected that are not already associated development in the affected area. The proposal would potentially decrease density in the area, limit intense development, and encourage passive open space.
6. **How would the proposal be likely to increase demands on transportation or public services and utilities?**

   No discernible impacts are expected that are not already associated development in the affected area. The proposal would potentially decrease density in the area, limit intense development, and encourage passive open space.
7. **Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.**

   The proposal does not change any regulatory requirements concerning the protection of the environment and should not conflict with any relevant local, state, or federal laws.

City of Tacoma

Preliminary Determination of Environmental Nonsignificance

JBLM Airport Compatibility Overlay District (ACOD) Regulations

Proposed Amendment to the Tacoma Municipal Code

SEPA File Number: LU18-0261

TO: All Departments and Agencies with Jurisdiction

SUBJECT: Preliminary Determination of Environmental Nonsignificance

In accordance with WAC 197-11-340, a copy of the Preliminary Determination of Environmental Nonsignificance for the project described below is transmitted:

Applicant: City of Tacoma
Planning and Development Services Department
747 Market Street, Room 345
Tacoma, WA 98402

Proposal:

Clear Zones and Accident Potential Zones (APZ) represent the most likely impact areas if an aircraft accident occurs. APZs are based on Department of Defense historical data on where accidents have previously occurred.

A small portion of South Tacoma is located within Joint Base Lewis McChord's (JBLM) APZ II. Based on the elevated risk around aircraft safety, the JBLM JLUS Implementation Plan recommends that the City incorporate considerations in local planning and permitting processes to address the health and safety of residents.

The approximate boundaries of the area of consideration are:

Western Boundary: 170 feet east of S. Tacoma Way;
Northern Boundary: 240 feet north of S. 72nd Street;
Eastern Boundary: 85 feet east of S. Fife Street
South Boundary: City limits (S. 80th Street alignment)

A review of development standards and allowable uses is being conducted to ensure that appropriate measures are taken to limit design and land use decisions that unnecessarily elevate risks to the safety of people living or working in the APZ II.

The City of Tacoma is considering creation of an Airport Compatibility Overlay District corresponding with JBLM's APZ II. The Overlay District would modify zoning and development standards to prevent further development that would be incompatible with aircraft safety risks, as recommended by the U.S. Air Force and JBLM Joint Land Use Study.

In summary, the proposal would limit development of new (and expansions of existing) homes, businesses and institutions that would significantly increase the number of people living, working or gathering in the area. The proposal would also limit features that could negatively affect aircraft and limit loss of life if an accident were to occur. The intent is to increase public safety while avoiding undue impacts to residents, property owners, businesses and institutions.

Puget Sound Clean Air Agency, Steve Van Slyke, stevev@pscleanair.org
Department of Ecology, separegister@ecy.wa.gov
Department of Natural Resources, SEPA Center, sepacenter@dnr.wa.gov
Department of Transportation, Olympia Region Development Services Team, OR-SEPA-REVIEW@wsdot.wa.gov
McChord Air Force Base, Vincent Bozick, Vincent.bozick@mcchord.af.mil

File: Planning and Development Services

Agenda Item D-2

City of Tacoma
Planning and Development Services

To: Planning Commission

From: Elliott Barnett, Senior Planner

Subject: **JBLM Airport Compatibility Overlay District**

Meeting Date: September 19, 2018

Memo Date: September 12, 2018

Action Requested:
Staff request that the Commission review and provide direction on staff's recommendations, authorize the draft package for public review and comment, and set a Public Hearing date (tentatively for November 7, 2018).

Discussion:
Staff will provide an overview of the proposals and seek Commission direction pursuant to releasing the package for public review and comment. The substance of the proposals reflects the JBLM Joint Land Use Study (JLUS) and U.S. Air Force's Air Installations Compatible Use Zones (AICUZ) Program guidance, which provides a detailed starting point for this discussion. While most of the area is built out and would not be very affected by the proposals, certain uses which are considered incompatible with airport accident risk from a public safety standpoint would be significantly affected in the long-term. Therefore, staff are proposing a longer and more proactive engagement process in order to ensure robust stakeholder engagement.

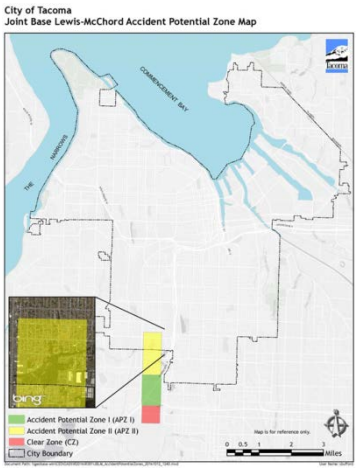
Project Summary:
Create an Airport Compatibility Overlay District corresponding with the JBLM Accident Potential Zone (APZ) II in South Tacoma, and make corresponding changes to land use tables and related sections of the Tacoma Municipal Code. The Overlay District will implement the recommendations of the JLUS and AICUZ, by instituting changes to permitted land uses and development standards.

Prior Actions:
June 20, 2018 – the Commission reviewed this proposal as part of the 2019 Amendments scoping process and provided direction to tailor the JLUS recommendations to Tacoma on a separate, accelerated timeline (the *Scope and Assessment Report* is on the project webpage).

Staff Contact:
Elliott Barnett, Senior Planner – (253) 591-5389, elliott.barnett@cityoftacoma.org
Project webpage: www.cityoftacoma.org/JLUS

Attachments:
Staff Report and four attachments:
1. Map Folio
2. Air Force AICUZ Recommendations
3. Discussion Outline
4. Draft Code Changes

c: Peter Huffman, Director



JBLM Airport Compatibility Overlay District

Application: JBLM Joint Land Use Study – APZ II

Clear Zones and Accident Potential Zones (APZ) represent the most likely impact areas if an aircraft accident occurs. APZs are based on Department of Defense historical data on where accidents have previously occurred.

A small portion of South Tacoma is located within Joint Base Lewis McChord's (JBLM) APZ II. Based on the elevated risk around aircraft safety, the JBLM JLUS Implementation Plan recommends that the City incorporate considerations in local planning and permitting processes to address the health and safety of residents.

A review of development standards and allowable uses is being conducted to ensure that appropriate measures are taken to limit design and land use decisions that unnecessarily elevate risks to the safety of people living or working in the APZ II.

Project Summary	
Applicant:	Planning and Development Services
Location and Size of Area:	The approximate boundaries of the Accident Potential Zone II are: Western Boundary: 170 feet east of S. Tacoma Way; Northern Boundary: 240 feet north of S. 72nd Street; Eastern Boundary: 85 feet east of S. Fife Street South Boundary: City limits (S. 80th Street alignment) 200.6 acres or 8.8 million square feet
Current Land Use and Zoning:	Land Use Designations: Primarily Single Family, also Parks and Open Space, Multi-Family, Commercial and Light Industrial Zoning Districts: Primarily R-2, also R-3, R-4L, Planned Residential Districts, C-2, and M-1 Districts (South Tacoma Groundwater Protection District)
Neighborhood Council Area:	South Tacoma
Staff Recommendation:	Release Staff Report and Draft Code Changes for Public Review and Set the Public Hearing Date
Date of Report:	September 19, 2018
Project Proposal:	Develop an Airport Compatibility Overlay District that will modify development patterns and standards of the underlying zoning in parcels impacted by the JLUS Accident Potential Zone II.

Planning and Development Services
City of Tacoma, Washington

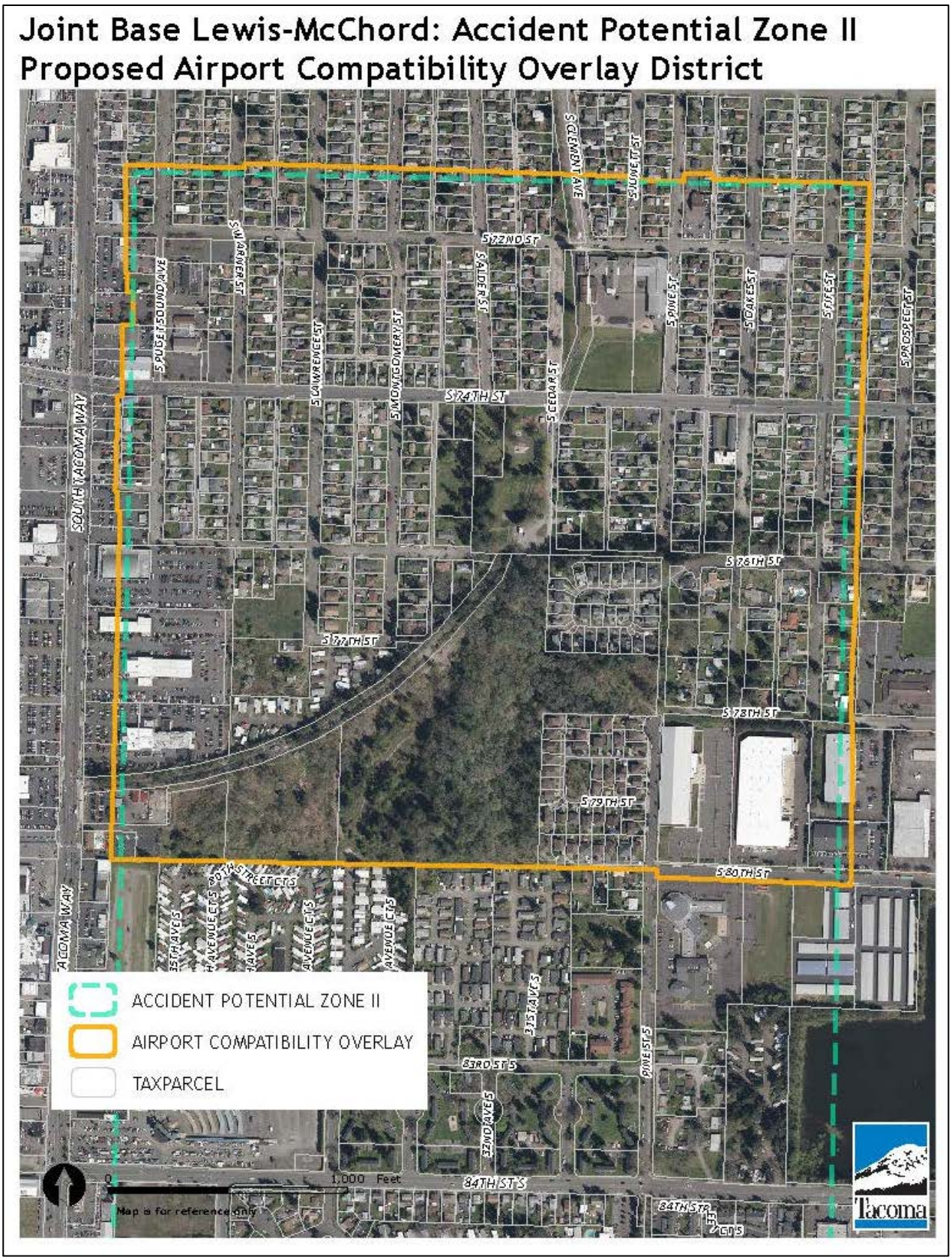
Peter Huffman, Director

Project Manager
Elliott Barnett, Senior Planner
elliott.barnett@cityoftacoma.org

www.cityoftacoma.org/planning

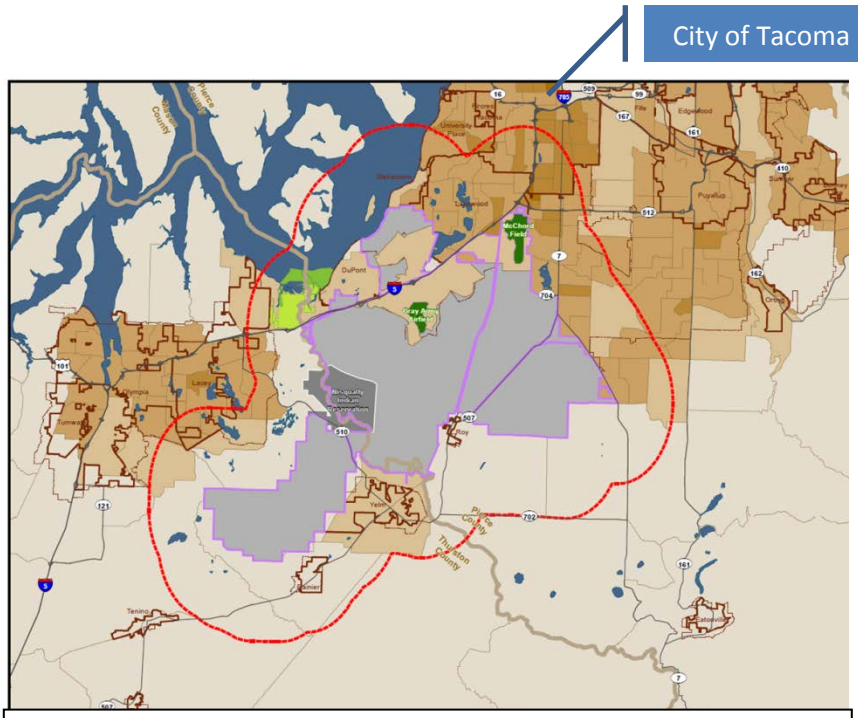
Section A. Proposed Scope of Work

1. Area of Applicability



2. Background

The Joint Base Lewis-McChord (JBLM) JLUS is a collaborative process among federal, regional, and local governments and agencies, tribes, the public, and the south Puget Sound region's military installations of JBLM and Camp Murray. The study is designed to create a collective regional dialogue around sometimes complex issues of balancing military operational demands and mission changes with the region's and local communities' land use plans, economic development and infrastructure needs, and goals for environmental sustainability. Initiated in 1992, over time the JLUS effort has produced multiple guidance documents which provide the South Sound community with recommendations on a range of topics related to the proximity of the military installations.



JBLM JLUS Study Area: Includes a portion of South Tacoma

One of the highest priority JLUS recommendations for the City of Tacoma is to address the potential risk to life and property within an approximately 200-acre area in South Tacoma which lies within JBLM's Accident Potential Zone II (APZ II). The JLUS, and associated studies, identify a heightened risk of airplane accidents within a corridor extending both north and south from JBLM's runways. The JLUS identifies the area nearest the end of the runway as the Clear Zone, followed by the Accident Potential Zone I, then the Accident Potential Zone II. While the APZ II area is considered the lowest risk, the JLUS and associated guidance strongly recommend actions there to ensure that land use and development standards are in place to promote the health and safety of residents.

The JLUS references the U.S. Air Force's Air Installations Compatible Use Zones (AICUZ) Program, which provides detailed land use and development standards recommendations to reduce the long-term risk of plane crashes, and of loss of life should an accident occur. The December 18, 2015 AICUZ provides the following guidance:

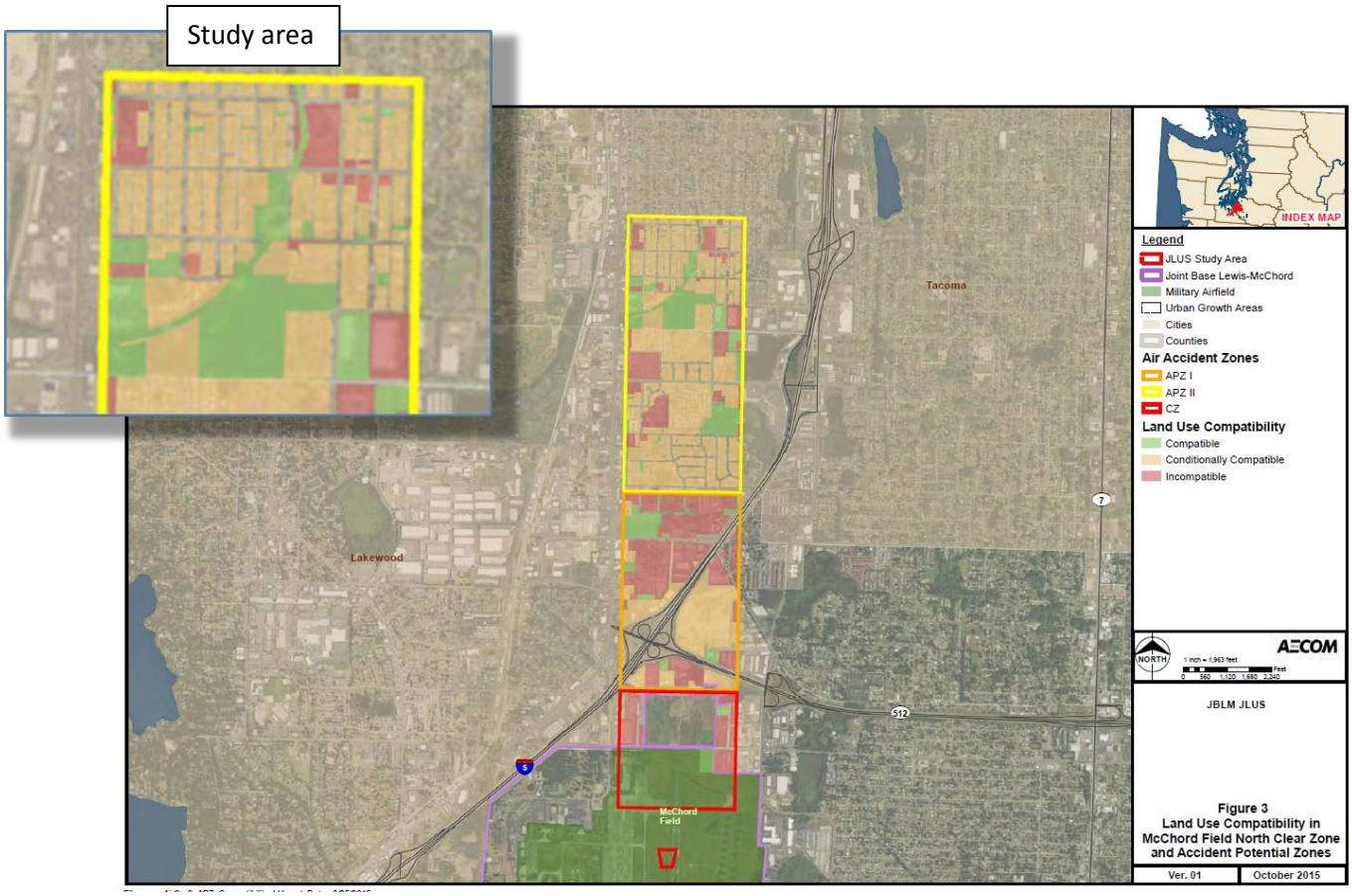
> **3.10. Accident Potential Zone Land Use Compatibility.** The percentage of accidents that have occurred within the two APZs is such that purchase of the property within the APZs by the Air Force is not necessary; however, some type of land use control is essential. The DoD and Air Force recommendation is limiting the number of people exposed through land use planning. The land use guidelines for APZs are founded on the concept of minimizing density of land use in the vicinity of the installations. In addition to limiting density, certain types of land use such as residential, educational facilities, and medical facilities are considered incompatible and are strongly discouraged in APZs. To assist local governments in implementing land use controls in APZs, recommended floor area ratios (FARs) are provided for select commercial uses…
>
> 3.10.2. The accident potential in APZ II is less than APZ I, but still possesses a significant potential for accidents. Within APZ II, acceptable uses include those compatible within APZ I, as well as low-density

single family residential and those personal and business services and commercial/retail trade uses of low intensity or low scale of operation. High-density functions such as multi-story buildings, places of assembly (theaters, churches, schools, restaurants, etc.), and high-density office uses are not considered compatible.

The detailed AICUZ land use and development standard recommendations for APZ II areas (see Attachment 2) are the primary basis of Tacoma's proposed JBLM Airport Compatibility Overlay District.

Existing Land Uses and Zoning

The JLUS analyzed current land uses within the JBLM Clear Zone, APZ I and APZ II and concluded that some current land uses are compatible, some could potentially be compatible, and others are incompatible (see below).



Existing zoning within South Tacoma's APZ II area includes a range of residential, commercial and industrial zoning districts. While the current zoning prevents some uses which would be incompatible with the APZ II, other incompatible uses would be permitted.

The proposed Overlay District is intended to bring land use and development standards into compatibility with the JLUS and AICUZ recommendations. The proposal would mean that future expansion, renovation, and development, would be considered compatible with the risks of the APZ II. Given that this area is already built out, the objective shifts to limiting further densification and development of gathering spaces. Therefore, the proposal also addresses existing development, primarily through limiting future expansion and intensification of uses already in place.

3. Policy Framework

Comprehensive Plan

Policy DD–9.9 - Where uses, densities or intensities adjoining the city differ significantly from planned or existing development patterns inside the city, work in collaboration with adjoining jurisdictions ensure appropriate transitions and compatibility between uses. For example, McChord Field, part of Joint Base Lewis-McChord (JBLM), is located near the city's south border and development patterns in this area of Tacoma should be compatible with airfield activity. The City of Tacoma is working with JBLM to ensure long-term land use compatibility around the airfield.

Policy PFS–3.8 - Protect the viability of existing airports as essential public facilities by encouraging compatible land uses and reducing hazards that may endanger the lives and property of the public and aviation users. Evaluate and implement appropriate policy and code amendments recommended by the Joint Base Lewis-McChord Joint Land Use Study (JLUS).

Policy UF–13.53 Housing densities greater than six units per acre or any concentrations of more than 25 people per hour/per acre in any given 24-hour period are discouraged in the Accident Potential Zone II (APZ II).

JBLM Joint Land Use Study Implementation Plan - Tacoma Action Plan

Strategy 9 - Incorporate specific land use compatibility requirements into local zoning codes and ordinances

Strategy 10 - Incorporate considerations of aircraft safety and military operational noise into local jurisdiction planning and permitting processes.

4. Objectives

The application is responsive to the following objectives:

- **Address inconsistencies or errors in the Comprehensive Plan or development regulations;**

  The application addresses an inconsistency between the Comprehensive Plan policies pertaining to airport compatibility and the current zoning and development standards in the Accident Potential Zone II.

- **Respond to changing circumstances, such as growth and development patterns, needs and desires of the community, and the City's capacity to provide adequate services;**

  Not applicable.

- **Maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern; and/or**

The proposed amendment would maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern.

- **Enhance the quality of the neighborhood.**

  Not applicable.

5. Options Analysis

Several options were considered early in the Amendments process. In June 2018, the Planning Commission gave direction to remove this item from the 2019 Amendments package in order for it to move forward more quickly on its own timeline. The Commission also gave general concurrence to review the JLUS recommendations and develop an approach tailored to the specific conditions of Tacoma's portion of the APZ II. The options will address the inconsistencies between the Plan and Code and bring the zoning and development standards into compliance with the recommendations of the Joint Land Use Study:

a) No change.

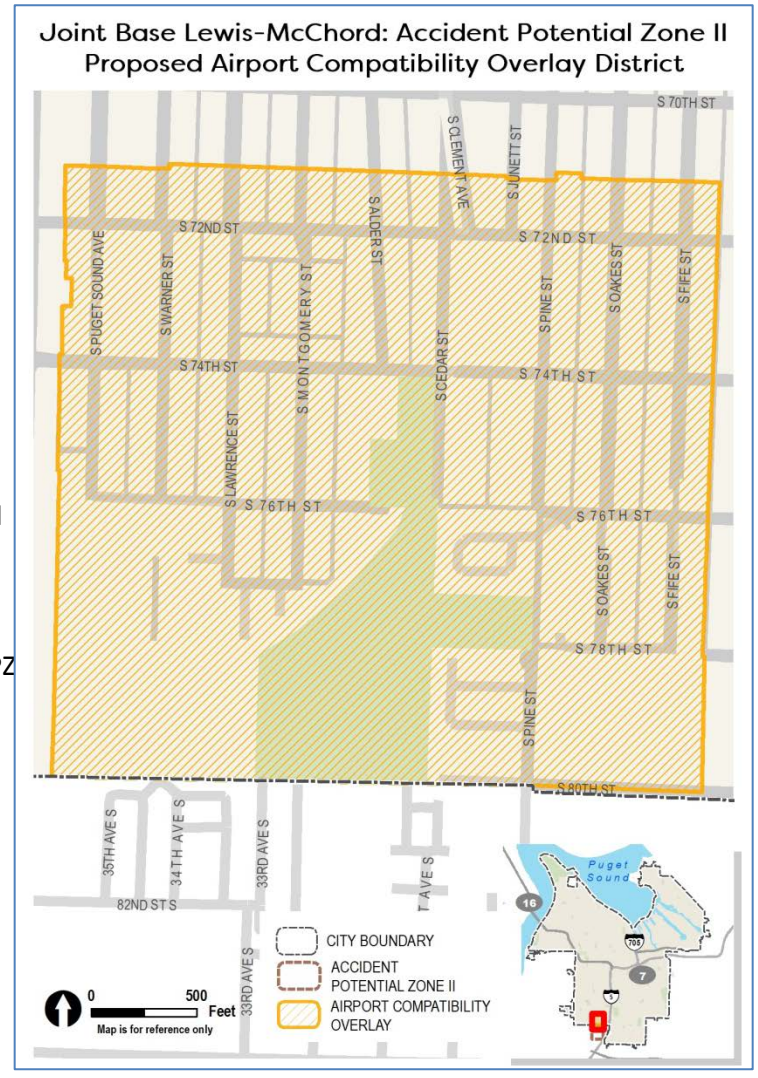
Staff do not recommend this as it will leave in place current zoning which could allow development which is incompatible with the APZ II designation, with an increased risk to life and property. Taking no action would not be consistent with the findings and recommendations of the JLUS, the U.S. Air Force AICUZ, or the Comprehensive Plan.

b) Staff Recommendation:

Create an Airport Compatibility Overlay District corresponding with the JBLM Accident Potential Zone (APZ) II in South Tacoma, and make corresponding changes to land use tables and related sections of the Tacoma Municipal Code. The Overlay District will implement the recommendations of the JBLM Joint Land Use Study (JLUS) and the U.S. Air Force's Air Installations Compatible Use Zones (AICUZ) Program, by instituting changes to permitted land uses and development standards.

The Overlay District would prohibit new development considered inconsistent with the APZ II, including the following (summarized) list:

- Residential, except low density single-family detached
- Land uses which gather groups of people together including churches, schools, active use parks, cultural institutions, eating and drinking establishments, shopping centers, hospitals and hotels



- Land uses incorporating tall structures including overhead transmission or distribution lines and wireless facility towers

Existing land uses that are not consistent with JLUS recommendations would be subject to restrictions on further expansion, particularly in regard to increasing the number of dwellings or occupancy.

Development standards would also limit the overall size of certain non-residential land uses through a Floor Area Ratio maximum, and would prohibit characteristics that could negatively affect pilots or aircraft (such as glare).

Development of the JBLM Airport Compatibility Overlay District is the clearest and most direct path to enhance public safety in balance with the reasonable expectations of current businesses, residents and property owners within the APZ II.

c) Other options for the Planning Commission to consider:

a. Downzone of parcels in APZ II: Not recommended.
Downzoning parcels would result in non-conforming status for more properties, which could limit use of property and reduce property values without any significant enhancement to public safety.

b. Future JLUS implementation steps: Recommended for future consideration.
The JLUS includes multiple recommendations on topics ranging from light and noise pollution to economic development. These could potentially generate future Comprehensive Plan and regulatory changes, and other inter-governmental cooperative actions. Staff will continue to participate in South Sound Military Community Partnership (SSMCP) discussions and to seek opportunities for better coordination on shared goals.

6. Proposed Outreach

The application is for a distinct area within the City and will affect residential, commercial and industrial properties. As such, public notice will be sent to taxpayers and occupants in the area as well as any other neighborhood, business and Planning Commission stakeholders. Staff will also seek to inform owners of properties which would be most affected by the proposals.

In addition, staff will utilize the City and Planning Commission notification methods to broadly disseminate information on the proposals. All told, outreach steps include the following:

- Planning Manager's Letter to the Community
- Web, social media and TV Tacoma outreach
- Public notice mailed to residents, businesses and property owners within 1,000 feet of the proposed overlay district

- Public notice signs
- SEPA Checklist and notification
- Informational meetings with property owners and institutions most affected
- Public Community Meeting (Star Center, October 24, 2018 tentative date)
- Ongoing coordination with the South Sound Military Community Partnership (SSMCP) and the JLUS Implementation Committee
- South Tacoma Neighborhood Council (October 17, 2018)
- Planning Commission Public Hearing (November 7, 2018 tentative date)

7. Impacts Assessment

The proposal will impact the use and development capacity of the area. As such, staff will request that the Legal Department review the proposals for potential takings of private property rights as a part of this process.

Existing zoning, and the fact that the area is largely built out, mean that the overall proposed reduction in the development capacity in the area would be limited. However, the impacts vary significantly by land use type. While the entire Overlay District area would be subject to some restrictions, certain land uses would be more significantly affected.

1. For existing single-family homes, the proposal would have low impact.
2. Existing schools, churches, restaurants and other uses which would no longer be Permitted, meaning they would become non-conforming which limits future expansions.
3. Commercial and industrial properties would see their development capacity reduced.
4. Vacant parcels would be significantly affected as their development capacity and potential use would be restricted.

In taking this action, the City must duly consider these impacts in balance with the public health and safety objectives of the proposal. In addition, the City must consider the impacts to the exercise of religious freedom associated with the proposed limitation on churches.

No other impacts to traffic, critical areas, aesthetics, air or water quality would be expected as a result of this application.

8. Supplemental Information

Multiple studies prepared for the JLUS are available, including the following:

- Air Installations Compatible Use Zones Program (AICUZ), US Air Force, December 18, 2015
- Joint Base Lewis-MCChord (JBLM) Joint land Use Study (JLUS) Executive Summary, SSMCP, October 2015
- Joint Base Lewis-MCChord (JBLM) Joint land Use Study (JLUS), SSMCP, October 2015
- Joint Base Lewis-MCChord (JBLM) Joint land Use Study (JLUS) Land Use Compatibility Analysis, SSMCP, October 2015
- Joint Base Lewis-MCChord (JBLM) Joint land Use Study (JLUS) Existing Conditions Report, SSMCP, Sept. 2015
- Civilian-Military Land Use Study, WA Department of Commerce, December 2016
- Airport Compatible Land Use Program Update, Puget Sound Regional Council, December 2011

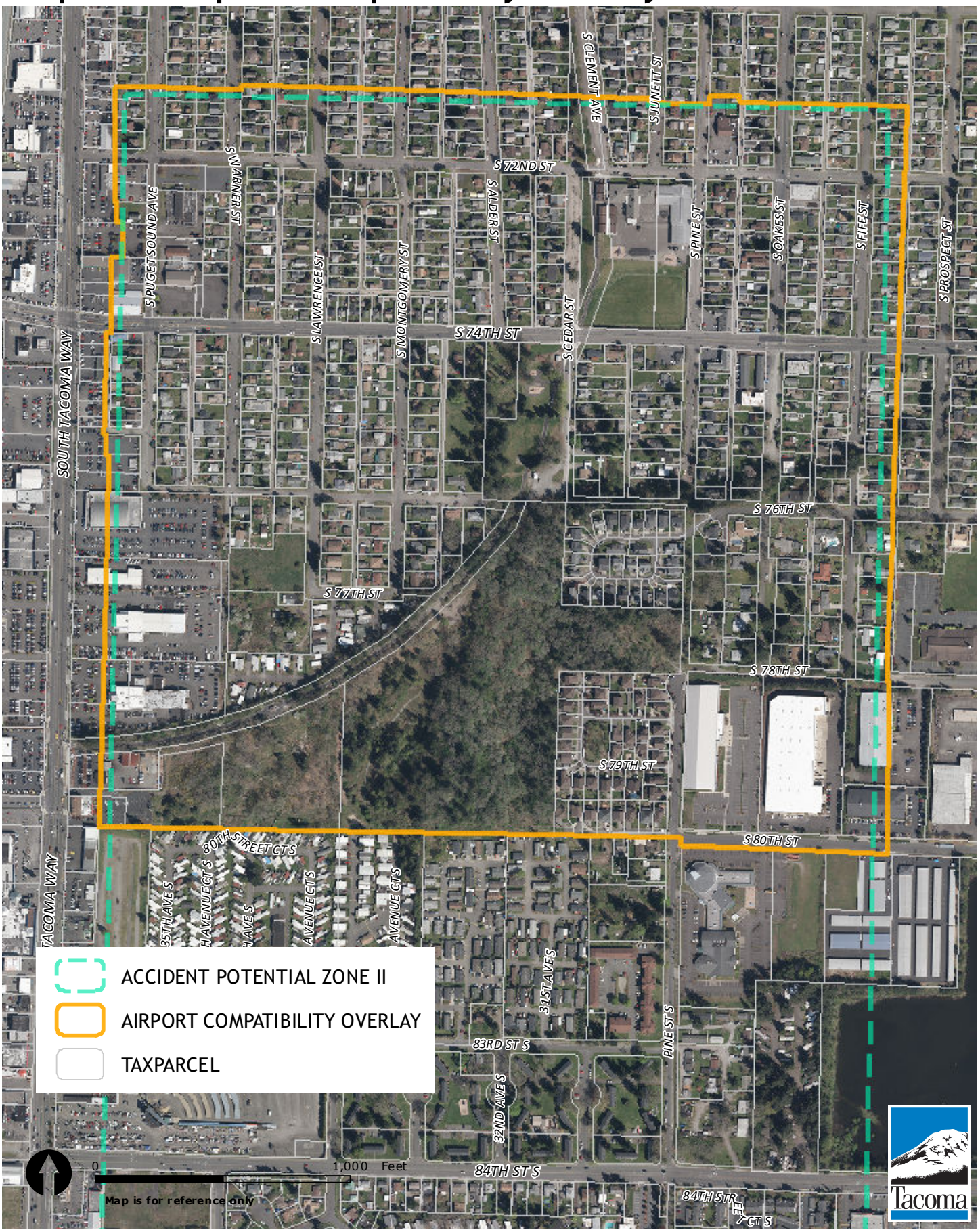
At this time, no further studies are expected to be necessary to conduct this review and provide a recommendation to the Planning Commission.

Attachments

1. Map Folio
2. AICUZ Land Use Compatibility Recommendations
3. Overlay District Discussion Outline
4. Draft Code Changes

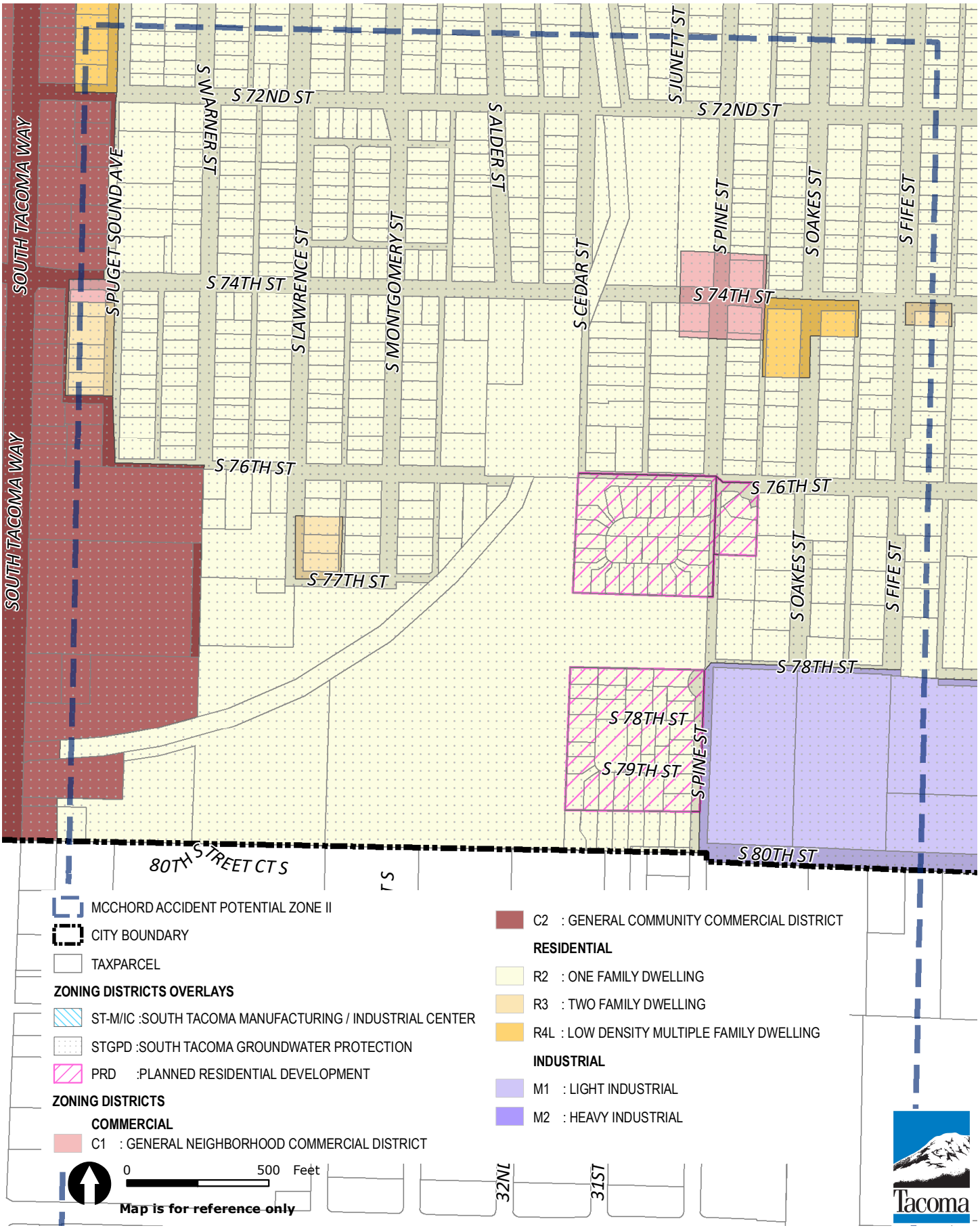
Attachment 1

Joint Base Lewis-McChord: Accident Potential Zone II
Proposed Airport Compatibility Overlay District



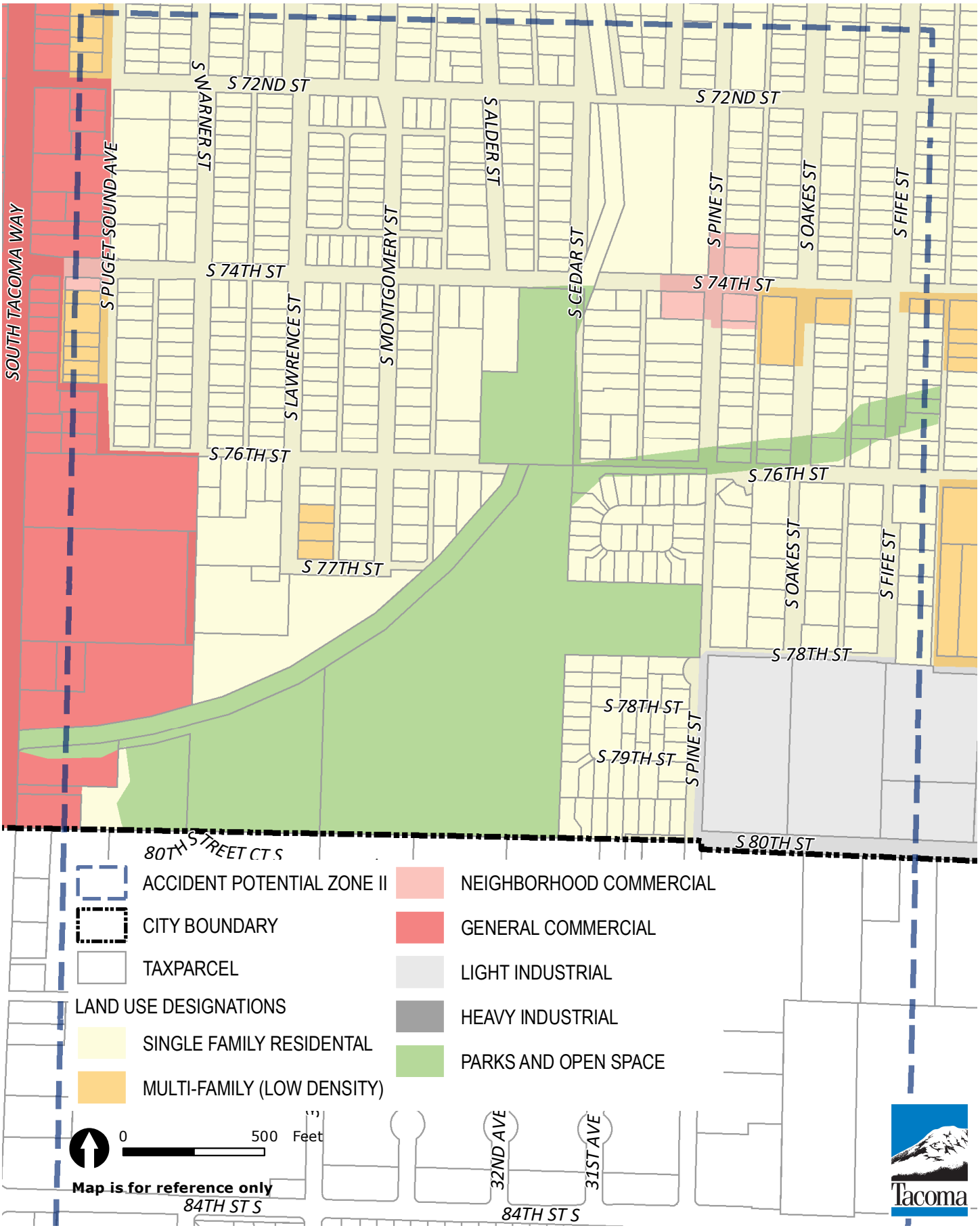
Document Path: Z:\GADS\R2018\R339\MXD\JBLM APZII Airport Compatibility Overlay 8x11 073118.mxd Author: aabramovich

Joint Base Lewis-McChord: Accident Potential Zone II
Existing Zoning Districts and Overlays



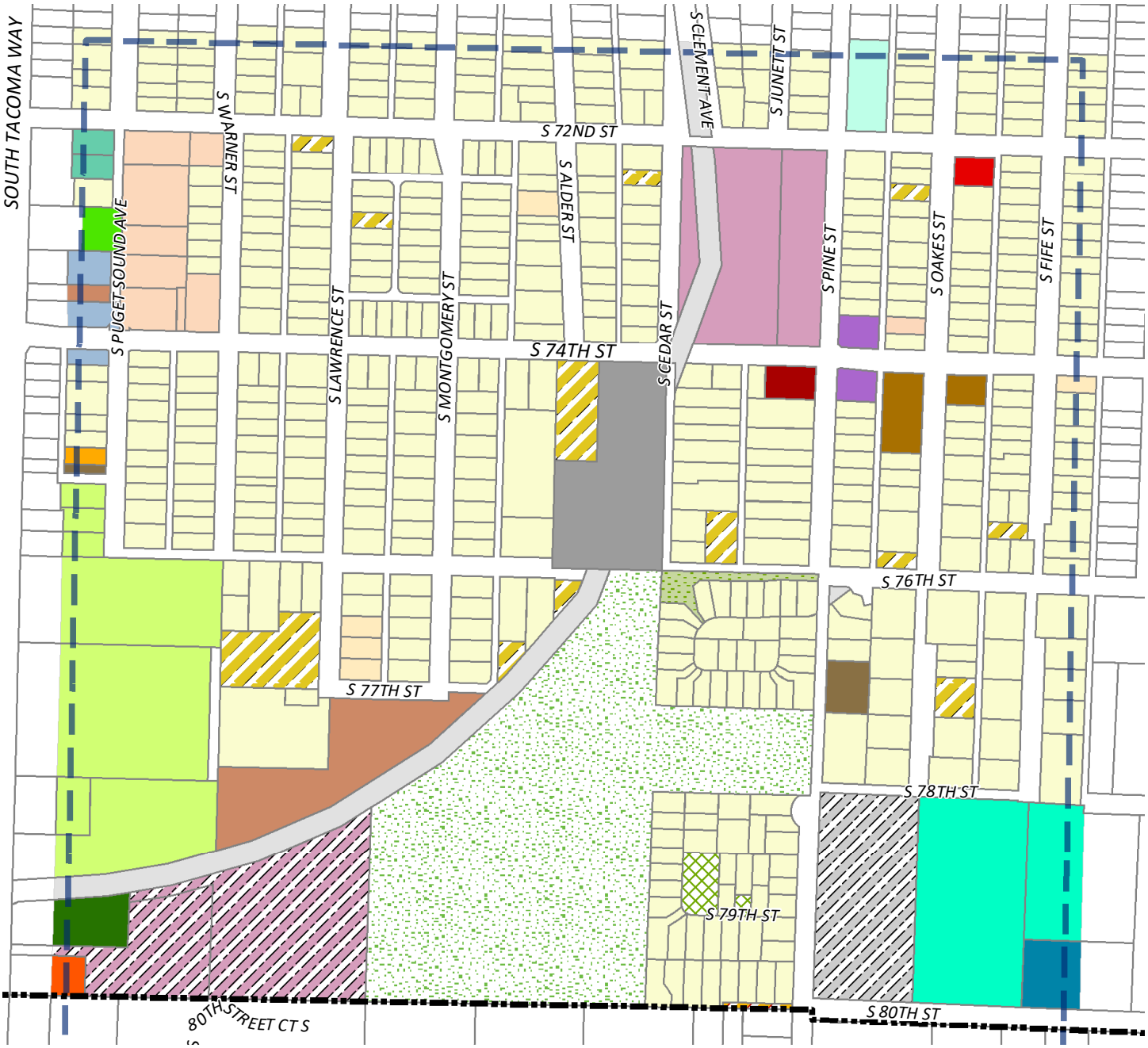
Document Path: Z:\GADS\R2018\R339\MXD\JBLM APZII One Tacoma Zoning Districts and Overlays 8x11 082418.mxd Author: aabramovich

Joint Base Lewis-McChord: Accident Potential Zone II
One Tacoma Land Use Designations



Document Path: Z:\GADS\R2018\R339\MXD\JBLM APZII One Tacoma Land Use Designations 8x11 082418.mxd Author: aabramovich

Joint Base Lewis-McChord: Accident Potential Zone II
Pierce County Assessor Land Use Description



CITY BOUNDARY
ACCIDENT POTENTIAL ZONE II

PIERCE COUNTY ASSESSOR
LAND USE DESCRIPTION

- ELEM SCHOOLS 1 TO 6
- REC ACTIVITIES
- RELIGIOUS SERVICES
- OTHER PUB ASSEMBLY
- RESTAURANT
- FOOD RETAIL TRADE
- BUSINESS SERVICES
- MISC SERVICES
- GEN WAREHOUSING STORAGE
- OTHER RETAIL TRADE
- VETERINARIAN SERVICES
- MISC OFFICE SPACE
- AUTO DLR NEW AND USED RETAIL
- AUTO PARKING
- USED CAR LOTS ONLY RETAIL
- RV SALES RETAIL
- GRNBELT COMMON AREAS
- PARKS
- UNKNOWN
- SINGLE FAMILY DWELLING
- DUPLEX 2 UNITS
- TRIPLEX 3 UNITS
- MH PARK
- MULTI FAM APTS 5 UNITS OR MORE
- OTHER RESIDENTIAL
- STREET RIGHT OF WAY
- UTILITIES
- COMM VAC LAND
- VAC INDUSTRIAL LAND
- VAC LND MAJOR PROBLEM
- VACANT LAND UNDEVELOPED

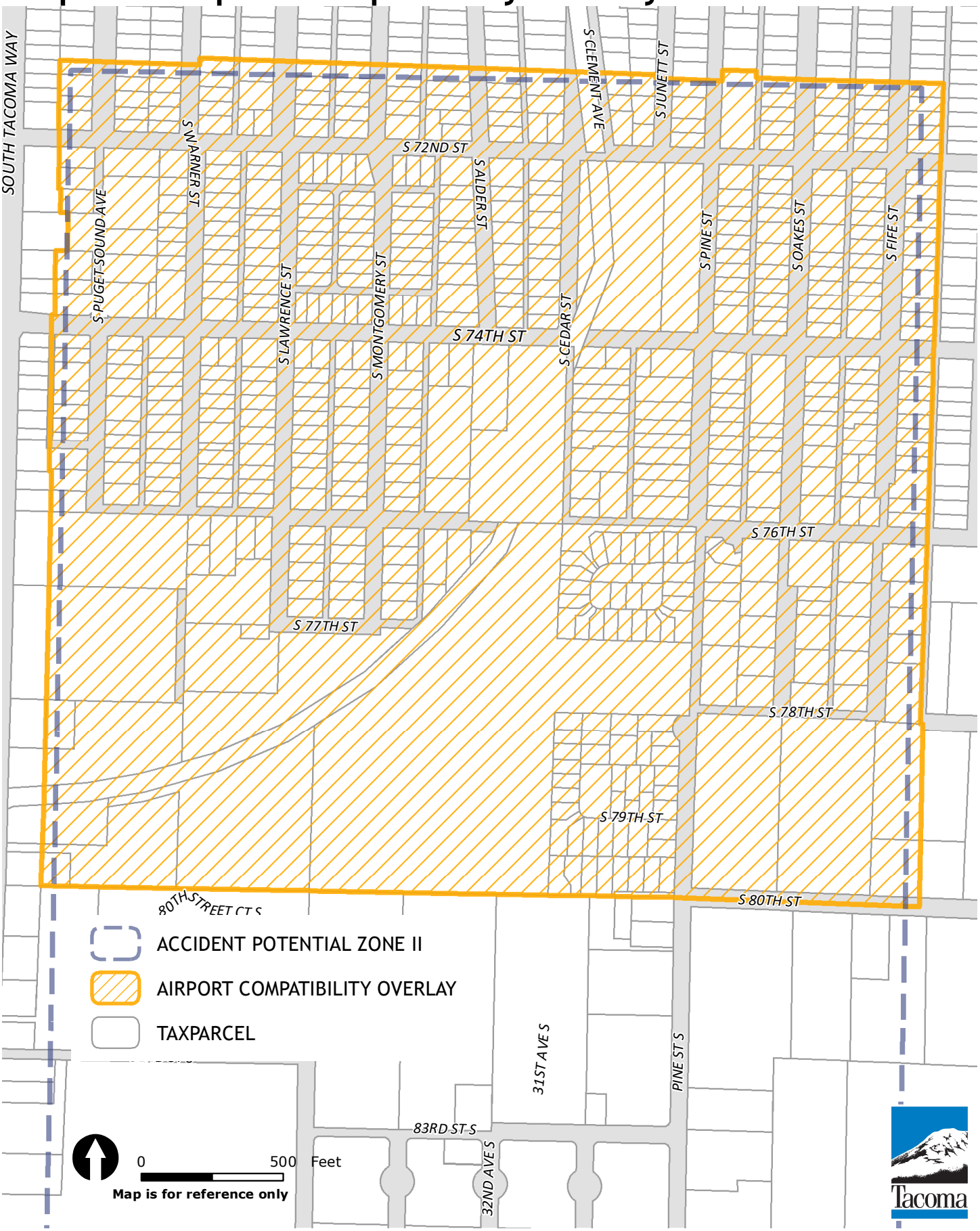
0 500 Feet

Map is for reference only

Tacoma

Document Path: Z:\GADS\R2018\R339\MXD\APZII - Land Use Description per AssessorDB 8x11 082418.mxd Author: aabramovich

Joint Base Lewis-McChord: Accident Potential Zone II
Proposed Airport Compatibility Overlay District



Document Path: Z:\GADS\R2018\R339\MXD\JBLM APZII Airport Compatibility Overlay 8x11082418.mxd Author: aabramovich

Attachment 2

LAND USE COMPATIBILITY RECOMMENDATIONS FOR APZS

A2.1. Suggested land use compatibility guidelines in the Clear Zone and APZs are shown in Table A2 1. Additions to some land use categories have been incorporated into Table A2.1 subsequent to issuance of the SLUCM to reflect additional land uses and to clarify the categorization of certain uses. The compatible land use recommendations for the Clear Zone and APZ are provided for local governments as well as AF personnel for on-base planning.

Table A2.1. Land Use Compatibility in APZs.

LAND USE		SUGGESTED LAND USE COMPATIBILITY[1]			
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
10	Residential				
11	Household Units				
11.11	Single units: detached	N	N	Y[2]	Maximum density of 2 Du/Ac
11.12	Single units: semi-detached	N	N	N	
11.13	Single units: attached row	N	N	N	
11.21	Two units: side-by-side	N	N	N	
11.22	Two units: one above the other	N	N	N	
11.31	Apartments: walk-up	N	N	N	
11.32	Apartment: elevator	N	N	N	
12	Group quarters	N	N	N	
13	Residential hotels	N	N	N	
14	Mobile home parks or courts	N	N	N	
15	Transient lodgings	N	N	N	
16	Other residential	N	N	N	
20	Manufacturing [3]				
21	Food and kindred products; manufacturing	N	N	Y	Maximum FAR 0.56 IN APZ II
22	Textile mill products; manufacturing	N	N	Y	Maximum FAR 0.56 IN APZ II
23	Apparel and other finished products; products made from fabrics, leather and similar materials; manufacturing	N	N	N	
24	Lumber and wood products (except furniture); manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
25	Furniture and fixtures; manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
26	Paper and allied products; manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
27	Printing, publishing, and allied industries	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
28	Chemicals and allied products; manufacturing	N	N	N	
29	Petroleum refining and related industries	N	N	N	
30	Manufacturing[3] (continued)				

LAND USE		SUGGESTED LAND USE COMPATIBILITY[1]			
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
31	Rubber and miscellaneous plastic products; manufacturing	N	N	N	
32	Stone, clay, and glass products; manufacturing	N	N	Y	Maximum FAR 0.56 in APZ II
33	Primary metal products; manufacturing	N	N	Y	Maximum FAR 0.56 in APZ II
34	Fabricated metal products; manufacturing	N	N	Y	Maximum FAR 0.56 in APZ II
35	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks	N	N	N	
39	Miscellaneous manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
40	Transportation, communication, and utilities[3, 4]				
41	Railroad, rapid rail transit, and street railway transportation	N	Y[6]	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
42	Motor vehicle transportation	N	Y[6]	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
43	Aircraft transportation	N	Y[6]	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
44	Marine craft transportation	N	Y[6]	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
45	Highway and street right-of-way	Y[5]	Y[6]	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
46	Automobile parking	N	Y[6]	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
47	Communication	N	Y[6]	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
48	Utilities[7]	N	Y[6]	Y[6]	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
48.5	Solid waste disposal (landfills, incinerators, etc.)	N	N	N	
49	Other transportation, communication, and utilities	N	Y[6]	Y	See Note 6 below
50	Trade				
51	Wholesale trade	N	Y	Y	Maximum FAR of 0.28 in APZ I & .56 in APZ II
52	Retail trade – building materials, hardware and farm equipment	N	Y	Y	See Note 8 below
53	Retail trade – including, discount clubs, home	N	N	Y	Maximum FAR of 0.16 in APZ II

LAND USE		SUGGESTED LAND USE COMPATIBILITY[1]			
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
	improvement stores, electronics superstores, etc.				
53.	Shopping centers-Neighborhood, Community, Regional, Super-regional[9]	N	N	N	
54	Retail trade – food	N	N	Y	Maximum FAR of 0.24 in APZ II
55	Retail trade – automotive, marine craft, aircraft, and accessories	N	Y	Y	Maximum FAR of 0.14 in APZ I & 0.28 in APZ II
56	Retail trade – apparel and accessories	N	N	Y	Maximum FAR of 0.28 in APZ II
57	Retail trade – furniture, home, furnishings and equipment	N	N	Y	Maximum FAR of 0.28 in APZ II
58	Retail trade – eating and drinking establishments	N	N	N	
59	Other retail trade	N	N	Y	Maximum FAR of 0.16 in APZ II
60	Services[10]				
61	Finance, insurance and real estate services	N	N	Y	Maximum FAR of 0.22 in APZ II
62	Personal services	N	N	Y	Office uses only. Maximum FAR of 0.22 in APZ II.
62.4	Cemeteries	N	Y[11]	Y[11]	
63	Business services (credit reporting; mail, stenographic, reproduction; advertising)	N	N	Y	Maximum FAR of 0.22 in APZ II
63.7	Warehousing and storage services[12]	N	Y	Y	Maximum FAR of 1.0 in APZ I; 2.0 in APZ II
64	Repair Services	N	Y	Y	Maximum FAR of 0.11 APZ I; 0.22 in APZ II
65	Professional services	N	N	Y	Maximum FAR of 0.22 in APZ II
65.1	Hospitals, nursing homes	N	N	N	
65.1	Other medical facilities	N	N	N	
66	Contract construction services	N	Y	Y	Maximum FAR of 0.11 APZ I; 0.22 in APZ II
67	Government Services	N	N	Y	Maximum FAR of 0.24 in APZ II
68	Educational services	N	N	N	
68.1	Child care services, child development centers, and nurseries	N	N	N	
69	Miscellaneous Services	N	N	Y	Maximum FAR of 0.22 in APZ II
69.1	Religious activities (including places of worship)	N	N	N	
70	Cultural, entertainment and recreational				
71	Cultural activities	N	N	N	

LAND USE		SUGGESTED LAND USE COMPATIBILITY[1]			
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
71.2	Nature exhibits	N	Y[13]	Y[13]	
72	Public assembly	N	N	N	
72.1	Auditoriums, concert halls	N	N	N	
72.11	Outdoor music shells, amphitheaters	N	N	N	
72.2	Outdoor sports arenas, spectator sports	N	N	N	
73	Amusements – fairgrounds, miniature golf, driving ranges; amusement parks, etc.	N	N	Y[20]	
74	Recreational activities (including golf courses, riding stables, water recreation)	N	Y[13]	Y[13]	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
75	Resorts and group camps	N	N	N	
76	Parks	N	Y[13]	Y[13]	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
79	Other cultural, entertainment and recreation	N	Y[11]	Y[11]	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
80	Resource production and extraction				
81	Agriculture (except live- stock)	Y[4]	Y[14]	Y[14]	
81.5-81.7,	Agriculture-Livestock farming, including grazing and feedlots	N	Y[14]	Y[14]	
82	Agriculture related activities	N	Y[15]	Y[15]	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
83	Forestry activities[16]	N	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
84	Fishing activities[17]	N[17]	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
85	Mining activities[18]	N	Y[18]	Y[18]	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
89	Other resource production or extraction	N	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives

LAND USE		SUGGESTED LAND USE COMPATIBILITY[1]			
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
90	Other				
91	Undeveloped land	Y	Y	Y	
93	Water areas[19]	N[19]	N[19]	N[19]	

NOTES:

1. A "Yes" or a "No" designation for compatible land use is to be used only for general comparison. Within each, uses exist where further evaluation may be needed in each category as to whether it is clearly compatible, normally compatible, or not compatible due to the variation of densities of people and structures. In order to assist air installations and local governments, general suggestions as to FARs are provided as a guide to density in some categories. In general, land use restrictions that limit occupants, including employees, of commercial, service, or industrial buildings or structures to 25 an acre in APZ I and 50 an acre in APZ II are considered to be low density. Outside events should normally be limited to assemblies of not more than 25 people an acre in APZ I, and maximum assemblies of 50 people an acre in APZ II. Recommended FARs are calculated using standard parking generation rates for various land uses, vehicle occupancy rates, and desired density in APZ I and II. For APZ I, the formula is FAR = 25 people an acre/ (Average Vehicle Occupancy x Average Parking Rate x (43560/1000)). The formula for APZ II is FAR = 50/ (Average Vehicle Occupancy x Average Parking Rate x (43560/1000)).

2. The suggested maximum density for detached single-family housing is two Du/Ac. In a planned unit development (PUD) of single family detached units, where clustered housing development results in large open areas, this density could possibly be increased slightly provided the amount of surface area covered by structures does not exceed 20 percent of the PUD total area. PUD encourages clustered development that leaves large open areas.

3. Other factors to be considered: Labor intensity, structural coverage, explosive characteristics, air-pollution, electronic interference with aircraft, height of structures, and potential glare to pilots.

4. No structures (except airfield lighting and navigational aids necessary for the safe operation of the airfield when there are no other siting options), buildings, or above-ground utility and communications lines should normally be located in Clear Zone areas on or off the air installation. The Clear Zone is subject to the most severe restrictions.

5. Roads within the graded portion of the Clear Zone are prohibited. All roads within the Clear Zone are discouraged, but if required, they should not be wider than two lanes and the rights-of-way should be fenced (frangible) and not include sidewalks or bicycle trails. Nothing associated with these roads should violate obstacle clearance criteria.

6. No above ground passenger terminals and no above ground power transmission or distribution lines. Prohibited power lines include high-voltage transmission lines and distribution lines that provide power to cities, towns, or regional power for unincorporated areas.

7. Development of renewable energy resources, including solar and geothermal facilities and wind turbines, may impact military operations through hazards to flight or electromagnetic interference. Each new development should to be analyzed for compatibility issues on a case-by-case basis that considers both the proposal and potentially affected mission.

8. Within SLUCM Code 52, maximum FARs for lumberyards (SLUCM Code 521) are 0.20 in APZ-I and 0.40 in APZ-11; the maximum FARs for hardware, paint, and farm equipment stores, (SLUCM Code 525), are 0.12 in APZ I and 0.24 in APZ II.

9. A shopping center is an integrated group of commercial establishments that is planned, developed, owned, or managed as a unit. Shopping center types include strip, neighborhood, community, regional, and super-regional facilities anchored by small businesses, a supermarket or drug store, discount retailer, department store, or several department stores, respectively.

10. Ancillary uses such as meeting places, auditoriums, etc. are not recommended.

11. No chapels or houses of worship are allowed within APZ I or APZ II.

12. Big box home improvement stores are not included as part of this category.

13. Facilities must be low intensity, and provide no playgrounds, etc. Facilities such as club houses, meeting places, auditoriums, large classes, etc., are not recommended.

14. Activities that attract concentrations of birds creating a hazard to aircraft operations should be excluded.

15. Factors to be considered: labor intensity, structural coverage, explosive characteristics, and air pollution.

16. Lumber and timber products removed due to establishment, expansion, or maintenance of Clear Zone lands owned in fee will be disposed of in accordance with applicable DoD guidance.

17. Controlled hunting and fishing may be permitted for the purpose of wildlife management.

18. Surface mining operations that could create retention ponds that may attract waterfowl and present bird/wildlife aircraft strike hazards (BASH), or operations that produce dust or light emissions that could affect pilot vision are not compatible.

19. Naturally occurring water features (e.g., rivers, lakes, streams, wetlands) are pre-existing, nonconforming land uses. Naturally occurring water features that attract waterfowl present a potential BASH. Actions to expand naturally occurring water features or construction of new water features should not be encouraged. If construction of new features is necessary for storm water retention, such features should be designed so that they do not attract waterfowl.

20. Amusement centers, family entertainment centers or amusement parks designed or operated at a scale that could attract or result in concentrations of people, including employees and visitors, greater than 50 people per acre at any given time are incompatible in APZ II.

Attachment 3

JBLM Airport Compatibility Overlay District

Discussion Outline

Planning Commission - September 19, 2018

PROPOSAL

Create an Airport Compatibility Overlay District corresponding with the JBLM Accident Potential Zone (APZ) II in South Tacoma, and make corresponding changes to land use tables and related sections of the Tacoma Municipal Code. The Overlay District will implement the recommendations of the JBLM Joint Land Use Study (JLUS) and the U.S. Air Force's Air Installations Compatible Use Zones (AICUZ) Program, by instituting changes to permitted land uses and development standards.

INTENT

- Prevent development conditions that could interfere with aircraft operations
- Reduce risk to life and property in the incidence of a crash, through the following strategies
    - Prevent increases in densities and congregations of people; and,
    - Prevent development that includes highly flammable or explosive components
- Implement the City's policies calling for collaboration and compatibility with JBLM Airfield
- Increase knowledge of aircraft accident risks
- Recognize existing uses and avoid undue impacts to residents, property owners, businesses and institutions

GENERAL PROVISIONS

- Notice: Notice on Title regarding the Overlay District is required for land use actions, for new construction, and for substantial alterations to existing structures
- Split parcels: The standards apply only to portions of parcels that lie within the Overlay
- Discretionary land use proposals (such as rezones, conditional uses, variances) must be consistent with the Overlay District intent

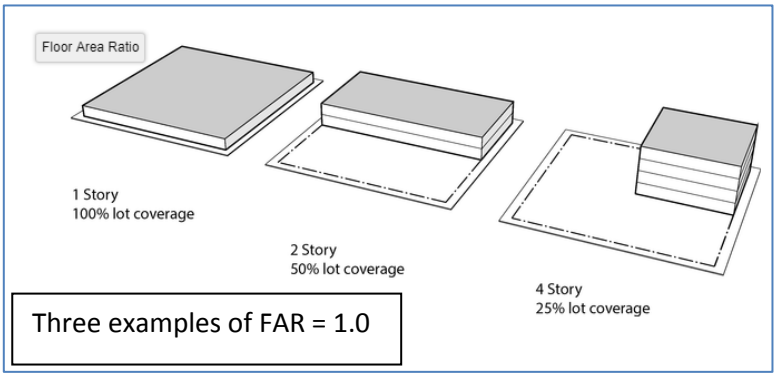
LAND USES

- The **land use requirements** of the underlying zoning districts apply within the Overlay District, except that the following land uses are <u>Prohibited</u>:
    - Residential
        - Single-family platting denser than 2 dwelling units per gross acre
        - Accessory Dwelling Units
        - Special Needs Housing (above 6 residents)

        - Two-family, three-family, townhouse, multifamily, mobile home, student housing, mixed-use, or other development incorporating more than one dwelling unit
    - Commercial recreation
    - Cultural institutions
    - Day care centers (above 12 children)
    - Eating and drinking establishments (and similar uses)
    - Hospitals/Medical Offices
    - Hotels/motels
    - Parks, recreation and open space uses requiring a Conditional Use Permit
    - Public assembly/theaters
    - Religious assembly
    - Shopping centers
    - Schools
    - Utilities (overhead transmission or distribution lines)
    - Wireless Facilities - Levels 3 and 4 (limits height to 60 feet)
- **Existing residential uses**: Lawfully existing residential uses (at the time of Overlay District adoption) which do not meet its provisions are Permitted and may be modified, provided there is no increase in the number of dwellings
- **Existing non-residential uses**: Other lawfully existing uses (at the time of adoption) which do not meet its provisions are Non-conforming, and subject to the following limitations
    - Meet the City's Nonconforming Uses standards
    - No increase in occupancy capacity (e.g., students, occupants, congregants)
    - Minor modifications to existing discretionary land use permits are allowed, but Major Modifications require compliance with the new standards

DEVELOPMENT STANDARDS

- The following characteristics, when proposed as part of any development, are not allowed in the Overlay District
    - Generation of air pollution, electronic interference or glare that could negatively affect pilots or aircraft
    - Structures taller than allowed in the base zoning districts
    - Manufacturing or processing of apparel, chemicals, petroleum, rubber or plastic
- The following land uses shall be subject to **Floor Area Ratio** limitations as specified
    - Commercial: 0.28
    - Office and Personal Services: 0.22
    - Industrial: 0.56
    - Warehouse/storage: 2.0



Three examples of FAR = 1.0

Attachment 4

JBLM Airport Compatibility Overlay District

PROPOSED CODE CHANGES

Notes:
These amendments show all of the changes to existing Land Use regulations.
The sections included are only those portions of the code that are associated with these amendments.
New text is underlined and text that has been deleted is shown as ~~strikethrough~~.

CHANGES ARE PROPOSED TO THE FOLLOWING CHAPTERS AND SECTIONS:

Chapter 13.06 Zoning

13.06.100 Residential Districts.

13.06.200 Commercial Districts.

13.06.400 Industrial Districts.

13.06.535 Special needs housing.

13.06.545 Wireless communication facilities.

THE FOLLOWING NEW SECTION IS PROPOSED TO BE ENACTED:

13.06.585 JBLM Airport Compatibility Overlay District

13.06.100 Residential Districts.

The 100 series will contain regulations for all residential classifications, including the following:

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
R-3	Two-Family Dwelling District
R-4	Multiple-Family Dwelling District
R-4-L	Low-Density Multiple-Family Dwelling District
R-5	Multiple-Family Dwelling District
PRD	Planned Residential Development District (see Section 13.06.140)

***

C. Land use requirements.

1. Applicability. The following tables compose the land use regulations for all districts of Section 13.06.100. All portions of 13.06.100 and applicable portions of 13.06.500 apply to all new development of any land use variety, including additions, and remodels, in all districts in Section 13.06.100, unless explicit exceptions or modifications are noted. The requirements of Section 13.06.100.A through Section 13.06.100.C are not eligible for variances. When portions of this section are in conflict with other portions of Chapter 13.06, the more restrictive shall apply. For individually designated properties listed on the Tacoma Register of Historic Places, and for contributing buildings within Historic Special Review Districts, where there is a conflict between the regulations of this chapter and historic guidelines and standards, the historic guidelines and standards shall prevail pursuant to TMC 13.05.046.

2. Pedestrian streets designated. Figure 7 of the Comprehensive Plan designates Corridors that are considered key streets for integrating land use and transportation and achieving the goals of the Urban Form and Design and Development Elements. These Corridors are herein referred to as “Pedestrian Streets.” The designation entails modified design requirements to improve building orientation, definition of the public realm, and pedestrian connectivity.

3. Use requirements. The following use table designates all permitted, limited, and prohibited uses in the districts listed. Use classifications not listed in this section or provided for in Section 13.06.500 are prohibited, unless permitted via Section 13.05.030.E.

a. Within the JBLM Airport Compatibility Overlay District, the land use and development standards of this section are modified as specified in TMC 13.06.585 which shall prevail in the case of any conflict.

4. Use table abbreviations.

P = Permitted use in this district.
TU = Temporary Uses allowed in this district subject to specified provisions and consistent with the criteria and procedures of Section 13.06.635.
CU = Conditional use in this district. Requires conditional use permit, consistent with the criteria and procedures of Section 13.06.640.
N = Prohibited use in this district.

5. District use table. (see next page for table)

Uses [3]	**R-1**	**R-2**	**R-2SRD**	**HMR-SRD**	**R-3**	**R-4-L**	**R-4**	**R-5**	Additional Regulations[1, 3]
Accessory uses and buildings	P	P	P	P	P	P	P	P	Subject to additional requirements contained in Section 13.06.100.F
Adult family home	P	P	P	P	P	P	P	P	Subject to additional requirements contained in Section 13.06.535
***									
Uses not prohibited by City Charter and not prohibited herein	N	N	N	N	N	N	N	N	

Footnotes:
[1] For historic structures and sites, certain uses that are otherwise prohibited may be allowed, subject to the approval of a conditional use permit. See Section 13.06.640 for additional details, limitations and requirements.
[2] Certain land uses, including two-family, townhouse, cottage housing, and Detached Accessory Dwelling Units in certain districts, are subject to the provisions of the Residential Infill Pilot Program. See Section 13.05.115.
[3] Within the JBLM Airport Compatibility Overlay District, the land use and development standards of this section are modified as specified in TMC 13.06.585 which shall prevail in the case of any conflict.

***

D. Lot size and building envelope standards.

	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5
1. Minimum Lot Area (in square feet, unless otherwise noted)								
Single-family detached dwellings – Standard Lots	7,500	5,000	5,000	5,000	5,000	5,000	5,000	5,000
Single-family detached dwellings – Small Lots (Level 1)	6,750	4,500	4,500	4,500	2,500	2,500	2,500	2,500
Two-family dwellings		6,000	6,000	6,000	6,000	4,250	3,750	3,500
Three-family dwellings			9,000	9,000	9,000	5,500	5,000	4,500
Multiple-family dwellings					9,000	6,000 sq. ft. plus 1,500 sq. ft. for each unit in excess of four	6,000	6,000
Townhouse dwellings		3,000	3,000	3,000	3,000	1,500	1,000	1,000
Mobile home/trailer court						3.5 acres, provided at least 3,500 sq. ft. is provided for each mobile home		
Pre-existing lots	A lot which was a single unified parcel of land as indicated by the records of the Pierce County Auditor as of May 18, 1953 or a lot which was configured legally to conform to the applicable requirements but which became nonconforming as a result of subsequent changes to this chapter or other official action by the City, and which has been maintained in that configuration since, having an average width, frontage, or area that is smaller than the applicable minimum requirements may be occupied by a single-family dwelling; provided all other applicable requirements are complied with, including required setbacks, yards and design standards (see Sections 13.06.145 and 13.06.630).							
JBLM Airport Compatibility Overlay District	Within the JBLM Airport Compatibility Overlay District, see the provisions of TMC 13.06.585, including the density limitation for new residential platting of 2 dwellings per gross acre.							
Single-family Small Lots – Exceptions to Standard Minimum Lot Area Requirements	Reductions to minimum detached single-family dwelling lot area requirements, as shown above, may be allowed pursuant to Section 13.06.145. Lots smaller than the Minimum Lot Area for Standard Lots must meet the applicable Design Standards of Section 13.06.145. Single-family Small lot development must be oriented such that the lot frontage and the front façade of the house face the street. Small lot exceptions are not applicable to pipestem lots.							

***

13.06.200 Commercial Districts.

***

C. Land use requirements.

1. Applicability. The following tables compose the land use regulations for all districts of Section 13.06.200. All portions of Section 13.06.200 and applicable portions of Section 13.06.500 apply to all new development of any land use variety, including additions and remodels, in all districts in Section 13.06.200, unless explicit exceptions or modifications are noted. The requirements of Section 13.06.200.A through Section 13.06.200.C are not eligible for variance. When portions of this section are in conflict with other portions of Chapter 13.06, the more restrictive shall apply.

2. Pedestrian streets designated. Figure 7 of the Comprehensive Plan designates Corridors that are considered key streets for integrating land use and transportation and achieving the goals of the Urban Form and Design and Development Elements. These Corridors are herein referred to as "Pedestrian Streets." The designation entails modified design requirements to improve building orientation, definition of the public realm, and pedestrian connectivity.

3. Use requirements. The following use table designates all permitted, limited, and prohibited uses in the districts listed. Use classifications not listed in this section or provided for in Section 13.06.500 are prohibited, unless permitted via Section 13.05.030.E. Certain street level use restrictions may apply; see Section 13.06.200.C.4 below.

a. Within the JBLM Airport Compatibility Overlay District, the land use and development standards of this section are modified as specified in TMC 13.06.585 which shall prevail in the case of any conflict.

4. Use table abbreviations.

P	=	Permitted use in this district.
CU	=	Conditional use in this district. Requires conditional use permit, consistent with the criteria and procedures of Section 13.06.640.
TU	=	Temporary Uses allowed in this district subject to specified provisions and consistent with the criteria and procedures of Section 13.06.635.
N	=	Prohibited use in this district.

5. District use table.

Uses 4	**T**	**C-1**	**C-21**	**PDB**	**Additional Regulations2, 3, 4 (also see footnotes at bottom of table)**
Adult family home	P	P	P	P	See definition for bed limit.
Adult retail and entertainment	N	N	N	N	Prohibited except as provided for in Section 13.06.525.
Agricultural uses	CU	CU	CU	CU	Such uses shall not be located on a parcel of land containing less than 20,000 square feet of area. Livestock is not allowed.
***					
Uses not prohibited by City Charter and not prohibited herein	N	N	N	N	

Footnotes:

1. Designated Pedestrian Streets – For segments here noted, additional use limitations apply to areas within C-2 Commercial District zoning to ensure continuation of development patterns in certain areas that enhance opportunities for pedestrian-based commerce. North 30th Street from 200 feet east of the Starr Street centerline to 190 feet west of the Steele Street centerline: street level uses are limited to retail, personal services, eating and drinking, and customer service offices.
2. For historic structures and sites, certain uses that are otherwise prohibited may be allowed, subject to the approval of a conditional use permit. See Section 13.06.640 for additional details, limitations and requirements.
3. Commercial shipping containers shall not be an allowed type of accessory building in any commercial zoning district. Such storage containers may be allowed as a temporary use, subject to the limitations and standards in Section 13.06.635.
4. Within the JBLM Airport Compatibility Overlay District, the land use and development standards of this section are modified as specified in TMC 13.06.585 which shall prevail in the case of any conflict.

***

D. Building envelope standards.

	T	C-1	C-2	PDB
Minimum Lot Area	0 non-residential; 1,500 square feet per residential unit	0	0	0
Minimum Lot Width	0	0	0	0
Maximum Building Coverage – applies to single-use multi-family residential development only	None non-residential; Residential maximum building coverage in accordance with the R-4-L District	None non-residential; Residential maximum building coverage in accordance with the R-4-L District	None non-residential; Residential maximum building coverage in accordance with the R-4 District	None non-residential; Residential maximum building coverage in accordance with the R-4 District
Minimum Front Setback	In all districts listed above, 0 feet, unless abutting a residential zoning, then equal to the residential zoning district for the first 100 feet from that side. Maximum setbacks (Section 13.06.200.E) supersede this requirement where applicable. Animal sales and service: shall be setback from residential uses or residential zoning district boundaries at least 20 feet.			
Minimum Side Setback	In all districts listed above, 0 feet, unless created by requirements in Section 13.06.502. Animal sales and service: shall be setback from residential uses or residential zoning district boundaries at least 20 feet.			
Minimum Rear Setback	In all districts listed above, 0 feet, unless created by requirements in Section 13.06.502. Animal sales and service: shall be setback from residential uses or residential zoning district boundaries at least 20 feet.			
Maximum Setback from Designated Streets	See Section 13.06.200.E for application with any district listed above on designated segments of North 30th Street and 6th Avenue. Residential development shall meet the Build-to Area standard in 13.06.100.D.6.			
Maximum Height Limit	35 feet	35 feet	45 feet	45 feet
	Height will be measured consistent with Building Code, Height of Building, unless a View Sensitive Overlay District applies. Height may be further restricted in View-Sensitive Overlay Districts, per Section 13.06.555. Certain specified uses and structures are allowed to extend above height limits, per Section 13.06.602.			
Maximum Floor Area	20,000 square feet per building	30,000 square feet per building	45,000 square feet per business for retail uses, unless approved with a conditional use permit. See Section 13.06.640.	7,000 square feet per business for eating and drinking, retail and personal services uses
JBLM Airport Compatibility Overlay District	Within the JBLM Airport Compatibility Overlay District, see the provisions of TMC 13.06.585, including specific Floor Area Ratio standards.			
Minimum Usable Yard Space – applies to single-use residential development only	Minimum usable yard space shall be provided in accordance with the residential building type requirements in 13.06.100.D.7. Duplex/triplex dwellings shall provide usable yard space in accordance with the R-3, R-4-L, R-4 and R-5 Districts.			

***

13.06.400 Industrial Districts.

The 400 series contains regulations for all industrial classifications, including the following:

M-1 Light Industrial District
M-2 Heavy Industrial District
PMI Port Maritime & Industrial District

A. Industrial district purposes.

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 industrial settings matching scale and intensity of use to location.

4. Provide for predictability in the expectations for development projects.

B. Districts established.

M-1 Light Industrial District
M-2 Heavy Industrial District
PMI Port Maritime & Industrial District

***

C. Land use requirements.

1. Applicability. The following tables compose the land use regulations for all districts of Section 13.06.400. All portions of Section 13.06.400 and applicable portions of Section 13.06.500 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.

2. Pedestrian streets designated. Figure 7 of the Comprehensive Plan designates Corridors that are considered key streets for integrating land use and transportation and achieving the goals of the Urban Form and Design and Development Elements. These Corridors are herein referred to as "Pedestrian Streets." The designation entails modified design requirements to improve building orientation, definition of the public realm, and pedestrian connectivity.

3. Use Requirements. The following use table designates all permitted, limited, and prohibited uses in the districts listed.

Use classifications not listed in this section or provided for in Section 13.06.500 are prohibited, unless permitted via Section 13.05.030.E.

a. Within the JBLM Airport Compatibility Overlay District, the land use and development standards of this section are modified as specified in TMC 13.06.585 which shall prevail in the case of any conflict.

4. Use table abbreviations.

P	=	Permitted use in this district.
CU	=	Conditional use in this district. Requires conditional use permit consistent with the criteria and procedures of Section 13.06.640.
TU	=	Temporary Uses allowed in this district subject to specified provisions and consistent with the criteria and procedures of Section 13.06.635.
N	=	Prohibited use in this district.

5. District use table.

Uses[2]	M-1	M-2	PMI	Additional Regulations[1, 2]
Adult family home	P/N*	N	N	In M-1 districts, permitted only within residential or institutional buildings in existence on December 31, 2008, the effective date of adoption of this provision, or when located within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *Not permitted within the South Tacoma M/IC Overlay District See Section 13.06.535.
Adult retail and entertainment	P	P	P	Subject to development standards contained in Section 13.06.525.
Agricultural uses	CU	CU/N*	CU/N*	Such uses shall not be located on a parcel of land containing less than 20,000 square feet of area. *Per Ordinance No. 28470, on an interim basis, such uses are not permitted within the Port of Tacoma M/IC. See 13.06.400.G.
***				
Uses not prohibited by City Charter and not prohibited herein	N	N	N	

Footnotes:

1. For historic structures and sites, certain uses that are otherwise prohibited may be allowed, subject to the approval of a conditional use permit. See Section 13.06.640 for additional details, limitations and requirements.
2. Within the JBLM Airport Compatibility Overlay District, the land use and development standards of this section are modified as specified in TMC 13.06.585 which shall prevail in the case of any conflict.

***

D. Building envelope standards.

	M-1	M-2	PMI
Minimum Lot Area	N/A	N/A	N/A
Minimum Lot Width	N/A	N/A	N/A
Maximum Lot Coverage	None	None	None
Minimum Front Setback	In all districts listed above, 0 feet, unless: • Created by requirements in Section 13.06.502; or • Abutting a dwelling district, then equal to the dwelling district setback for the first 100 feet from that side. The above setback requirements may be waived if demonstration is made that a 20-foot vertical grade between the properties offers comparable protection.		
Minimum Side Setback	In all districts listed above, 0 feet, unless created by requirements in Section 13.06.502, which may be waived if demonstration is made that a 20-foot vertical grade between the properties offers comparable protection.		
Minimum Rear Setback	In all districts listed above, 0 feet, unless created by requirements in Section 13.06.502, which may be waived if demonstration is made that a 20-foot vertical grade between the properties offers comparable protection.		

	M-1	M-2	PMI
Maximum Height Limit	75 feet	100 feet, unless such building or structure is set back on all sides one foot for each four feet such building or structure exceeds 100 feet in height.	100 feet, unless such building or structure is set back on all sides one foot for each four feet such building or structure exceeds 100 feet in height.
Maximum Height Exceptions	Certain specified uses and structures are allowed to extend above height limits, per Sections 13.06.602.A.2 and 13.06.545.		
JBLM Airport Compatibility Overlay District	Within the JBLM Airport Compatibility Overlay District, see the additional development standards called out in TMC 13.06.585.		

***

13.06.535 Special needs housing.

A. Intent. It is found and declared that special needs housing facilities are essential public facilities which provide a needed community service. It is also recognized that these types of facilities often need to be located in residential neighborhoods. Thus, in order to protect the established character of existing residential neighborhoods, the public interest dictates that these facilities be subject to certain restrictions. The intent of these regulations is to minimize concentrations of certain types of facilities, mitigate incompatibilities between dissimilar uses, preserve the intended character and intensity of the City's residential neighborhoods, and to promote the public health, safety, and general welfare.

B. Use Requirements. The following use table designates all permitted, limited, and prohibited uses in the districts listed.

1. Within the JBLM Airport Compatibility Overlay District, maximum occupancy shall be limited to six residents.

Special Needs Housing – Use Table
(P = Permitted Outright, CU = Conditional Use Permit Required, N = Not Permitted)
*Note: See Subsection C, below, for additional siting restrictions
**Note: The residency limitations indicated in this use table apply to the number of residents housed at a facility, exclusive of any support or care staff. Where specific residency limitations are provided in the definition of the use, the size information herein is provided for reference only.

	Size (number of residents)	R-1, R-2, R-2SRD, HMR-SRD, NRX	R-3	R-4-L, R-4, R-5, PRD, URX, RCX, NCX, T, C-1, HM, HMX, PDB	UCX, CCX, CIX, C-2, M-1, DCC, DMU, DR, WR	M-2, PMI
Emergency and Transitional Housing	Limit 6	N	N	CU	P	N
Emergency and Transitional Housing	7-15	N	N	CU	P	N
Emergency and Transitional Housing	16 or more	N	N	CU	P	N
Confidential Shelter, Adult Family Home, Staffed Residential Home	Limit 6	P	P	P	P	N
Confidential Shelter, Extended Care	7-15	N	P	P	P	N

Facility, Intermediate Care Facility, Continuing Care Retirement Community, Retirement Home, Residential Care Facility for Youth						
Confidential Shelter, Residential Chemical Dependency Treatment Facility, Extended Care Facility, Intermediate Care Facility, Continuing Care Retirement Community, Retirement Home, Residential Care Facility for Youth	16 or more	N	N	P	P	N

***

13.06.545 Wireless communication facilities.

***

E. Wireless communication towers and facilities use category.

1. Wireless communication towers or wireless communication facilities. Wireless communication towers or wireless communication facilities use type refers to facilities used in the transmission of information by wire, radio, optical cable, electromagnetic, or other similar means. These types of facilities also include central office switching units, remote switching units, telecommunications radio relay stations, and ground level equipment structures.

Level 1: Modification of an existing wireless tower. This may include the complete replacement of an existing wireless communication tower or antenna support structure to its existing height or modifications to accommodate collocation or the installation of a concealed antenna. Such modifications are limited to a cumulative increase in height and/or width from the originally permitted facility, as specified in the criteria pertaining to substantial changes as set forth in subsection 13.06.545.G.8. Level 1 also includes an antenna attached to the sides of a building, an existing tower, water tank, or a similar structure. This level is limited to the following types of antenna(s): an omni-directional or whip antenna no more than seven inches in diameter and extending no more than 16 feet above the structure to which it is attached; a panel antenna no more than 16 square feet in total area per panel and extending above the structure to which it is attached by no more than 16 feet; or a parabolic dish no greater than three feet in diameter per dish and extending no more than 16 feet above the structure to which it is attached.

Level 2: Wireless communication towers with associated antennas or dishes to a height of 60 feet, as well as building or structure-mounted antennae that exceed the associated limitations of Level 1 facilities outlined above.

Level 3: Wireless communication towers with associated antennas or dishes over 60 feet in height and not exceeding 140 feet in height.

Level 4: Wireless communication towers with associated antennas or dishes over 140 feet in height.

Wireless Facility Use Category	Zoning District Classifications[4]			
	R-1; R-2; R-2SRD; R-3; R-4; R-4-L; R-5; T; HMX; DR; NRX	**PDB; C-1; C-2, NCX; CCX; RCX; URX; UCX; DCC; DMU; WR**	**CIX; M-1**	**M-2; PMI**
Level 1	A [1, 3]	A	A	A
Level 2	C[3]	C[2]	A	A
Level 3	C[3]	C	C	A
Level 4	C[3]	C	C	C

Symbols:

A - Allowed with administrative review

C - Allowed only with approval of a Conditional Use Permit

Footnotes:

1 - Permitted on public facility sites, subject to administrative review and building permit.

2 - Allowed 16 feet above underlying zoning district height limit, except in the C-1, C-2, and NCX Districts.

3 - New wireless communication towers and antennas prohibited in R-1, R-2, R-2SRD, and R-3 Districts, except on public or quasi-public property developed with existing public or quasi-public facilities and properties developed with existing wireless communication facilities.

4 - Within the South JBLM Airport Compatibility Overlay District, Levels 3 and 4 are prohibited.

***

13.06.585 Airport Compatibility Overlay District

A. Purpose: The purpose and intent of the Airport Compatibility Overlay District is to increase safety within the Joint Base Lewis McChord (JBLM) Accident Potential Zone II (APZ II), specifically as follows.

1. Prevent development conditions that could interfere with aircraft operations or increase the likelihood of an accident.

2. Reduce risk to life and property in the incidence of a crash, through the following strategies.

a. Prevent increases in densities and congregations of people which are incompatible with the APZ II designation.

b. Prevent development that presents a higher risk in the incidence of a crash due to explosive or flammable characteristics.

3. Implement the City's policies calling for collaboration and compatibility with JBLM Airfield.

4. Increase knowledge of aircraft accident risks in order to inform public and private decision-making.

5. Recognize existing uses and avoid undue impacts to residents, property owners, businesses and institutions.

B. Scope and Applicability: The Overlay District applies to an approximately 200-acre area located in South Tacoma corresponding with the JBLM Accident Potential Zone II (APZ II).

C. Definitions.

1. Joint Base Lewis McChord (JBLM) Joint Land Use Study: A collaborative process among local, state, and regional jurisdictions; the public; federal, state, and regional agencies; and military installations within the South Puget Sound region that presents recommendations for consideration by local and state governments that promote development compatible with military presence and protecting public health, safety, and welfare while also protecting the ability of the military to accomplish its vital training and operational missions presently and over the long-term.

2. JBLM Accident Potential Zone II (APZ II): Clear Zones and Accident Potential Zones (APZs) are areas where the potential for aircraft accidents has been identified through the Air Installation Compatible Use Zone (AICUZ) program of the U.S. Air Force. The APZ II designation has a lower accident potential than either the Clear Zone or APZ I, but still is considered high enough to warrant land use restrictions to promote public safety.

D. General provisions

1. Notice on Title regarding the Overlay District shall be required for any land use action or Major Modification to a land use permit, for new construction and for substantial alterations to existing structures, as defined in the TMC.

2. Discretionary land use proposals shall not be approved unless they are consistent with the Overlay District intent.

3. For parcels located partially within the Airport Compatibility Overlay District, only that portion within the Overlay District shall be subject to these provisions.

E. Land Uses

1. The land use standards of the underlying zoning districts apply within the Overlay District, except that the following land uses are Prohibited.

PROHIBITED LAND USES WITHIN THE JBLM AIRPORT COMPATIBILITY OVERLAY DISTRICT
a. Residential uses: The following residential uses are prohibited.
Single-family development at a density greater than 2 dwelling units per gross acre
Accessory Dwelling Units
Special Needs Housing with more than six residents
Two-family, three-family, townhouse, group housing, multifamily, mobile home, student housing, mixed-use, or other development incorporating more than one dwelling unit
b. Non-residential uses: The following non-residential uses are prohibited.
Airports
Assembly facilities
Brewpubs
Carnivals
Commercial recreation and entertainment
Correctional facilities
Cultural institutions
Day care centers with more than twelve children
Detention facilities
Eating and drinking
Heliports
Hospitals
Hotels/motels
Industry, heavy
Medical offices
Parks, recreation and open space uses identified in TMC 13.06.560.C.1 as requiring a Conditional Use Permit
Public assembly
Religious assembly
Shopping centers

Schools

Theaters

Utilities (overhead transmission or distribution lines)

Wireless Facilities - Levels 3 and 4

2. Existing residential uses. Lawfully existing residential uses (at the time of Overlay District adoption) which do not meet the provisions of the Overlay District are Permitted, and may be modified or expanded provided there is no increase in the number of dwellings.

3. Existing non-residential uses. Non-residential lawfully existing uses (at the time of Overlay District adoption) which are Prohibited under the Overlay District are Non-conforming, and subject to the following limitations.

a. In addition to provisions of the City's Nonconforming code, no increase in occupancy capacity (e.g., students, occupants, congregants) shall be allowed.

b. Minor modifications under TMC 13.05.080 are allowed to existing discretionary land uses; however, Major Modifications must come into compliance with the Overlay District for approval.

F. Development Standards

1. The following characteristics, when proposed as part of any development, are not allowed in the Overlay District.

a. Generation of air pollution, electronic interference or glare that could negatively affect pilots or aircraft.

b. Structures taller than permitted outright in the base zoning districts (i.e., no height variances).

c. Manufacturing or processing of apparel, chemicals, petroleum, rubber or plastic.

b. The following land use categories shall be subject to Floor Area Ratio (FAR) limitations as specified.

(1.) Commercial: 0.28 FAR maximum.

(2.) Office and Personal services: 0.22 FAR maximum.

(3.) Industrial (except Warehouse/storage): 0.56 FAR maximum.

(4.) Warehouse/storage: 2.0 FAR maximum.

(5.) For purposes of calculating FAR maximums for parcels partially within the Overlay District, the portion of the site located outside the Overlay District shall be excluded from the calculation.

***