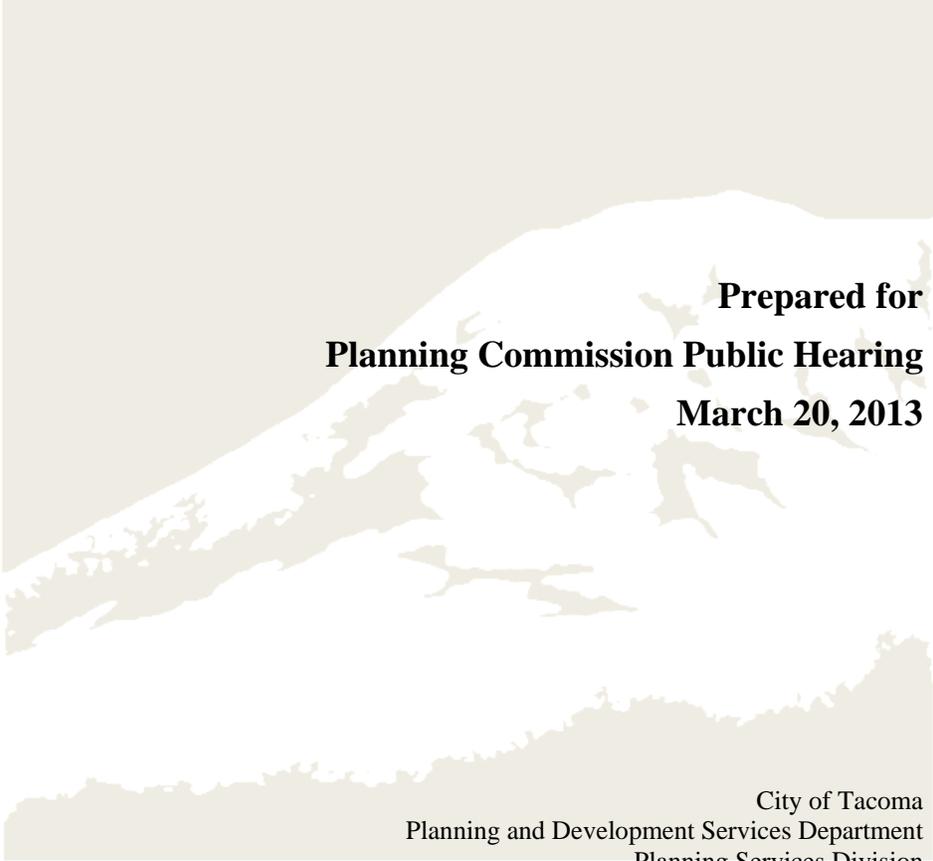


# Comprehensive Plan And Land Use Regulatory Code

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Proposed Amendments for 2013



**Prepared for  
Planning Commission Public Hearing  
March 20, 2013**

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# Tacoma



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# Introduction

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## **Comprehensive Plan**

Tacoma's Comprehensive Plan is the City's official statement concerning future growth and development. It sets forth goals, policies, and strategies for the health, welfare, and quality of life of Tacoma's residents.

The Comprehensive Plan is adopted pursuant to the authority conferred by the Washington State Constitution, RCW Chapter 36.70A, and Title 13 of the Tacoma Municipal Code. The Comprehensive Plan consists of individual plan elements, including those mandated by the Washington State Growth Management Act (GMA), and implementing programs, all of which are adopted by the City Council. The Plan includes five primary elements that address land use, housing, capital facilities, transportation, and utilities. Other elements address such areas as open space and recreation, neighborhoods and downtown.

Development and oversight of the Comprehensive Plan and implementing regulations are the primary responsibilities of the Planning Commission, a citizen body advisory to the City Council. The Plan is used by the City Council and City officials to guide land use, development, and capital facility decisions.

## **Development Regulations**

The key regulatory mechanism that supports the Comprehensive Plan is the Land Use Regulatory Code, i.e., Title 13 of the Tacoma Municipal Code, which is also adopted pursuant to the authority conferred by the Washington State Constitution and GMA. Title 13 contains regulations and procedures for controlling land use, platting, shorelines, environment, critical areas, and historic preservation, among others. GMA requires development regulations to be consistent with and to implement the Comprehensive Plan. To maintain this consistency, changes to the Comprehensive Plan often are accompanied by similar changes to development regulations and/or zoning classifications.

## **Annual Plan Amendment**

The Comprehensive Plan is subject to continuous review, evaluation and modification to remain relevant and to respond to changing circumstances. The Growth Management Act allows the Comprehensive Plan generally to be amended only once each year. Amendments can consist of the addition of new Plan elements or modifications to existing elements, including the addition or deletion of policies, map revisions, or updating of data and other information. All proposed modifications are reviewed concurrently to address the cumulative effect of the revisions and to maintain internal consistency among the various plan components and external consistency with regional, county, and adjacent jurisdictional plans.

## **Review of Amendments**

Proposed annual modifications to the Comprehensive Plan and/or the Land Use Regulatory Code are considered and reviewed together by the Planning Commission and City Council. Depending on the content, scope or potential impacts of a proposed modification, additional independent reviews and opportunities for public comment may occur.





# 2013 ANNUAL AMENDMENT TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE

## STATUS REPORT February 20, 2013

### Summary of the 2013 Annual Amendment Package\*

<b>1. Drive-Through Regulations</b> (Application #2013-01)	Restricting drive-throughs in Downtown and Mixed-Use Centers (A private application by Jori Adkins, Dome District Development Group).
<b>2. Countywide Planning Policies</b> (Application #2013-02)	Review of the 2012 Updates to the Pierce County Countywide Planning Policies for consistency with the City's Comprehensive Plan.
<b>3. Transportation Element</b> (Application #2013-04)	Updating and reprioritizing unfunded projects and incorporating "Environmental Justice" into relevant policies (per VISION 2040).
<b>4. Shoreline Related Elements</b> (Application #2013-05)	Rescinding the Thea Foss Waterway Design and Development Plan, the Ruston Way Plan, and the Shoreline Trails Plan, but carrying forward the vision and implementation strategies within the proposed Tacoma Waterfront Design Guidelines and an update of the Public Access Alternatives Plan.
<b>5. Land Use Designations</b> (Application #2013-06)	Revising the Comprehensive Plan's land use designation approach from the current Land Use Intensities to a more simplified and easily understood classification system.
<b>6. Adoption and Amendment Procedures</b> (Application #2013-07)	Amending TMC 13.02 to streamline the Planning Commission's processes for the Comprehensive Plan, area-wide rezones, moratoria, and interim zoning.
<b>7. Platting and Subdivision Regulations</b> (Application #2013-08)	Amending TMC 13.04 to increase the maximum short plat size from four to nine lots (per RCW) and address associated regulatory requirements.
<b>8. Sign Regulations</b> (Application #2013-09)	Amending the Sign Code to address on-site digital signage and various sign related issues (per request of the Planning Commission).
<b>9. Regulatory Code Cleanup</b> (Application #2013-12)	Amending various sections of the Land Use Regulatory Code to correct minor errors, provide additional clarity, and improve administrative efficiency.

\* Note: #2013-03 Container Port Element, #2013-10 Affordable Housing, and #2013-11 Trail-Oriented Design Standards have been removed from the package and are being conducted according to their own respective schedules.

### Schedule

July 18, 2012	Planning Commission review of summary of proposals
August 1, 2012	Planning Commission approved of the Assessment Report for the proposals
Sep. 2012 – Feb. 2013	Technical analyses of the proposals
February 20, 2013	Planning Commission authorization of proposed amendments for public review
March 13	Community Information Session (pre-hearing)
March 20	Planning Commission Public Hearing
April 3	Planning Commission review of testimony
April 17	Planning Commission recommendations
April 30	Economic Development Committee review
May 7	City Council Study Session
May 21	City Council Public Hearing
June 4	First reading of ordinances
June 11	Final reading and adoption of ordinances
July 1, 2013	Effective date of amendments

### Website

[www.cityoftacoma.org/Planning](http://www.cityoftacoma.org/Planning) > "2013 Annual Amendment"

**1. Drive-Through Regulations**  
(Application #2013-01)

Restricting drive-throughs in Downtown and Mixed-Use Centers  
(A private application by Jori Adkins, Dome District Development Group)

**Proposal (original)**

- Applicant – Jori Adkins , Dome District Development Group
- As submitted, the application calls for drive-throughs to be prohibited outright in Downtown and the more urban of the X Districts.

**Proposal (modified)**

1. The Zoning Code already contains a range of requirements applicable to drive-throughs in X Districts and Downtown. However, there are currently no requirements applicable specifically to drive-throughs in the other zoning districts where they are permitted.
2. The approach is to build on the existing requirements; extend those which have general applicability beyond the zones where they currently apply; and, add some new requirements to address the issues raised by this application.
3. In X Districts, drive-throughs would have several additional requirements, including requiring stacking lanes to be located behind the main building.
4. In Downtown Districts and the UCX-TD District, drive-throughs would need to be located entirely within a building.
5. The proposal would have the following affects citywide (where drive-throughs are permitted):
  - Reduce impacts to the pedestrian environment on designated pedestrian streets or streetcar/light rail streets;
  - Require visual screening of drive-through service areas and stacking lanes;
  - Minimize the likelihood of vehicular and pedestrian conflicts; and
  - Reduce noise impacts.

**Outreach**

- General outreach to the community - presented the Annual Amendment Package to Master Builders Association (MBA), Sustainability Commission, Neighborhood Councils (New Tacoma, West End, and South End), and South Tacoma Business District Association. Additional outreach will occur through and during the Planning Commission and City Council's public hearing and notice processes.
- Staff also met with Jori Adkins, the applicant, as well as with a representative of the Chamber of Commerce, with City staff responsible for traffic, and for economic development and business districts, and with commercial real estate brokers employed by a firm which assists corporate clients to find appropriate locations for commercial development (including drive-throughs).

**Planning Commission's Review**

Reviewed on November 7, 2012, and February 6 and 20, 2013; concurred with staff's analysis; and authorized the distribution of the proposed amendments for public review.

**2. Countywide Planning Policies**  
(Application #2013-02)

Review of the 2012 Updates to the Pierce County Countywide Planning Policies for consistency with the City's Comprehensive Plan.

**Proposal**

Review the recently amended Countywide Planning Policies (CPPs) for Pierce County to ensure that the City's Comprehensive Plan continues to be consistent with the CPPs and the regional growth plan, VISION 2040. Amend the Comprehensive Plan if necessary.

Staff has reviewed the CPPs and concluded that:

1. The Comprehensive Plan is consistent with the CPPs; it contains appropriate policy provisions that correspond to the recent amendments to the CPPs;
2. There are opportunities to strengthen the Comprehensive Plan's language pertaining to such policy issues as growth targets, affordable housing allocations, urban design, health, climate change, air quality, and sustainable transportation (where there could potentially be new elements of the Comprehensive Plan to address urban design and health, respectively); and
3. These issues should be incorporated in the scope work for the "2015 Comprehensive Plan Update", which is the next all-encompassing review of the Comprehensive Plan and development regulations mandated by the Growth Management Act for completion by June 30, 2015, so that these issues and other proposed amendments are considered in a coordinated and effective manner.

**Outreach**

General outreach to the community - presented the Annual Amendment Package to Master Builders Association (MBA), Sustainability Commission, Neighborhood Councils (New Tacoma, West End, and South End), and South Tacoma Business District Association. Additional outreach will occur through and during the Planning Commission and City Council's public hearing and notice processes.

**Planning Commission's Review**

Reviewed on December 5, 2012; concurred with staff's analysis; and authorized the distribution of the staff report for public review.

### **Proposal**

1. Incorporate “Environmental Justice” to be consistent with VISION 2040 and to align with current community standards and most regional and federal grant funding requirements:
  - Incorporating “Environmental Justice” into the Policy Intent for Multimodal System.
  - Adding “Environmental Justice” to the Project Selection and Evaluation Criteria section for certain transportation programs/projects.
2. Update, reprioritize and consolidate projects contained in the Mobility Master Plan (MoMaP).
3. Remove the table for prioritizing classes of bikeway projects, which has been updated with current industry standards.
4. Update the Unfunded Project List by:
  - Adding “Pacific Avenue between S. 43rd and 56th” to the Arterial Street Projects.
  - Revising “6th Avenue from Sprague to Alder” under Neighborhood Action Strategies.
  - Relocating projects from the “Bike Facilities and Trails (1140 Fund) – New” section to the MoMaP section.
5. Update the text to address the following matters:
  - “Active transportation” vs. “non-motorized transportation”
  - “Transportation demand forecasting” vs. “travel demand forecasting”
  - Growth and Transportation Efficiency Center (GTEC)
  - Downtown on the Go (DTOG).
  - Bicycle Friendly Community designation by the League of American Bicyclists.
  - “Safe Routes to School” and “Safe Routes to Transit, Parks and Employment” programs.

### **Outreach**

- General outreach to the community - presented the Annual Amendment Package to Master Builders Association (MBA), Sustainability Commission, Neighborhood Councils (New Tacoma, West End, and South End), and South Tacoma Business District Association. Additional outreach will occur through and during the Planning Commission and City Council's public hearing and notice processes.
- The proposed amendments to the Mobility Master Plan section are from staff observation and expertise, requests from the public and with the oversight of the Bicycle and Pedestrian Action Committee (BPAC).
- The changes to the Unfunded Project List were generated from the project ideas submitted by Neighborhood Business Districts in the summer of 2012, in response to the Public Works Department's community outreach efforts for the annual update of the 2012-2018 Six-Year Program.

### **Planning Commission's Review**

Reviewed on September 19, 2012; concurred with staff's analysis; and authorized the distribution of the proposed amendments for public review.

#### **4. Shoreline Related Elements** (Application #2013-05)

Rescinding the Thea Foss Waterway Design and Development Plan, the Ruston Way Plan, and the Shoreline Trails Plan, but carrying forward the vision and implementation strategies within the proposed Tacoma Waterfront Design Guidelines and an update of the Public Access Alternatives Plan.

#### **Proposal**

1. Rescind the Thea Foss Waterway Design and Development Plan, Ruston Way Plan, and the Shoreline Trails Plan as elements of the Comprehensive Plan;
2. Update the Public Access Alternatives Plan to further integrate the vision, plan area, and implementation strategies for these subarea plan elements;
3. Develop a set of Tacoma Waterfront Design Guidelines to enhance the shoreline's positive and distinct features, improve the aesthetic qualities of the shoreline, and to ensure that new public access is designed for a variety of users and to promote accessibility for all of Tacoma's residents, consistent with the adopted Shoreline Master Program;
4. Incorporate the Public Access Alternatives Plan and Tacoma Waterfront Design Guidelines by reference into the Open Space Element of the Comprehensive Plan.

#### **Outreach**

- General outreach to the community - presented the Annual Amendment Package to Master Builders Association (MBA), Sustainability Commission, Neighborhood Councils (New Tacoma, West End, and South End), and South Tacoma Business District Association. Additional outreach will occur through and during the Planning Commission and City Council's public hearing and notice processes.
- The proposed amendments are in response to public comments provided to City Staff, Planning Commission and City Council as part of the Shoreline Master Program update in 2011.
- City staff has met with and solicited comments from Metro Parks Tacoma staff, Port of Tacoma staff and Foss Waterway Development Authority staff.

#### **Planning Commission's Review**

- The Commission reviewed the application staff report on November 7, 2012 and concurred with staff's project approach.
- The Commission reviewed the draft Public Access Alternatives Plan on December 5th and 19th, 2012 and provided comments.
- The Commission reviewed the draft Tacoma Waterfront Design Guidelines on January 16, 2013 and provided comments.

## **5. Land Use Designations** (Application #2013-06)

Revising the Comprehensive Plan's land use designation approach from the current Land Use Intensities to a more simplified and easily understood classification system.

### **Proposal**

1. The overall project has multiple phases. Phase 1 involves review of the existing land use designations ("intensities") and the creation of a new land use designation framework, the adoption of portions of this new framework into the Comprehensive Plan, and some limited redesignations based on the new framework.
2. The specific amendments proposed as part of this application include:
  - Creating separate land use designations for the four different types of mixed-use centers (neighborhood, community, urban and downtown)
  - Adding a new land use designation for Shoreline areas
  - Modifying the land use designation for properties within the mixed-use centers and shoreline areas based on these new designations.
3. Proposed Land Use Designations:
  - Single-Family Residential
  - Multi-Family (low-density)
  - Multi-Family (high-density)
  - Neighborhood Commercial
  - General Commercial
  - Downtown Mixed-Use Center
  - Urban Mixed-Use Center
  - Community Mixed-Use Center
  - Neighborhood Mixed-Use Center
  - Light Industrial
  - Heavy Industrial
  - Parks and Open Space
  - Shoreline
4. The second phase, to be completed next year, would involve complete incorporation of the new framework into the Plan. This will necessitate a comprehensive review of the existing and proposed land use patterns against the new designation framework, as well as substantial redesignation of properties in the City based on the new framework.

### **Outreach**

General outreach to the community - presented the Annual Amendment Package to Master Builders Association (MBA), Sustainability Commission, Neighborhood Councils (New Tacoma, West End, and South End), and South Tacoma Business District Association. Additional outreach will occur through and during the Planning Commission and City Council's public hearing and notice processes.

### **Planning Commission's Review**

Reviewed on January 16 and February 6, 2013; concurred with staff's approach and analysis; and authorized the distribution of the proposed amendments for public review.

**6. Adoption and Amendment Procedures**  
(Application #2013-07)

Amending TMC 13.02 to streamline the Planning Commission's processes for the Comprehensive Plan, area-wide rezones, moratoria, and interim zoning.

**Proposal**

**1. TMC 13.02.040 – Duties and responsibilities**

- Require the Planning Commission to “develop the work program for the coming year in consultation with the City Council.” Currently, the Commission approves its work program that is prepared by staff.

**2. TMC 13.02.044 – Comprehensive Plan**

- Condense the description of the Comprehensive Plan elements mandated by the GMA and make reference to the relevant legislation pertaining to each element.

**3. TMC 13.02.045 – Adoption and amendment procedures**

- Consolidate the 12 questions into 8 and simplify the form for the application for amendment.
- Consolidate the 7 criteria into 3 for the assessment of proposed amendments.
- Consolidate the 10 criteria into 2 fundamental categories (i.e., benefiting the City and conforming to applicable laws) for the analysis of proposed amendments, and add a requirement to address such additional aspects as public outreach, economic impacts, sustainability impacts, and environmental determination.

**4. TMC 13.02.055 – Moratoria and interim zoning**

- Streamline the process for Council-initiated moratoria or interim zoning. Currently, the Council's imposition of moratoria or interim zoning shall be referred to the Planning Commission for findings of fact and a recommendation to help justify the Council's action. The Commission must formulate its recommendations, including conducting a public hearing, within 30 days of the time when it was first informed of the Council's referral. The Council must hold a public hearing within 60 days of the adoption of a moratorium or interim zoning to justify its action. The proposed amendment would remove the public hearing requirement and the 30-day timeframe for the Commission.

**Outreach**

General outreach to the community - presented the Annual Amendment Package to Master Builders Association (MBA), Sustainability Commission, Neighborhood Councils (New Tacoma, West End, and South End), and South Tacoma Business District Association. Additional outreach will occur through and during the Planning Commission and City Council's public hearing and notice processes.

**Planning Commission's Review**

Reviewed on September 19 and October 3, 2012; concurred with staff's approach and analysis; and authorized the distribution of the proposed amendments for public review.

**7. Platting and Subdivision Regulations**  
(Application #2013-08)

Amending TMC 13.04 to increase the maximum short plat size from four to nine lots (per RCW) and address associated regulatory requirements.

**Proposal**

1. Amend TMC 13.04 Platting and Subdivisions (the “Platting Code”) to increase the maximum number of lots, tracts or parcels from 4 to 9 under a short subdivision to be consistent with RCW 58.17.020.
2. Require a 14-day, 400-foot public notice for five to nine lot short subdivisions.
3. Require off-site/on-site improvements or bonding prior to recording of all short subdivisions. (Short subdivisions currently do not have this requirement; only applicable to 5 or more lots).
4. Require street lighting and pedestrian-scale lighting for both short subdivisions and subdivisions as deemed appropriate by the appropriate decision makers. (Under the current code, street lighting is currently required for subdivisions but not for short subdivisions.)
5. Require the applicant to demonstrate why public or private accessways cannot be aligned with the surrounding street system for pedestrian, bicycle and vehicular connectivity.
6. Eliminate in-lieu fee for open space dedication.
7. Revise the definitions for “short subdivision” and “subdivision” so that it is clear that critical areas and their buffers are not automatically required to be located within separate, dedicated tracts.
8. Unbuildable Lots will not be counted towards a subdivision/short subdivision determination.

**Outreach**

- General outreach to the community - presented the Annual Amendment Package to Master Builders Association (MBA), Sustainability Commission, Neighborhood Councils (New Tacoma, West End, and South End), and South Tacoma Business District Association. Additional outreach will occur through and during the Planning Commission and City Council’s public hearing and notice processes.
- Staff will continue to meet with representatives from the Public Works Department, City Surveyor, Legal Department, Tacoma Public Utilities, Tacoma Police Department and current planning to work on the recommendations and revised code language under this application.
- Staff will provide illustrative examples, benchmarking, City permit data, and responses from our public outreach at one of the early 2013 Planning Commission meetings. Of particular interest will be feedback from the MBA on the off-site/on-site improvement proposal for all short plats.

**Planning Commission’s Review**

Reviewed on December 5 and December 19, 2012; concurred with staff’s approach and analysis; and authorized the distribution of the proposed amendments for public review.

**8. Sign Regulations**  
(Application #2013-09)

Amending the Sign Code to address on-site digital signage and various sign related issues (per request of the Planning Commission).

**Proposal**

1. Create a new subsection in TMC 13.06 Zoning to better define digital signs (Electronic Changing Message Center Signs).
2. Provide new standards/regulations for Electronic Changing Message Center Signs:
  - Brightness Regulation – Requirement of .3 candle above ambient light maximum
  - Size Limitations – Area maximum to 30 square feet; height of 15 feet
  - Hours of Operation – Digital changing message centers shall not operate past the hours of operation of the facility in which it serves; in no case can such sign operate between 10 p.m. and 6 a.m. in residential zoning district; will be required to be equipped with device that will automatically limit such operation.
  - Message Timing – Require digital changing message center signs to have 8 seconds per message minimum. Transitions between messages would be prohibited.
  - Exemptions – Super regional mall sites and regional convention and entertainment sites would be exempt from height limitations and area limitations; Sites include the Tacoma Mall, the Tacoma Dome, TCC, Cheney Stadium, and UWT.
3. Exemption for Pedestrian Friendly Signs in all Mixed-Use Districts:
  - Over sidewalk/under canopy hanging signs up to 8 square feet exempt
4. Create additional standards to address feather signs.
  - Feather signs would be limited to 6 feet in height and 12 square feet in area
  - One per 25 feet of frontage would be allowed, with a maximum of three signs per frontage

**Outreach**

- General outreach to the community - presented the Annual Amendment Package to Master Builders Association (MBA), Sustainability Commission, Neighborhood Councils (New Tacoma, West End, and South End), and South Tacoma Business District Association. Additional outreach will occur through and during the Planning Commission and City Council's public hearing and notice processes.
- Staff will provide illustrative examples, benchmarking, and responses from our public outreach at one of the early 2013 Planning Commission meetings. Of particular interest will be feedback from commercial sign contractors and designers.

**Planning Commission's Review**

Reviewed on November 7, 2012, and February 6 and 20, 2013; concurred with staff's analysis; and authorize the distribution of the proposed amendments for public review.

## 9. Regulatory Code Cleanup (Application #2013-12)

Amending various sections of the Land Use Regulatory Code to correct minor errors, provide additional clarity, and improve administrative efficiency.

### Proposal (key changes)

1. **Administrative Determination Permit Type** – Create an Administrative Determination permit type to provide a more clearly defined process for Determinations of the Director. Notification of an Administrative Determination will be mailed to the property owner and applicant while the discretion to extend the notice to neighbors, community groups, or agencies will be determined on a case-by-case basis by the Director. Examples of Administrative Determinations are reasonable accommodations, review of non-conforming rights, zoning verifications, and minor variances.
2. **Minor Variance Permit Type** – Create a minor variance permit which is a variance in which the relief requested is within 10 percent of the quantified standard contained in the code. These would be processed in accordance with the procedures for the previously mentioned Administrative Determinations.
3. **Authority for Equivalencies** – Provide the Director the discretion to determine that an alternative design proposed by the applicant meets the intent of the regulation and is therefore equivalent. However, the Director may determine that an equivalency has not been proposed and may deny the request, and the applicant may then choose to apply for a variance or redesign the project.
4. **Permit Extensions** – Add provisions for a one-year, one-time permit extension for certain Land Use Permits.
5. **Building Height Measurement** – Through this proposal the height of all buildings that are not located within a View-Sensitive Overlay District will be measured in accordance with the applicable Building Code. Buildings located within a View-Sensitive Overlay District will use the method currently provided in the definition found in TMC 13.06.
6. **Variances in Downtown** – Allow variances in all of the Downtown Districts. Presently, variances are not allowed to certain standards and this change would allow more flexibility in the application of the code in Downtown Tacoma. (TMC 13.06A)
7. **Craft Production** – Create a new use category of “Craft Production” which will replace, and combine the intent and purposes of, “Art/Craft Production,” “Craft food and non alcoholic beverage production,” and “Microwinery, limited.” The new category also would allow for the craft production of alcoholic beverages in quantities of up to 5,000 gallons a year. Craft Production is a commercial use that allows for the production of arts, crafts, foods, and beverages with on-site production of goods using hand tools and small-scale equipment.

### Outreach

General outreach to the community - presented the Annual Amendment Package to Master Builders Association (MBA), Sustainability Commission, Neighborhood Councils (New Tacoma, West End, and South End), and South Tacoma Business District Association. Additional outreach will occur through and during the Planning Commission and City Council’s public hearing and notice processes.

### Planning Commission’s Review

Reviewed on February 6, 2013, and concurred with staff’s approach and analysis; and authorized the distribution of the proposed amendments for public review.



# Planning Commission Public Hearing

## 2013 Annual Amendments to the Comprehensive Plan and Land Use Regulatory Code

### Planning Commission Public Hearing

Wednesday, March 20, 2013, 5:00 pm  
 City Council Chambers, Tacoma Municipal Building, 747 Market Street, 1<sup>st</sup> Floor

### Informational Session with Staff

(A question-and-answer session to learn more about the proposed amendments and what they might mean for you)

Wednesday, March 13, 2013, 5:00–7:00 pm  
 City Council Chambers, Tacoma Municipal Building, 747 Market Street, 1<sup>st</sup> Floor

### How to Provide Comments

You are welcome to provide oral testimony at the public hearing, and/or submit written comments to the Planning Commission at the return address provided on this notice, or by facsimile at (253) 591-5433, or by e-mail at [planning@cityoftacoma.org](mailto:planning@cityoftacoma.org). All written comments must be submitted by **5:00 p.m. on Friday, March 29, 2013**.

### PROPOSED AMENDMENTS:

The proposed amendments for 2013 include the following nine (9) applications. The complete text of the amendments can be found at all branches of the Tacoma Public Library, at the Planning and Development Services Department, and on the Planning Services Division's website ([www.cityoftacoma.org/planning](http://www.cityoftacoma.org/planning) > click on "2013 Annual Amendment").

<b>1. Drive-Through Regulations</b> (Application #2013-01)	Restricting drive-throughs in Downtown and Mixed-Use Centers (A private application by Jori Adkins, Dome District Development Group).
<b>2. Countywide Planning Policies</b> (Application #2013-02)	Review of the 2012 Updates to the Pierce County Countywide Planning Policies for consistency with the City's Comprehensive Plan.
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<b>9. Regulatory Code Cleanup</b> (Application #2013-12)	Amending various sections of the Land Use Regulatory Code to correct minor errors, provide additional clarity, and improve administrative efficiency.

### ENVIRONMENTAL REVIEW:

The City has made a preliminary determination that this proposal does not have a probable significant adverse impact on the environment and has issued a preliminary Determination of Environmental Non-Significance after review of an environmental checklist, a copy of which is available upon request. Comments on the preliminary determination must be submitted by 5:00 pm on **Friday, March 29, 2013**. The City may reconsider or modify the preliminary determination in light of timely comments. The preliminary determination will become final on **April 5, 2013**, unless modified.



City of Tacoma  
Planning Commission  
747 Market Street – Room 345  
Tacoma, WA 98402

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# Public Notice

## **PLANNING COMMISSION PUBLIC HEARING**

**2013 ANNUAL AMENDMENTS TO THE  
COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE**

## **Proposed Amendments and Staff Analyses**

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### **Application #2013-01: Drive-through Regulations**





**2013 Annual Amendment Application No. 2013-01**  
**Drive-Through Regulations**

STAFF REPORT

<b>Application #:</b>	2013-01
<b>Applicant:</b>	Jori Adkins , Dome District Development Group
<b>Contact:</b>	Dustin Lawrence, Comprehensive Planning Division
<b>Type of Amendment:</b>	Regulatory Code Text Change
<b>Current Land Use Intensity:</b>	N/A
<b>Current Area Zoning:</b>	N/A
<b>Size of Area:</b>	Citywide
<b>Location:</b>	Citywide
<b>Neighborhood Council Area:</b>	All
<b>Proposed Amendment:</b>	Amend the Regulatory Code related to drive-throughs

**General Description of the Proposed Amendment:**

This proposal would significantly strengthen the code restrictions on drive-through facilities in order to prevent or reduce their potential impacts. Specifically, it would add to the existing Zoning Code requirements placed on drive-throughs in order to establish a regulatory baseline for them in all zoning districts where they are permitted; create additional, more stringent requirements for drive-throughs in Downtown and the City’s Mixed-Use Districts; and would provide continuity with how driveways and drive-through regulations are already administered under the Public Works Chapter of the Tacoma Municipal Code. The intent of this approach is to address issues with general applicability on a citywide basis, while heightening requirements within X Districts, and heightening to a greater extent the requirements Downtown.

The Zoning Code already contains a range of requirements applicable to drive-throughs in X Districts and Downtown. However, there are currently no requirements applicable specifically to drive-throughs in the other zoning districts where they are permitted. The approach is to build on the existing requirements; extend those which have general applicability beyond the zones where they currently apply; and, add some new requirements to address the issues raised by this application.

In summary, the proposed requirements would have the following affects citywide (where drive-throughs are permitted):

- Reduce impacts to the pedestrian environment on designated pedestrian streets or

streetcar/light rail streets;

- Require visual screening of drive-through service areas and stacking lanes;
- Minimize the likelihood of vehicular and pedestrian conflicts;
- Reduce noise impacts.

In X Districts, drive-throughs would have several additional requirements, including requiring stacking lanes to be located behind the main building.

In Downtown Districts and the UCX-TD District, drive-throughs would need to be located entirely within a building. See Exhibits “A” and “B” for the details.

Proposed drive through allowances based on zoning district:

Zoning District	Allowed?	Additional Notes
T – Transitional	No	
C-1 – Commercial	No	
C-2 – Commercial	Yes	Subject to new Drive Through development standards
HM – Hospital Medical	No	
PDB – Planned Business Development	No	
NCX – Neighborhood Commercial Mixed-Use	Yes	Subject to new Drive Through Development standards
CCX – Community Commercial Mixed-Use	Yes	Subject to new Drive Through Development standards
UCX – Urban Center Mixed-Use	Yes	Subject to new Drive Through Development standards
UCX-TD – Urban Center Tacoma Dome Mixed-Use	Yes	Must be located entirely within a building. Also subject to new Drive Through Development standards
RCX – Residential Commercial Mixed-Use	No	
CIX – Commercial Industrial Mixed-Use	Yes	Subject to new Drive Through Development standards
HMX – Hospital Medical Mixed-Use	Yes	Subject to new Drive Through Development standards
URX – Urban Residential Mixed-Use	No	
NRX – Neighborhood Residential Mixed-Use	No	
M-1 – Light Industrial	Yes	Subject to new Drive Through Development standards
M-2 – Heavy Industrial	Yes	Subject to new Drive Through Development standards
PMI – Port Maritime Industrial	Yes	Subject to new Drive Through Development standards

DCC – Downtown Commercial Core	Yes	Must be located entirely within a building. Also subject to new Drive Through Development standards
DMU – Downtown Mixed-Use	Yes	Must be located entirely within a building. Also subject to new Drive Through Development standards
DR – Downtown Residential	Yes	Must be located entirely within a building. Also subject to new Drive Through Development standards
WR – Warehouse Residential	Yes	Must be located entirely within a building. Also subject to new Drive Through Development standards

**Additional Information:**

The proposal was developed to address the issues raised in the Dome District Development Group’s application. The applicants assert that Downtown and X Districts are Tacoma’s pedestrian priority areas and that drive-throughs are not compatible with the vision for these areas, or with goals including walkability, encouraging foot traffic in commercial areas, implementing Complete Streets principles, reducing bicycle and pedestrian/vehicular conflicts, reducing Tacoma’s carbon footprint and improving air quality.

As submitted, the application calls for drive-throughs to be prohibited outright in Downtown and the more urban of the X Districts. Subsequent to the submittal, staff have met several times with Jori Adkins, Secretary of the Dome District Development Group, and have collaboratively developed a different approach, reflected in this proposal. The intent in most zones is to strengthen drive-through regulations, rather than prohibiting them outright.

The proposal recognizes the potential impacts that drive-throughs can have on the pedestrian environment, but also recognizes that there is market interest in developing drive-throughs. The intent is to retain enough flexibility for the development of drive-throughs, while using design requirements to prevent the impacts of concern. The proposal also expands the original scope of the application by taking advantage of an opportunity to update drive-through regulations and driveway standards generally, rather than only within Downtown and X Districts.

Summary of current code regarding drive-throughs:

- Residential Districts: Not Permitted
- Industrial Districts: Permitted
- Shoreline Districts: Permitted
- Commercial Districts: Permitted in C-2 only
  - Prohibited in any commercial district combined with a VSD View-Sensitive Overlay District and adjacent to a Shoreline District (i.e., Old Town Area).
- X Districts:
  - Permitted in UCX, UCX-TD, CCX, CIX, NCX, HMX (limited to hospital/medical related functions);
  - Prohibited in RCX, URX, NRX

- TMC 13.06.510 includes development standards for drive-throughs in X Districts *(these were incorporated into the proposal)*
- Downtown: Permitted with restrictions
  - DCC: Drive-throughs must be located entirely within a building
  - DMU, WR: Drive-throughs must be 100 feet from a light rail or streetcar street, or else must be located entirely within a building
  - DR: No specific restrictions
- Driveway standards of Section 13.06.510 and of TMC 13.06A apply
  - Limits the number of driveways and the percentage that can be used as driveways
  - Directs where new driveways may be located, in order to reduce conflicts with pedestrians

**Benchmarking:**

Staff reviewed multiple jurisdictions’ approaches to drive-throughs. Many jurisdictions prohibit drive-throughs in Downtown areas, or require them to meet stringent setback, screening, traffic and other standards. Restricting drive-throughs to be within buildings is less common, though Seattle requires this in their Downtown. Finally, many jurisdictions have general requirements for drive-throughs, focusing on reducing vehicular/pedestrian conflicts, screening drive-through service areas and stacking lanes, and limiting impacts, such as noise, on adjacent properties. These requirements are often more stringent in pedestrian-oriented areas.

**Public Outreach:**

Over the past few months, staff has discussed the 2013 Annual Amendment package with various stakeholder groups, including the Sustainability Commission, Master Builders Association (MBA), and other development industry representatives. In addition, planning staff have reached out to the Community Council, Neighborhood Councils, the Cross District Association, and Neighborhood Business Districts, informing them of the 2013 Annual Amendment process and offering presentations of the summary of all proposed amendments at their board meetings. In response to requests, staff provided overview presentations to the New Tacoma Neighborhood Council, West End Neighborhood Council, South End Neighborhood Council, and South Tacoma Business District. Additional outreach will occur through and during the Planning Commission and City Council’s public hearing and notice processes

In addition to the overall amendment package outreach, staff met with Jori Adkins, the applicant, as well as with a representative of the Chamber of Commerce, with City staff responsible for traffic, and for economic development and business districts, and with commercial real estate brokers employed by a firm which assists corporate clients to find appropriate locations for commercial development (including drive-throughs). The intent was to get a sense of the issues, while still at the early code drafting stage. Staff intend to do more outreach to key stakeholders once the Planning Commission gives its direction to release a draft for public review.

In these discussions, there was general recognition that it is appropriate for the City to use design standards to ensure drive-throughs are aesthetically attractive and safe for pedestrians, and that interruption of pedestrian activity along streets should be avoided or minimized.

However, several stakeholders expressed concern that placing too much limitation on drive-throughs could become a barrier to economic development. Per the commercial real estate brokers we spoke with, sites with adequate size, access and other characteristics which would make them suitable for drive-throughs, and where they are permitted by zoning, are in short supply. On the commercial side, there is a clear market demand for such sites, and some businesses will not move forward with development (at least not in this market) without a drive-through component. The concern is that adding requirements could slow development and make it more difficult to attract business investment.

Some stakeholders expressed the view that while restricting drive-throughs Downtown and in those X Districts characterized by an established pedestrian street front pattern seems reasonable, such restrictions could be more of a barrier in those X Districts which are currently more auto-oriented.

One stakeholder stated that the biggest issue of concern is ensuring safety where driveways cross the sidewalk. He felt that the emphasis should be on reducing this occurrence by directing drive-through driveways to alleys or side streets, as opposed to prohibiting drive-throughs as a use.

The preliminary outreach suggests there may be broad, though not universal, support for limiting the impacts of drive-throughs through design requirements, rather than through an outright prohibition. Staff communicated these perspectives to Ms. Adkins, who expressed her general concurrence with the approach proposed in this draft.

#### **Applicable Provisions of the Growth Management Act (and other state laws):**

The GMA calls for encouraging economic development that is in harmony with adopted Comprehensive Plans, recognizing regional differences and priorities.

#### **GMA Economic development goal**

Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

This proposal is a community-driven effort to refine our development regulations to be in harmony with the community’s vision for our urban core areas. Furthermore, fostering a walkable urban environment is consistent with smart growth principles and their call for a balance of travel modes, and support for compact, walkable and multi-modal urban cores.

**Applicable Provisions of the Comprehensive Plan:**

This proposal is consistent with the Comprehensive Plan. The Plan contains multiple policies calling for walkable, compact and multi-modal urban centers; for pedestrian safety and comfort citywide; for discouraging auto-oriented uses downtown and within Mixed-Use Centers; and, for fostering economic development in harmony with the City’s growth vision.

Citywide:

**Policy LU-UAD-3** – Distinct character and identity of the city. Emphasizing pedestrian oriented design at all levels.

**Policy LU-UAD- 11- Pedestrian Access and Orientation.** Improve the pedestrian environment by making it easier, safer, and more comfortable to walk in Tacoma.

Commercial areas:

**Policy LU-CDD-1 Development Standards**

Commercial development standards should address the desired safety, convenience, functionality, and aesthetics of the development itself, as well as effects on adjacent surrounding properties.

**Policy LU-CDD-2 Compatibility**

Ensure that new commercial development is compatible with the existing development and/or the desired character of the area in terms of building location and orientation, pedestrian and vehicular access, building massing and scale, light and glare, outdoor storage areas, noise generating activities, service elements and mechanical equipment location and design, landscaping design, and signage. Compatible design is most critical in areas where commercial properties border single-family areas.

**Policy LU-CDD-3 Pedestrian-friendly Design**

Site and design commercial areas with safe, convenient, connected and attractive pedestrian access. Specifically:

- Locate and orient buildings towards the street for pedestrian convenience and enhance the spatial definition of the street.
- Provide safe walkways and pedestrian areas that are visible, well-lit, accessible, conveniently located, and buffered from vehicular traffic.
- Provide attractive and well-maintained landscaping along pedestrian routes.

- Design pedestrian routes with sufficient widths to accommodate the anticipated long term pedestrian activity.
- Design buildings along pedestrian routes with attractive and interesting façades including plenty of transparent window areas, weather protection elements, and ground level detailing.
- Design commercial areas with an internal pedestrian circulation system that provides attractive connections between buildings, through large parking areas, connections to the street, and linkages to surrounding properties and neighborhoods, where possible.
- Encourage the development of gathering spaces such as pedestrian malls and plazas in commercial areas to enhance the pedestrian experience and sense of community.

Mixed-Use Centers:

**Policy LU-MUCD** – Compact mixed use centers that encourage walking and bicycling comfortably between designations within respective centers.

**Policy LU-MUCD-13-** Restrict Auto-oriented uses that encourage queuing of autos and negatively impact walkability and pedestrian orientation.

**Policy LU-MUD-4-** Encourage uses at street level that generate pedestrian activity and support transit ridership.

Downtown:

The Downtown Element emphasizes pedestrian connectivity and pedestrian-oriented urban design as core strategies to fostering development.

**Policy 2.2B.A** Downtown development should be governed by principles that encourage walkability, transportation alternatives and enhanced livability for all users.

**g. Street edge activation, and building ground-orientation:** Building design should promote sociability at street level, with a rich stimulating built form designed at the human scale. Building facades on downtown streets should have frequent, identifiable entrances, appropriate ceiling heights to promote activity, and commercial usable spaces, with a high level of transparency.

**Policy 2.3F.A** Create multi-modal and flexible streets that are designed to increase the mode share of pedestrians, bicyclists and transit use throughout downtown in order to mitigate the impacts of growth, reduce reliance on the single occupancy vehicle and increase the sociability of the walking environment.

**Amendment Criteria:**

*Applications for amendments to the Comprehensive Plan and Land Use Regulatory Code are subject to review based on the adoption and amendment procedures and the review criteria*

contained in TMC 13.02.045.G. Proposed amendments are required to be consistent with or achieve consistency with the Comprehensive Plan and meet at least one of the eleven review criteria to be considered by the Planning Commission. The following section provides a review of each of these criteria with respect to the proposal. Each of the criteria is provided, followed by staff analysis of the criterion as it relates to this proposal.

- 1. There exists an obvious technical error in the pertinent Comprehensive Plan or regulatory code provisions.**

Staff Analysis: Not applicable.

- 2. Circumstances related to the proposed amendment have significantly changed, or a lack of change in circumstances has occurred since the area or issue was last considered by the Planning Commission.**

Staff Analysis: Not applicable.

- 3. The needs of the City have changed, which support an amendment.**

Staff Analysis: This policy discussion fits within a continuing community discussion of our growth vision, particularly for our most urban areas, and how to strike the best balance between access for people using all modes of travel. The intent is to update the TMC in order to meet the community's vision.

- 4. The amendment is compatible with existing or planned land uses and the surrounding development pattern.**

Staff Analysis: Not applicable.

- 5. Growth and development, as envisioned in the Plan, is occurring faster, slower, or is failing to materialize.**

Staff Analysis: Not applicable.

- 6. The capacity to provide adequate services is diminished or increased.**

Staff Analysis: Not applicable.

- 7. Plan objectives are not being met as specified, and/or the assumptions upon which the plan is based are found to be invalid.**

Staff Analysis: As the proponents of this application have asserted, the development of drive-throughs, including recent development activities, are to some degree inconsistent with the City's adopted policies for downtown and mixed-use centers. It can be argued that

recent drive-throughs are not meeting these plan objectives. The proposed amendment will better ensure that future drive-throughs are developed in a manner that is more consistent with the goals and policies of the plan.

**8. Transportation and/or other capital improvements are not being made as expected.**

Staff Analysis: Not Applicable.

**9. For proposed amendments to land use intensity or zoning classification, substantial similarities of conditions and characteristics can be demonstrated on abutting properties that warrant a change in land use intensity or zoning classification.**

Staff Analysis: Not applicable.

**10. A question of consistency exists between the Comprehensive Plan and its elements and RCW 36.70A, the County-Wide Planning Policies for Pierce County, Multi-County Planning Policies, or development regulations.**

Staff Analysis: Not applicable.

**Economic Impact Assessment:**

It is clear that there remains interest in developing businesses that include drive-throughs and that drive-throughs are used by many members of the community. By placing additional design requirements on drive-throughs where they are permitted, there is the potential that some projects may not move forward and that sites may go longer without being developed. This may have an economic impact on the City.

The proposed requirement Downtown and within the UCX-TD District that drive-throughs must be within buildings could limit some development. The proposed requirements for all other zones could increase the cost of development in some cases. On the other hand, taking a longer view, allowing development that is not consistent with the growth vision for the district may ultimately detract from long term development momentum. It may take longer for a site to develop, but when development does occur it should be more likely to contribute to the desired character of the district. This is the fundamental policy choice posed by this project. However, the proposed approach, which focuses on adding strategic development standards to address potential impacts instead of outright prohibition, as was originally proposed, will have less of an overall economic impact.

**Staff Recommendation:**

Staff recommends that the proposed amendment be forwarded for public review and comment.





**2013 Annual Amendment Application No. 2013-01**  
***Drive Throughs***

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DRAFT LAND USE REGULATORY CODE CHANGES  
*February 20, 2013*

\*Note – These amendments show all of the changes to the *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 is deleted is shown in ~~strikethrough~~.

## 13.06 – Zoning

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### 13.06.200 Commercial Districts.

Uses	T	C-1	C-2 <sup>1</sup>	HM	PDB	Additional Regulations <sup>2,3</sup> (also see footnotes at bottom of table)
Drive-through with any use	N	N	P	N	N	Prohibited in any commercial district combined with a VSD View-Sensitive Overlay District and adjacent to a Shoreline District (i.e., Old Town Area). <a href="#">Subject to the requirements of TMC 13.06.513.</a>

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### 13.06.300 Mixed-Use Center Districts.

Uses	NCX	CCX	UCX	UCX-TD	RCX <sup>1</sup>	CIX	HMX	URX	NRX	Additional Regulations <sup>3,4,5</sup> (also see footnotes at bottom of table)
Drive-through with any use	P	P	P	P	N	P	P*	N	N	<del>See Section 13.06.510 Table 2 for additional driveway and drive-through standards and restrictions.</del> <a href="#">Drive-throughs are required to be located entirely within a building, and are subject to the requirements of TMC 13.06.513.</a> * In the HMX District, drive-throughs are only allowed for hospitals and associated medical uses.

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### 13.06.400 Industrial Districts.

Uses	M-1	M-2	PMI	Additional Regulations <sup>1</sup>
Drive-through with any permitted use	P	P	P	<a href="#">Subject to the requirements of TMC 13.06.513.</a>

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**13.06.510 Off-street parking and storage areas.**

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<b>TABLE 2 – Parking in Mixed-Use Center Districts</b>	
<b>Development Standards – Driveways.</b> Driveways shall be located and developed in a manner that recognizes the overall goals for promoting pedestrian activity over vehicle orientation. They shall be limited in size and number and located in the preference order described below:	
Driveway location	<ol style="list-style-type: none"> <li>1. Driveways shall <del>meet the location requirements of TMC 10.14.050, be located from an alley when suitable access is available, such as an abutting right-of-way that is or can practicably be developed.</del></li> <li>2. <del>When suitable alley access is not available, driveways shall be limited to the lowest classified roadway adjacent to the site (non-designated street, designated pedestrian street, designated core pedestrian street)</del></li> <li>3. <del>Projects that utilize an alley for vehicle access and cannot practicably limit vehicular access only to the alley, shall also be allowed to have additional vehicular access from abutting non-designated pedestrian streets.</del></li> <li>4. Driveways shall be located as close as practical to the property line most distant from any street intersections. Location shall be subject to the approval of the City Traffic Engineer.</li> </ol>

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<b>Development Standards—Drive-throughs in Mixed-Use Centers.</b> The following standards apply to drive-throughs located in Mixed-use Centers. See Section 13.06.300.D for permitted zones:	
<ol style="list-style-type: none"> <li>1. <del>Driveways that directly connect to any drive-through shall not be allowed along a designated pedestrian street or designated core pedestrian street</del></li> <li>2. <del>Drive-through driveways and stacking lanes must be located at least 150 feet from any bus stop or transit center, as measured along the curb line between the driveway and the bus stop or transit center</del></li> <li>3. <del>All vehicle use areas associated with a drive-through shall be located at the side or rear of the building</del></li> <li>4. <del>Drive-through windows shall not face a designated pedestrian street and stacking areas shall not lie between a building and a designated pedestrian street</del></li> <li>5. <del>Drive-through stacking lane(s) and service window(s) shall be designed and screened from the view of adjacent properties with landscaping and/or structures</del></li> <li>6. <del>Pedestrian paths that cross a drive-through aisle shall use a raised platform and be marked with symbols, signage and/or special painting.</del></li> <li>7. <del>Within Mixed-Use Centers, drive-throughs shall be limited to 1 stacking lane maximum unless the portion with multiple lanes is fully screened from public view.</del></li> <li>8. <del>Drive-through uses that are not located within a building are prohibited from locating within 100 feet of a light rail station or streetcar station</del></li> <li>9. <del>Driveways are also subject to the standards contained in Section 13.06.510</del></li> </ol>	

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### 13.06.513 Drive-throughs

A. Purpose. The regulations of this section are intended to allow for drive-through facilities while mitigating potential negative impacts they may create. Of special concern are noise from idling cars and voice amplification equipment, aesthetics, and queued traffic interfering with on-site and offsite traffic and pedestrian flow. The specific purposes of this section are to:

- Reduce noise and visual impacts on abutting uses, particularly residential uses;
- Promote safer and more efficient on-site vehicular and pedestrian circulation;
- Promote a pedestrian-oriented environment;
- Reduce conflicts between queued vehicles and traffic on adjacent streets.

B. Applicability. The regulations of this section apply only to the portions of the site development that comprise the drive-through facility. The regulations apply to new developments, the addition of drive-through facilities to existing developments, and the relocation of an existing drive-through facility. Drive-throughs are not permitted in some zoning districts—see the permitted uses tables for the applicable zone. Where they are permitted, drive-through facilities are still not a right; the size or dimensions of the site, or the size and location of existing structures may make it impossible to meet the regulations of this section.

C. Standards. A drive-through facility is composed of two parts—the stacking lanes and the service area. The stacking lanes are the space occupied by vehicles queueing for the service to be provided. The service area is where the service occurs. In uses with service windows, the service area starts at the service window. In uses where the service occurs indoors, the service area is the area within the building where the service occurs.

1. The following standards apply in all zones where drive-throughs are permitted.

a. Pedestrian streets (includes all TMC pedestrian street designations), and transit stops:

- (1) Driveways that directly connect to any drive-through shall not be allowed along a pedestrian street, light rail or streetcar street.
- (2) Driveways that directly connect to any drive-through must be located at least 150 feet from any transit stop, as measured along the curb line between the driveway and the stop. Exceptions to this requirement shall be processed in accordance with TMC 10.14.030.B.7.
- (3) Exterior drive-through windows shall not face a designated pedestrian, light rail or streetcar street, and stacking areas shall not lie between a building and such a street.

b. Setbacks and Landscaping.

- (1) Exterior service areas and stacking lanes, except for vehicle access crossings, must be set back a minimum of 5 feet from street frontages. In some cases, a greater setback may be necessary to meet other standards such as Landscaping.
- (2) Exterior stacking lanes and service areas shall provide a minimum 3 foot landscaped buffer along sides which do not abut the building. The buffer must be landscaped with Type D Landscaping. Alternatively, on non-street frontages, the buffer width may be reduced to 1 foot and improved with a vegetated wall at least 6 feet in height. This buffer may be interrupted by structures, seating or gathering areas, or for vehicle or pedestrian access crossings.
- (3) Where perimeter strips or buffers are otherwise required, they may also satisfy these requirements. The greater of the buffer, setback or perimeter areas shall apply.
- (4) All required landscaping must be maintained consistently with the provision of TMC 13.06.502.A.16.

c. Vehicular and pedestrian circulation.

- (1) Adequate stacking lane capacity must be provided to serve the proposed development on-site. Stacking spaces shall be a minimum ten (10) feet in width and eighteen (18) feet in length. The City Engineer, or designee, shall make a determination regarding the number of stacking spaces required. In

pedestrian oriented areas including Downtown and X Districts, this determination shall reflect the overall goals of promoting pedestrian activity over vehicle orientation.

- (2) Stacking lanes must be designed so that they do not interfere with parking and vehicle circulation. Stacking lanes must be separated from traffic aisles, other stacking lanes, and parking areas.
  - (3) Pedestrian paths that cross a drive-through aisle shall use a raised platform and be marked with symbols, signage and/or special painting.
  - (4) The drive-through shall not impede pedestrian or vehicular movement within the right-of-way. Drive-through driveways shall be designed to ensure adequate pedestrian visibility as vehicles cross sidewalks.
  - (5) Driveways are also subject to applicable standards of TMC 10.14, TMC 13.06.510 and TMC 13.06A.070.
  - (6) Drive throughs shall be designed and/or have the ability to serve bicyclists.
- d. Noise and trash receptacles.
- (1) Noise from amplified speakers shall be minimized through means such as orientation, volume control, and sound buffers or barriers. In addition, amplified speakers shall not be audible from abutting residential uses.
  - (2) A trash receptacle shall be provided adjacent to the drive-through aisle in order to reduce the potential for littering.
2. The following additional standard applies in Downtown Districts where drive-throughs are permitted, and within the UCX-TD District.
- a. Drive-throughs and associated stacking lanes shall be located entirely within buildings.
3. The following additional standards apply in X Districts where drive-throughs are permitted:
- a. All exterior vehicle use areas associated with a drive-through shall be located at the side or rear of the building.
  - b. Drive-through stacking lanes and service windows shall be designed and screened from the view of adjacent properties and the public right-of-way with landscaping and/or structures.
  - c. Drive-throughs shall be limited to one stacking lane maximum unless the portion with multiple lanes is fully screened from public view by landscaping or a combination of landscaping and structures.
  - d. Within NCX Districts, exterior drive-through stacking lanes may be no closer than 25 feet to the property frontage of a designated pedestrian, light rail or streetcar street.
4. Drive-throughs accessory to existing use. Drive-through eating and drinking establishments (such as coffee stands) located in the C-2, CCX, M-1, M-2, and PMI Districts and that are accessory to an existing use, utilize existing driveways, do not include a permanent foundation or similar permanent improvements, are not required to provide landscaping or separation along the stacking lane(s) as would be required by TMC 13.06.513.1.b.(2) and 1.c.(2.).

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### 13.06.700 Definitions

Drive-through. A business or a portion of a business where a customer is permitted or encouraged, either by the design of physical facilities or by service and/or packaging procedures, to carry on business in the off-street parking or paved area accessory to the business, while seated in a motor vehicle. This definition does not include uses where the service is not provided while the customer is in the vehicle, such as fueling stations, passenger drop-off/pick-up zones for schools, hospitals, hotels or similar uses.

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### 13.06A.040 Downtown Districts and uses.

#### C. Downtown Commercial Core District (DCC).

This district is intended to focus high rise office buildings and hotels, street level shops, theaters, and various public services into a compact, walkable area, with a high level of transit service.

1. Preferred – retail, office, hotel, cultural, governmental.
2. Allowable – residential, industrial located entirely within a building.
3. Prohibited – industrial uses not located entirely within a building, drive-throughs not located entirely within a building, and automobile service stations/gasoline dispensing facilities in addition to those noted in TMC 13.06A.050.

#### D. Downtown Mixed-Use District (DMU).

This district is intended to contain a high concentration of educational, cultural, and governmental services, together with commercial services and uses.

1. Preferred – governmental, educational, office, cultural.
2. Allowable – retail, residential, industrial located entirely within a building.
3. Prohibited – industrial uses not located entirely within a building, movie theaters greater than six screens, automobile service stations/gasoline dispensing facilities, and drive throughs that are not located entirely within a building ~~but are located within 100 feet of a light rail or streetcar street~~, in addition to those noted in TMC 13.06A.050.

#### E. Downtown Residential District (DR).

This district contains a predominance of mid-rise, higher density, urban residential development, together with places of employment and retail services.

1. Preferred – residential.
2. Allowable – retail, office, educational.
3. Prohibited-industrial, movie theaters greater than six screens, drive-throughs not located entirely within a building, in addition to those noted in TMC 13.06A.050.

#### F. Warehouse/Residential District (WR).

This district is intended to consist principally of a mixture of industrial activities and residential buildings in which occupants maintain a business involving industrial activities.

1. Preferred – industrial located entirely in a building, residential.
2. Allowable – retail, office, governmental.
3. Prohibited:

- a. Movie theaters greater than six screens, in addition to those noted in TMC 13.06A.050.
- b. Drive throughs ~~not located entirely within a building, uses that are not located within a building but are located within 100 feet of a light rail or streetcar street.~~

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**13.06A.070 Basic design standards.**

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7. New driveways shall ~~meet the driveway location requirements of TMC 10.14.050. be located from an alley, court, or street which does not have light rail or streetcar lines or is not designated as a Primary Pedestrian Street. Existing driveways may remain and be maintained. Abandoned driveways shall be removed when required by the Traffic Engineer.~~

~~a. If a driveway is not feasible from a non-designated alley, court, or street, a driveway may be located from a street having light rail or streetcar lines or a designation of Primary Pedestrian Street.~~

~~a. b.~~ Maximum driveway width on a street having light rail or streetcar lines or on a defined Primary Pedestrian Street is 25 feet.

~~b. e.~~ All driveways on a street having light rail or streetcar lines or on a defined Primary Pedestrian Street shall be no closer than 150 feet as measured to their respective centerlines, provided that there will be allowed at least one driveway from each development to each abutting street.

~~c. d.~~ All driveways on a street having light rail or streetcar lines shall be equipped with a sign to warn exiting vehicles about approaching trains.

~~d. e.~~ All driveways located on a Primary Pedestrian Street shall be equipped with audible warning signals to announce exiting vehicles.

~~e. f.~~ No variances shall be granted to this driveway standard.

\*\*\*\*\*

11. See section 13.06.513 for standards pertaining to drive-throughs.





2013 Annual Amendment Application No. 2013-01  
Drive Throughs

DRAFT DRIVEWAY CODE CHANGES  
February 20, 2013

These proposed amendments include modifications to Sections of TMC Title 10, the Public Works Code.

\*Note – These amendments show all of the changes to the *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 is deleted is shown in ~~strikethrough~~.

**Chapter 10.14 – Driveways**

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**10.14.050 Rules and regulations for driveways.**

Every driveway hereafter constructed or altered in street right-of-way shall conform to the following regulations. In cases when driveway provisions exist both in this section and in TMC 13.06, 13.06A or other sections of the TMC, the more stringent provisions shall apply.

A. Location.

1. No driveway shall be so located as to create a hazard to pedestrians, Pierce Transit bus operations, light rail operations, or motorists, or invite or compel illegal or unsafe traffic movements.
2. Every driveway must provide access to an off-street parking or other vehicular area located on public or private property. Every vehicle entering the driveway must be able to park, stand, or load entirely off the street right-of-way.
3. No driveway shall be allowed to a public or private parking area in conjunction with industrial, commercial, multiple family dwelling, church, or any like use that requires a vehicle to back out on to any street.
4. Unless otherwise approved by the Director of Public Works, all driveways, including the returns, shall be confined within lines perpendicular to the curb line and passing through the property corners.
5. No driveway shall be constructed in such a manner as to be a hazard to any existing street-lighting standard, utility pole, traffic-regulating device, fire hydrant, or other public facility. The cost of relocating any such public facility, when necessary to do so, shall be borne by the applicant. Said relocation of any public facility shall be performed only through the agency holding authority for the particular structure involved.
6. No construction, alteration or repair shall be permitted for any driveway which can be used only as a parking space on street right-of-way or which provides access only to the areas between the street roadway and private property.
7. New driveways shall be located from an alley or court when suitable access is available, such as an abutting right-of-way that is or can practicably be developed. In the event of site redevelopment, existing driveways would need to be reconstructed to meet current standards. Abandoned driveways shall be removed when required by the City Engineer.

8. When suitable alley or court access is not available, driveways shall be limited to the lowest pedestrian-classified roadway adjacent to the site, as designated in TMC 13.06 (non-designated street, designated pedestrian street, designated core pedestrian street, or Primary Pedestrian Street).

9. Projects that utilize an alley or court for vehicle access and cannot practicably limit vehicular access only to the alley or court, shall also be allowed to have additional vehicular access from abutting non-designated pedestrian streets.

10. Driveways shall be located to reduce the possibility of weaving, lane shifts, or other conflicts in the traffic stream. Existing driveways on both sides of the roadway shall be analyzed to determine proper location for a new driveway. New and reconstructed driveways shall be placed outside the functional area of nearby intersections and driveways. The following shall be used for minimum spacing between driveways and intersections, unless special authorization is given by the City Engineer.

<b>Speed Limit</b>	<b>Functional Classification</b>	<b>Access Spacing (to centerline)*</b>
<u>35-40 miles per hour</u>	<u>All</u>	<u>600 feet</u>
<u>&lt;=30 miles per hour</u>	<u>Principal or Collector Arterial</u>	<u>300 feet</u>
	<u>Minor or Unclassified Arterial</u>	<u>150 feet</u>
	<u>Local Street</u>	<u>50 feet</u>

*\*The spacing standards are for full access. Restricted access (right-in, right-out), shall be half the amount shown in the table above provided that a physical median restricts left turns. No reduction shall be made on local streets, and no reduction shall be made when measuring from highway ramps or existing or planned traffic signals or roundabouts.*



# Application

To Amend

The Comprehensive Plan or Land Use Regulatory Code

Application No.:

#2012<sup>3</sup>-01

Date Received:

6-28-12

*Handwritten initials*

Year of Amendment	201 <del>3</del>
Application Deadline	Thursday, <del>June 30, 2011</del> , 5:00 p.m. <i>June 29, 2012</i>
Application Fee	<del>\$1,200</del>

Application Assistance	See attached <i>Guidelines for Submitting Applications</i> <i>Brian Boudet</i>
------------------------	--

Type of Amendment (Check all that apply)	<input type="checkbox"/> Comprehensive Plan Text Change (answer Questions 1 - 6) <input checked="" type="checkbox"/> Regulatory Code Text Change (answer Questions 1 - 6) <input type="checkbox"/> Land Use Intensity Change (answer Questions 1 - 12) <input type="checkbox"/> Area-wide Rezone (answer Questions 1 - 12) <input type="checkbox"/> Interim Zoning or Moratorium (answer Questions 1 - 12)
---	--

Summary of Proposed Amendment (Limit to 100 words)	<p>To make drive-throughs <u>not permitted</u> in UCX, NCX, Downtown or any other commercial mixed-use district encouraging pedestrian priority &amp; transit use</p>
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Applicant	Name	<i>Jori Adkins (Dome Dist Dev. Group)</i>	
	Affiliation / Title	<i>Sec of Dome District Dev. Group, member NTNC</i>	
	Address City/State/Zip Code	<i>301 Puyallup Ave Tacoma WA 98421</i>	
	E-mail	<i>jor.adkins@mac.com</i>	
	Phone / Fax	Phone	<i>(253) 3651459</i>

Contact (if not Applicant)	Name	<i>Same</i>		
	Affiliation / Title			
	Address City/State/Zip Code			
	E-mail			
	Phone / Fax	Phone	Fax	
	Relationship to Applicant			

I hereby state that I am the applicant listed above and the foregoing statements and answers made, and all the information and evidence submitted are, in all respects and to the best of my knowledge and belief, true and complete. I understand that submitting this application does not result in automatic acceptance of this application or guarantee its final approval.

Signature: *Jori Adkins* Date: *June 10 2012*

RECEIVED

JUN 28 2012

## REQUIRED QUESTIONNAIRE

**Answer Questions 1–6 if submitting an application for Comprehensive Plan Text Change or Regulatory Code Text Change.**

**Answer Questions 1–12 if submitting an application for Land Use Intensity Change, Area-wide Rezone, or Interim Zoning or Moratorium.**

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- ✓ 1. Describe the proposed amendment.
  - ✓ 2. Why is the amendment needed and being proposed?
  3. Please identify applicable Comprehensive Plan intents and policies and describe how each is consistent with and/or supports the requested amendment? Include applicable sections from the Neighborhood Element of the Comprehensive Plan.
  4. Has the proposed amendment been reviewed by the Planning Commission as part of a previous proposal? If so, what circumstances related to the proposed amendment significantly have changed (consistent with Assessment Criteria TMC 13.02.045F), or what needs of the City have changed to support an amendment at this time? 130
  5. Describe any community outreach you have conducted and the community response to the requested amendment. Attach any letter of support or written community response if applicable.
    - a. When and how did you conduct outreach? What was the response?
    - b. When and how did you contact affected and abutting property owners? What was the response?
  6. If submitting text changes to the Comprehensive Plan or Regulatory Code, attach the existing language and proposed amendatory language.
- 
7. Describe the current land uses of site and surrounding area including site characteristics. (Example: residential, commercial, industrial, vacant land, slope, vegetation, wildlife, wetland)
  8. Describe how the amendment is compatible with existing and planned land uses and the surrounding development pattern?
  9. What is the current Land Use Intensity as shown on the most recently adopted Generalized Land Use Plan Map? What is the desired Land Use Intensity? (Example: Single-Family, Low, Medium, or High)
  10. What is the current zoning classification? What is the desired zoning classification? (Example: R-2 One Family Dwelling District; C-2 Commercial)
  11. What is the applicant's interest in the property affected by the proposed intensity or zoning change? Describe any plans for future activity related to or connected with this site (i.e., rezone). If you are not the owner, submit proof that the property owners have been notified and are aware of the application.
  12. Attach a map of the affected area, showing all parcels and parcel numbers, ownership, street names, and site boundaries.

## Answers to Questionnaire for Code Amendment Application

1. The proposed amendment is to change permitted drive-throughs in Downtown and Mixed-Use Centers encouraging pedestrian priority and multi-modal uses, to NOT PERMITTED.

2. Permitting drive-throughs in UCX, NCX, Downtown or any other commercial mixed use district goes against the grain of the very reason these districts were thusly zoned:

**A. walkability/pedestrian priority** – The City of Tacoma's most successful walkable Commercial Center is along 6<sup>th</sup> Ave. and they have the latest new Drive-through. Even with the added regulations to this out-right permitted use, it still has the same problems and complaints, but they have shifted off the Pedestrian Priority Street of 6<sup>th</sup> Ave. to the side street; a well used sidewalk to the neighboring houses, and noise from the speakers, now placed away from 6<sup>th</sup> Ave. The real problem is allowing a Drive-through in an urban residential/commercial Center.

**B. establish a continuously connected commercial area encouraging foot traffic** – The west side of the Pacific Ave block between 24<sup>th</sup> and 25<sup>th</sup> has two businesses; County Fleet Services and the Drive-through Jack-in-the-Box with a bus stop out front. There is nothing encouraging or supportive about either of these two businesses and they do not, as *Complete Streets* states “improve the experience of street users and foster an active street life, benefits that support the overall prosperity and livability of the Center”.

**C. Complete Streets/streetscaping** - “Developing Complete Streets that accommodate a range of transportation choices while also providing public amenities is a critical component to achieving the City's vision.....”

**D. reducing bicycle and pedestrian/vehicular conflicts** – As a bicyclist commuting to work and meetings for 30 years, I have had three vehicular accidents, two of which involved Drive-through driveways in urban settings and confused motorists.

**E. reducing our carbon footprint** - Can the City have a Sustainability Officer and Commission and not see that this is a conflict of interest to have Drive-throughs permitted in zones where the Comp Plan promotes environmental quality and sustainable design, etc.?

**F. improving the City's air quality** – Our Tacoma Zoo has a campaign to get visitors to turn off their engines if waiting more than 10 seconds to help save the Polar Bear and suggests parking and getting out and walking when at a Drive-through.

3. **LU-UAD Intent** - The built environment defines the habitability and the well being of community.... Tacoma aspires to be:

- Pedestrian - oriented. The City understands the importance of human scale, pedestrian access and non-motorized circulation to the livability of the city.
- LU-UAD-3 Distinct character and identity of the city
  - Emphasizing pedestrian-oriented design at all levels of design (city, neighborhood, site, and building)....
- LU-UAD-9 Environmental Quality and Sustainable Design
  - Promote the use of sustainable design in the design of public and private development
- LU-UAD-10 Streetscape Design
  - create streetscape design standards that will provide safety and accessibility for all modes. The standards should promote pedestrian activity by ensuring ...

- LU-UAD-11 Pedestrian Access and Orientation
  - Improve the pedestrian environment by making it easier, safer and more comfortable to walk in Tacoma....
- LU-UAD-13 Internal Vehicular Access and Parking
  - promote site design techniques that provide for motorist safety and convenience while minimizing vehicular access and parking area impacts on the pedestrian environment.
- LU-MU Intent** - Mixed Use Centers are areas where development will be directed, concentrated and connected to multimodal transportation systems
  - LU-MU-1 Pedestrian and Bicycle Support - Situate and orient developments, locate building entrances and design building facades to enhance the convenience and desirability of walking and bicycling.
- LU-MUCD Intent** - To encourage walking and cycling, mixed-use centers will be *compact* to allow people to comfortably walk between designations within a center.....
  - LU-MUCD-6 Compactness - Centers must remain compact enough to increase densities, facilitate economical and efficient provision of utilities, public facilities and services and support more walking, bicycling, and transit services
  - LU-MUCD-13 Restrict auto-Oriented Uses - Restrict uses that encourage queuing of autos and negatively impact walkability and pedestrian orientation
  - LU-MUCD-14 Partner to Reduce Auto Use - .....
- LU-MUP Intent** - Development within Mixed-Use Centers will need to be conservative in its use of surface area..... Large Parking areas disrupt the continuity of the streetscape and development pattern, and provide formidable barriers to pedestrian movement...
  - LU-MUP-2 Minimize Parking Impacts - Discourage surface parking lots and locate parking areas to the rear or side of building or within structures
  - LU-MUP-6 Bicycle Parking - require new development to provide bicycle parking
- LU-MUD Intent** - Due to the concentrated nature of development in the Centers, it is essential that new development be friendly to pedestrians.....
  - LU-MUD-3 Pedestrian Streets in Core Area - Identify arterials within the core area of mixed-use centers as key pedestrian streets and priorities for City streetscape improvements
  - LU-MUD-4 Pedestrian Uses - Encourage uses at street level that generate pedestrian activity and support transit ridership.
  - LU-MUD -11 Pedestrian Friendly Design - site and design new developments with safe, convenient, connected and attractive pedestrian access.....
- LU-MUDC Intent** - The Downtown Center is to be the highest concentration of urban growth found anywhere in the city or within Pierce County...designated a regional growth center.... special attention must be paid to providing better walkways and to providing amenities to make walking and bicycling desirable, realistic choices for people.

See also LU-MUUC also designated regional growth centers (as well as Transit Oriented Communities(TOCs), LU- MUCC and LU-MUNC

Under the Environmental Element there is intent to maintain air quality and standards, under Pollution E-P-2 and under Air Pollution E-AQ-1

All of these elements above show a trend to make the mixed-use centers pedestrian priority, pedestrian/bicycle safe and convenient by making these center dense and continuously connected areas of mixed-use buildings creating a lively interactive environment for people at street level. Drive-throughs and their use of land and the environment go against the grain of the intent of all the elements above.

4. To my knowledge, banning drive-throughs has not been previously proposed to the Planning Commission.

5. This proposal has been taken before the Dome District Development Group and the New Tacoma Neighborhood Council where it has received support from their Boards. Letters are enclosed.

6. As in many cities, a group will fight a Drive-thru to stop it from going into their community, as The Dome District did 8 or so years ago when the McDonalds wanted to locate across from the Jack-in-the-Box on Pacific Ave and 25<sup>th</sup> St., but rarely will a city take the next step to prohibit drive-throughs in urban areas where they are consistently being fought. That singular group effort will either prevail or fail, but the underlying code will remain and have to be revisited on a case-by-case basis. Developers, as well as the community want consistency not favoritism or ad hoc solutions applied because of spontaneous public protest. Instead, cities will write Additional Regulations to modify an out-right permitted use, often of no help to the community or the developer.

This is true for Drive-throughs in X zones in our Code - 13.06.300.D2 where they are permitted out-right except....

*Drive-through driveways must be located at least 150 feet from a bus stop or transit center.*

*Drive-through windows shall not face or orient toward any designated pedestrian street and waiting and/or stacking lanes shall be screened from view.*

*Drive-through uses that are not located within a building are prohibited from locating within a 100 feet of a light rail street.*

*And new Additional Regulations were added last year....*

The earlier Additional Regulation reflected the requirements of transit in a very narrow scope by not causing any vehicular conflicts with buses or light rail. Transit is an important element in the urban setting but not as important as the people who ride the busses and light rail. The new Additional Regulations try to take these people into account as these people have walked (or biked) to the transit stop (a much desired activity in the Comprehensive Plan) and to encourage walking in an urban setting the Code must promote safety, security, continuity, human scale and aesthetics for walking/biking.

To reflect the requirements of the people, it is best to just remove these Added Regulations and **prohibit** drive-throughs from urban mixed-use centers. This modification to the Land Use Code regulations will help provide the consistency needed to promote clarity in our Comprehensive Plan and Regulatory Codes.



**DOMEDISTRICT DEVELOPMENT GROUP**  
2601 East 26<sup>th</sup> Street - Suite 308  
Tacoma - WA - 98421  
253 - 431 - 7331

[LKeithStone@comcast.net](mailto:LKeithStone@comcast.net)

~~Dome Business District~~

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Community & Economic Development Dept.  
Tacoma Planning Commission  
747 Market St. Room 1036  
Tacoma, WA 98402

To whom it may concern,

The Dome District Development Group sponsors the proposal put forth to the Planning Commission as part of the 2013 Comprehensive Plan and Regulatory Code Amendment Process to ban Drive-throughs in Urban Mixed Use Centers such as UCX-TD, Downtown and any other commercial mixed-use center that encourages pedestrian priority and transit use.

The City has added several elements to the Comprehensive Plan that support the concept of a more pedestrian environment in our commercial centers such as: Mixed-Use Centers, Complete Streets and the Mobility Plan and the permitted use of Drive-Throughs conflicts with this desired direction for urban planning.

Several of our members are involved in the City's South Downtown Subarea Plan, along with the Brewery District and UWT, envisioning ways to grow a denser and better downtown through thoughtful, forward thinking urban planning. High on any list in creating a thriving downtown is pedestrian priority. Eliminating Pedestrian/Vehicular conflict, providing a human scale to the streetscape and helping to reduce air pollution all support the ban of Drive-throughs in our Core Area, the UCX-TD and also the area between the 705 and Pacific Ave. zoned WR.

The 2001 Tacoma Dome Area Plan and the Update done in 2008 will both be superseded by a new Plan as part of the Subarea Plan that will strengthen the Vision for the Dome District as a Transit Oriented Community with an emphasis on creating a thriving urban neighborhood to live, work and play in, supported by a wide range of mobility options. Drive-throughs do not fit the dense, continuous pedestrian priority streetscape envisioned as part of this community.

Thank you for your consideration on this proposal.  
Sincerely,

President, Keith Stone

Vice Pres, Janice McNeal

Secretary, Jori Adkins

CC: City Council



# NEW TACOMA

neighborhood council

[www.newtacoma.org](http://www.newtacoma.org)

Community & Economic Development Dept.  
Tacoma Planning Commission  
747 Market St. Room 1036  
Tacoma, WA 98402

To whom it may concern,

The New Tacoma Neighborhood Council supports the proposal put forth to the Planning Commission as part of the 2013 Comprehensive Plan and Regulatory Code Amendment Process to ban Drive-throughs in Urban Mixed Use Centers such as UCX-TD, Downtown and any other commercial mixed-use center that encourages pedestrian priority and transit use.

The City has added several elements to the Comprehensive Plan that support the concept of a more pedestrian environment in our commercial centers such as: Mixed-Use Centers, Complete Streets and the Mobility Plan and the permitted use of Drive-Throughs conflicts with this desired direction for urban planning.

As the Neighborhood Council representing the most urban of the Neighborhood Centers, we feel this is a good direction to go to help create the vibrant downtown where people will want to live, work, learn and play.

Thank you for your consideration on this proposal.

Sincerely,

Wm.R.Garl  
Vice Chair,  
New Tacoma Neighborhood Council



## **Proposed Amendments and Staff Analyses**

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### **Application #2013-02: Countywide Planning Policies**





**2013 Annual Amendment Application No. 2013-02**  
**Countywide Planning Policies (CPPs)**

STAFF REPORT  
 February 20, 2013

<b>Application #:</b>	2013-02
<b>Applicant:</b>	Planning and Development Services Department
<b>Contact:</b>	Lihuang Wung, Planning Services Division
<b>Type of Amendment:</b>	Comprehensive Plan Text Changes
<b>Current Land Use Intensity:</b>	N/A
<b>Current Area Zoning:</b>	N/A
<b>Size of Area:</b>	Citywide
<b>Location:</b>	Citywide
<b>Neighborhood Council Area:</b>	All
<b>Proposed Amendment:</b>	Amending the Comprehensive Plan, as appropriate and necessary, for consistency with the Countywide Planning Policies for Pierce County.

**General Description of the Proposed Amendment:**

The scope of work for this application is to review the recently amended Countywide Planning Policies (CPPs) for Pierce County to ensure that the City’s Comprehensive Plan continues to be consistent with the CPPs and the regional growth plan, VISION 2040.

A review of CPPs has been conducted, as documented in Exhibit A. The review concludes that:

1. The Comprehensive Plan is consistent with the CPPs; it contains appropriate policy provisions that correspond to the recent amendments to the CPPs;
2. There are opportunities to strengthen the Comprehensive Plan’s language pertaining to such policy issues as growth targets, affordable housing allocations, urban design, health, climate change, air quality, and sustainable transportation (where there could potentially be new elements of the Comprehensive Plan to address urban design and health, respectively); and
3. These issues should be incorporated in the scope work for the “2015 Comprehensive Plan Update”, which is the next all-encompassing review of the Comprehensive Plan and development regulations mandated by the Growth Management Act for completion by June 30, 2015, so that these issues and other proposed amendments are considered in a coordinated and effective manner.

**Additional Information:**

The CPPs were recently amended, to maintain the consistency with VISION 2040 and to keep current with the issues and needs of the Pierce County area. Proposed amendments to the CPPs were substantially presented in a tracked-change version, which was recommended by the Pierce County Regional Council to Pierce County Council on April 21, 2011. Subsequent to the completion of the countywide ratification and approval process (including the City of Tacoma’s ratification issued on November 29, 2011, per City Council Resolution No. 38367), the CPPs, as amended, were adopted and became effective on August 27, 2012. The CPPs document reviewed by staff for consistency with the City’s Comprehensive Plan was the April 21, 2011 version.

**Public Outreach:**

General outreach to the community – presented the Annual Amendment Package to Master Builders Association (MBA), Sustainability Commission, Neighborhood Councils (New Tacoma, West End, and South End), and South Tacoma Business District Association. Additional outreach will occur through and during the Planning Commission and City Council’s public hearing and notice processes.

**Applicable Provisions of the Growth Management Act (and other state laws):**

Pursuant to the Growth Management Act (RCW 36.70A.210(1)), “a ‘countywide planning policy’ is a written policy statement or statements used solely for establishing a countywide framework from which county and city comprehensive plans are developed and adopted pursuant to this chapter. This framework shall ensure that city and county comprehensive plans are consistent as required in RCW 36.70A.100.”

**Amendment Criteria:**

*Applications for amendments to the Comprehensive Plan and Land Use Regulatory Code are subject to review based on the adoption and amendment procedures and the review criteria contained in TMC 13.02.045.G. Proposed amendments are required to be consistent with or achieve consistency with the Comprehensive Plan and meet at least one of the eleven review criteria to be considered by the Planning Commission. The following section provides a review of each of these criteria with respect to the proposal. Each of the criteria is provided, followed by staff analysis of the criterion as it relates to this proposal.*

1. There exists an obvious technical error in the pertinent Comprehensive Plan or regulatory code provisions.
2. Circumstances related to the proposed amendment have significantly changed, or a lack of change in circumstances has occurred since the area or issue was last considered by the Planning Commission.
3. The needs of the City have changed, which support an amendment.
4. The amendment is compatible with existing or planned land uses and the surrounding development pattern.
5. Growth and development, as envisioned in the Plan, is occurring faster, slower, or is failing to materialize.
6. The capacity to provide adequate services is diminished or increased.
7. Plan objectives are not being met as specified, and/or the assumptions upon which the plan is based are found to be invalid.
8. Transportation and and/or other capital improvements are not being made as expected.
9. For proposed amendments to land use intensity or zoning classification, substantial similarities of conditions and characteristics can be demonstrated on abutting properties that warrant a change in land use intensity or zoning classification.
10. A question of consistency exists between the Comprehensive Plan and its elements and RCW 36.70A, the County-Wide Planning Policies for Pierce County, Multi-County Planning Policies, or development regulations.

**Staff Response:**

Questions 1 to 9 above are not applicable to this application, since no amendments to the Comprehensive Plan are being proposed. With respect to Question 10, there was no known inconsistency that existed between the Comprehensive Plan and the Countywide Planning Policies for Pierce County.

**Economic Impact Assessment:**

Not applicable.

**Staff Recommendation:**

Staff recommends that the review of the Countywide Planning Policies for Pierce County and the conclusions of the review, as documented in Exhibit A, be accepted by the Planning Commission and released for public review.

**Exhibit:**

- A. Review of the Countywide Planning Policies for Pierce County

## Exhibit A – Review of the Countywide Planning Policies for Pierce County

Annual Amendment Application #2013-02 Countywide Planning Policies

For the Planning Commission Review's – December 5, 2012

The Washington State Growth Management Act (GMA) requires that the City of Tacoma's Comprehensive Plan be consistent with the Countywide Planning Policies (CPPs) for Pierce County and VISION 2040, the regional growth plan for the Puget Sound Region.

The CPPs were recently amended, to maintain the consistency with VISION 2040 and to keep current with the issues and needs of the Pierce County area. Proposed amendments to the CPPs were substantially presented in a tracked-change version, which was recommended by the Pierce County Regional Council to Pierce County Council on April 21, 2011. Subsequent to the completion of the countywide ratification and approval process, the CPPs, as amended, were adopted and became effective on August 27, 2012.

A review of the April 21, 2011 version of the CPPs for consistency with the City's Comprehensive Plan has been conducted, as documented in the table below. The review concludes that:

1. The Comprehensive Plan is consistent with the CPPs; it contains appropriate policy provisions that correspond to the recent amendments to the CPPs.
2. There are opportunities to strengthen the Comprehensive Plan's language pertaining to such policy issues as:
  - a. Growth Targets (referring to CPPs Chapters III-2, and III-16);
  - b. Affordable housing allocations for Regional Growth Centers (Chapter III-2);
  - c. Urban design and health – either enhancing policy language or potentially adding two new elements to the Comprehensive Plan (Chapters III-6 and III-10);
  - d. Sustainability, climate change, and air quality (Chapter III-12); and
  - e. Sustainable transportation, "zero death and disabling injury", paratransit and other emerging concepts, future transit alignment, and transportation system disaster preparedness (Chapter III-15).
3. These issues should be incorporated in the scope work for the "2015 Comprehensive Plan Update", which is the next all-encompassing review of the Comprehensive Plan and development regulations mandated by the GMA for completion by June 30, 2015 (RCW 36.70A.130(5)(a)), so that these issues and other proposed amendments are considered in a coordinated and effective manner.

Chapters	Summary of Amendments	Corresponding Provisions in Tacoma's Comprehensive Plan
I. Introduction	Updating the description for CPPs, and clarifying its relationship with GMA and VISION 2040.	VISION 2040 and CPPs are mentioned, discussed and/or addressed in several elements of the Comprehensive Plan, i.e., Introduction (pages 9-11), Growth Strategy and Development Concept (in "centers" section), Generalized Land Use (in "UGA", and policy LU-UGA-6), and Housing (in "Introduction").
II. Rules of Interpretation	Editorial changes only.	Not applicable to Tacoma's Comprehensive Plan.
III-1. Preamble to Countywide Planning Policies	Editorial changes only.	Not applicable to Tacoma's Comprehensive Plan.
III-2. Affordable Housing	<ol style="list-style-type: none"> <li>1. Adding relevant provisions of VISION 2040.</li> <li>2. Adding policies that address: <ol style="list-style-type: none"> <li>a. Incorporating affordable housing allocations as part of the overall housing allocations for Regional Growth Centers (AH-3.3.1).</li> <li>b. Providing a sufficient supply of special needs housing opportunities (AH-3.4).</li> <li>c. Pierce County accommodating a share of the county's overall affordable housing need (AH-5.5.1).</li> <li>d. Reviewing and streamlining development standards and regulations to provide flexibility and minimize costs to affordable housing (AH-7.3).</li> </ol> </li> </ol>	<ol style="list-style-type: none"> <li>1. VISION 2040 and CPPs regarding affordable housing are addressed in the Housing Element (in "Introduction" section).</li> <li>2. Regarding the four CPP policy amendments: <ol style="list-style-type: none"> <li>a. AH-3.3.1 is being considered as part of the proposed amendments to the Housing Element.</li> <li>b. AH-3.4 is addressed under Policies H-HA-1 and H-HA-4.</li> <li>c. AH-5.5.1 is not applicable to Tacoma.</li> <li>d. AH-7.3 is supported by existing Housing Element goals and policies – under the categories of Neighborhood Quality, Housing Preservation, Housing Choice, Housing Affordability, and Housing Fairness policies. Note that future amendments to the Housing Element based on AHPAG recommendations, considered for adoption in 2013 and/or 2014, would further support and increase consistency with AH-7.3.</li> </ol> </li> </ol>
III-3. Agricultural Lands	<ol style="list-style-type: none"> <li>1. Adding relevant provisions of VISION 2040.</li> <li>2. Adding policies that address the designation and preservation of agricultural lands (Ag-1 thru Ag-9).</li> </ol>	Not applicable to Tacoma, except for the policies encouraging farmer's markets (Ag-5.2) and community gardens (Ag-9). Farmer's Markets are addressed in the Open Space Habitat and Recreation Element (in "Recreation Lands" and "Urban Parks" sections). Community Gardens are encouraged in Open Space Habitat and Recreation Element (policy OS-CG-1), Urban Forestry Element (policies UF-UA-1, 3, 5, 6, 7, 10, and UF-ROW-4, 5, 6), and Neighborhood Element (C-4.1).
III-4. Amendments and Transition	<ol style="list-style-type: none"> <li>1. Clarifying the amendment processes for CPPs and Urban Growth Areas (AT-1.2.1).</li> <li>2. Adding criteria for removing properties (rural in character) from Urban Growth Areas (AT-2.4).</li> <li>3. Requiring Pierce County to adopt housing and employment targets for county jurisdictions (AT-3.11).</li> </ol>	Tacoma is required to participate in the amendment process for CPPs, but the changes to CPPs as listed do not prompt any corresponding changes to Tacoma's Comprehensive Plan.

Chapters	Summary of Amendments	Corresponding Provisions in Tacoma's Comprehensive Plan
III-5. Buildable Lands	<ol style="list-style-type: none"> <li>1. Restating the intent, focus and primary product of the buildable lands program (BL-1).</li> <li>2. Revising the process for jurisdictions to provide land development information to the County and for assisting the County with the periodic buildable lands inventory (BL-2 &amp; 3).</li> <li>3. Identifying Pierce County responsibilities for conducting analyses and consistency evaluations, producing reports and coordinating efforts with municipalities (BL-4 to 10).</li> </ol>	<p>The CPP amendments identify Pierce County as the lead agency for managing the Buildable Lands Program with the assistance of municipalities within the county. Tacoma is directed to follow the guidelines specified in the Buildable Lands Procedures Report for collecting, monitoring and analyzing development activity and potential residential/employment capacity. Buildable lands information is currently provided in the Housing Element (in the land capacity section, pages 8-9). The land capacity analysis relies on data from the 2002 Buildable Lands Report and will be updated as the report is updated.</p> <ol style="list-style-type: none"> <li>1. The issues relating to urban design, community context and sense of place are emphasized or called out within various contexts in various elements of the Comprehensive Plan, such as: Growth Strategy and Development Concept (p. 5), Generalized Land Use (policies LU-UAD-1 thru 30, LU-RDD-1 thru 13, LU-CDD-1 thru 10, LU-CDL-3, LU-IDD-1 thru 6), Transportation (policies T-ES-5 and T-MS-12), Tacoma Dome Area Plan (p. 34), Thea Foss Waterway Design and Development Plan (pages 5, 22, 74), and Historic Preservation Plan (Action HP-26B: Explore context sensitive zoning).</li> <li>2. Adding an Urban Design Element to the Comprehensive Plan should be considered, when sufficient staffing resources become available.</li> </ol>
III-6. Community and Urban Design (new chapter)	<ol style="list-style-type: none"> <li>1. Adding relevant provisions of GMA and VISION 2040 concerning urban design, community context and character, and sense of place.</li> <li>2. Adding policies that address:               <ol style="list-style-type: none"> <li>a. Developing high quality, compact communities that address sense of place, local character, mixed uses, choices in housing types, and walking, bicycling and transit use (CU-1).</li> <li>b. Designing public buildings and spaces that contribute to the unique sense of community (CU-2).</li> <li>c. Designing transportation projects and other infrastructure to achieve community development objectives (CU-3).</li> <li>d. Promoting context-sensitive design of transportation facilities (CU-4).</li> </ol> </li> </ol>	<p>As articulated in the Economic Development Element, Tacoma envisions itself as an internationally competitive business center in the Puget Sound region. The vision calls for coordinated and balanced economic growth; concentrating activity in the mixed-use centers; building on the traditional industrial base; taking advantage of the City's investment in technologies; and encouraging local entrepreneurs to simultaneously create new goods, services, jobs, profits, and prosperity. To achieve the economic vision, there are policies that address the following subject matters: Land Use and Development; Infrastructure and Services; Workforce and Education; Business Development; and Coordination.</p>
III-7. Economic Development and Employment	<ol style="list-style-type: none"> <li>1. Adding relevant provisions of GMA and VISION 2040, and modifying and strengthening the policy language throughout the chapter.</li> <li>2. Adding policy provisions that address:               <ol style="list-style-type: none"> <li>a. The region as an international gateway (Ec-1.8)</li> <li>b. Environmental and social responsibilities of private and public sectors (Ec-1.9)</li> <li>c. Focusing employment growth in manufacturing and industrial centers (Ec-1.10)</li> <li>d. Business startups, small businesses, and locally owned businesses (Ec-2.12)</li> <li>e. Efficient flow of people, goods and information, especially in centers (Ec-5.8)</li> <li>f. Culturally and ethnically diverse communities (Ec-6.8)</li> </ol> </li> </ol>	<p>As articulated in the Economic Development Element, Tacoma envisions itself as an internationally competitive business center in the Puget Sound region. The vision calls for coordinated and balanced economic growth; concentrating activity in the mixed-use centers; building on the traditional industrial base; taking advantage of the City's investment in technologies; and encouraging local entrepreneurs to simultaneously create new goods, services, jobs, profits, and prosperity. To achieve the economic vision, there are policies that address the following subject matters: Land Use and Development; Infrastructure and Services; Workforce and Education; Business Development; and Coordination.</p>

Chapters	Summary of Amendments	Corresponding Provisions in Tacoma's Comprehensive Plan
III-8. Education	<p>1. Adding provisions of VISION 2040 pertaining to education obtainment and the siting of education facilities.</p> <p>2. Adding policies that address high quality and accessible training programs (Ed-2.4) and prioritizing the location of educational facilities in urban areas (Ed-5.3).</p>	<p>The Generalized Land Use Element contains policy provisions pertaining to siting of essential public facilities (policies LU-GSEPF-1 thru 7), although those may not be directly applicable to educational facilities.</p> <p>Working with educational institutions and proper entities to ensure the availability of training programs is an important strategy as contained in the Economic Development Element (Action W-1).</p>
III-9. Fiscal Impact	Editorial changes only.	Policy CF-PCF-5 in the Capital Facilities Element calls for the consideration of fiscal impacts of major public projects or projects involving the expansion of capacity or service areas as a major factor in the selecting and budgeting of capital projects.
III-10. Health and Well-being (new chapter)	<p>1. Adding relevant provisions of GMA and VISION 2040.</p> <p>2. Adding policies that promote physical, social and mental well-being through the following measures:</p> <ul style="list-style-type: none"> <li>a. Walking and bicycling environment, healthy buildings and facilities, and community plans and programs (such as community gardens and farmer's markets) (HW-1).</li> <li>b. Planning and decision-making processes (HW-2).</li> <li>c. Joint- and mixed-use developments through coordination among transportation providers, local government, and developers (HW-3).</li> <li>d. Safe transportation systems and improved street patterns (such as Complete Streets) (HW-4).</li> <li>e. Public safety services and programs, health impact assessment tools, and locating health and human service facilities near centers and transit. (HW-5).</li> </ul>	<p>Promoting active living and healthy lifestyle is an important goal commonly addressed in various elements of the Comprehensive Plan, including, but not limited to: Generalized Land Use (policies relating to mixed use, compact development, etc.), Transportation (policies relating to multimodalism, Transit-Oriented Development, Complete Streets, active transportation, etc.), Open Space Habitat and Recreation and Urban Forestry (policies relating to community gardens, farmer's markets, recreation, health, etc.), and other elements.</p> <p>Health Impact Assessment is a tool used in the planning process for the MLK Subarea Plan that is currently underway and scheduled to be adopted as an element of the Comprehensive Plan in 2013-2014.</p> <p>The City is coordinating with the Tacoma-Pierce County Health Department to explore the feasibility of collaboratively developing a Health Element in the Comprehensive Plan.</p>
III-11. Historic, Archaeological and Cultural Preservation	<p>1. Adding relevant provisions of VISION 2040.</p> <p>2. Adding "Certified Local Government designation" to the list of recommended techniques for historic preservation (HAC-2.6.10).</p> <p>3. Adding a policy to encourage the use of urban design strategies and approaches for preserving and enhancing community's distinctive identity (HAC-4).</p>	The Certified Local Government program is addressed in the Historic Preservation Plan element (policy HP-15). The use of urban design strategies and approaches for preserving and enhancing community's distinctive identity is also addressed throughout the plan (e.g., policies HP-2, 8, 10, 11, 15 and 26).

Chapters	Summary of Amendments	Corresponding Provisions in Tacoma's Comprehensive Plan
<p>III-12. Natural Resources, Open Space, and Protection of Environmentally-Sensitive Lands, and the Environment</p>	<p>1. Adding "Environment" to the title of the chapter.  2. Adding relevant provisions of VISION 2040.  3. Adding policies that address:</p> <ul style="list-style-type: none"> <li>a. Integrated and interdisciplinary approaches and best information available for environmental planning (Env-3.5 &amp; 3.6)</li> <li>b. Protection of resource lands (Env-4.9, 4.10 &amp; 4.11).</li> <li>c. Factoring in environmentally sensitive lands in siting and O&amp;M of transportation facilities (Env-8.5 &amp; 8.6)</li> <li>d. Open space and environmentally sensitive lands across jurisdictional boundaries, open space cluster design, and natural buffering (Env-10.4, 10.5 &amp; 10.6).</li> <li>e. Methods of retention of open space (Env-15.3.4 &amp; 15.4.4).</li> <li>f. Protecting and enhancing the natural ecosystems (Env-16).</li> <li>g. Assessing habitat needs for sensitive species (Env-19.3).</li> <li>h. Involvement with local drainage districts in planning process (Env-20.2).</li> <li>i. Healthy environment with minimal exposure to pollution (Env-26).</li> <li>j. Innovative environmentally sensitive development practices (Env-27).</li> <li>k. Mitigating noise (Env-28).</li> <li>l. Maintaining air pollution attainment level/standards (Env-29).</li> <li>m. Improving air quality (Env-30.1 thru 30.6).</li> <li>n. Meeting State mandates on climate change and the reduction of greenhouse gases (Env-31.1 thru 31.7)</li> </ul>	<p>1. The key themes of the update of this chapter of CPPs are sustainability and environmental stewardship, which have been among the core policy emphases for the City as well. Relevant policies are found in various elements of the Comprehensive Plan, including, but not limited to: Generalized Land Use (LU-IDG-10), Open Space Habitat and Recreation (OS-LF-1, OS-PF-2, OS-LF-2, OS-LF-4, OS-LF-15, OS-P-1 to 3, OS-GI-1 to 9), Environmental Policy (E-E-1, E-SWR-1, E-GD-1 to 3, E-GD-5, E-ER-5, E-ER-6, E-FW-6, E-ENF-1 to 5, E-P-1 to 3, E-N-1 to 4, E-AQ-1 to 3), Transportation (T-ES-1 to 10, T-ES-2), Urban Forestry, and other elements.</p> <p>2. One cornerstone for Tacoma is our smart growth vision – Tacoma's strong commitment to accommodate growth in multi-modal, livable urban development, thus reducing per capita energy consumption and pollution and creating an attractive alternative to development in suburban and rural agricultural and resource areas. Tacoma's policies also call for a long-term vision of reclaiming our industrial waterfront and downtown areas for compact, mixed-use development and public space, and the City has delivered on this vision.</p> <p>3. In addition, the City's Climate Action Plan, adopted by Council resolution, lays out ambitious policies and actions to address climate change concerns. Consideration should be given to updating the Comprehensive Plan to reflect the policy guidance in the Climate Action Plan. Also, there may be opportunities to update the Comprehensive Plan to more fully reflect, among others, the air quality policies of the CPPs.</p>
<p>III-13. Rural Areas (new chapter)</p>	<p>1. Adding relevant provisions of GMA and VISION 2040.  2. Adding an overarching goal (Rur-1) and policies pertaining to development patterns, economic development, environment, transportation, and public services (Rur-2 thru Rur-21).</p>	<p>Not applicable to Tacoma since we do not have rural areas. However, the Comprehensive Plan concentrates on Tacoma's role as the location for urban development, which is consistent with smart growth principles. In addition, the Open Space Habitat and Recreation Element, among others, recognizes the connection between the City and rural areas and calls for coordination with adjacent jurisdictions to protect connected natural corridors and to develop a Transfer of Development Rights program.</p>

Chapters	Summary of Amendments	Corresponding Provisions in Tacoma's Comprehensive Plan
<p>III-14. Siting of Essential Public Facilities of Countywide or Statewide Significance</p>	<p>1. Modifying the title of the chapter by adding "Essential" and replacing "Nature" with "Significance"</p> <p>2. Adding to the siting criteria additional provisions pertaining to distribution of facilities in the region and state (EPF-3.1), natural boundaries that determine routes and connections (EPF-4.1.10), timing and location of facilities that guide growth and development (EPF-4.3.5), zoning of area around site to protect against encroachment (EPF-6.6), and sustainable development practices (EPF-7.5).</p>	<p>The Generalized Land Use Element contains policy provisions pertaining to the siting of essential public facilities (policies LU-GSEPF-1 thru 7) that address two categories of essential public facilities and services, i.e., (a) social services facilities, and (b) services and utilities facilities. Many of such facilities are certainly of countywide or statewide significance.</p>
<p>III-15. Transportation Facilities and Strategies</p>	<p>1. Adding a provision to the Background section pertaining to the Commute Trip Reduction (CTR) Efficiency Act of 2006.</p> <p>2. Adding relevant provisions of VISION 2040, where transportation policies are grouped into three general categories: system preservation and maintenance, supporting growth centers, and transportation choices.</p> <p>3. Adding policies that address:</p> <ol style="list-style-type: none"> <li>Sustainable transportation system (Tr-1).</li> <li>State's "zero death and disabling injury" target (Tr-2).</li> <li>"Vanpool, paratransit and other emerging concepts" as part of the multimodal network (Tr-4.2).</li> <li>Multimodal level of service (LOS) standards and the impacts to neighboring jurisdictions' roadway facilities (Tr-5).</li> <li>Designation of Transit Oriented Development (TOD) sites as part of land use regulations to increase mode splits (Tr-11.4.1).</li> <li>Design, construction and operation of transportation facilities for all users (Tr-12).</li> <li>Low-impact development and environmentally appropriate practices (Tr-14).</li> <li>Preserving options for future transit alignments (Tr-16).</li> <li>Meeting freight mobility and access needs (Tr-17).</li> <li>Preserving transportation investments through proper O&amp;M (Tr-19).</li> <li>Protecting the transportation system against disaster through prevention, preparedness, response, mitigation and recovery strategies (Tr-20).</li> </ol>	<p>1. Policies in the Transportation Element are grouped in the following categories (or subject matters): Land Use and Transportation, Transportation System Management, Multimodal System, Commute Trip Reduction, Environmental Stewardship, Financing and Funding Sources, and Intergovernmental Coordination and Citizen Participation. These policies were developed consistent with, and have continued to be aligned with, relevant provisions of GMA, CTR Act, VISION 2040, and CPPs.</p> <p>2. Consideration should be given to updating the Transportation Element, the Generalized Land Use Element, and other elements as appropriate, to strengthen the policy language in relation to some of the specific amendments to CPPs, such as those pertaining to sustainable transportation (Tr-1), "zero death and disabling injury" (Tr-2), paratransit and other emerging concepts (Tr-4.2), transit alignment (Tr-16), and disaster preparedness (Tr-20).</p>

Chapters	Summary of Amendments	Corresponding Provisions in Tacoma's Comprehensive Plan
<p>III-16. Urban Growth Areas</p>	<ol style="list-style-type: none"> <li>1. Adding relevant provisions of VISION 2040.</li> <li>2. Adding a new section to describe the "Growth Targets" for the Pierce County area.</li> <li>3. Clarifying that the designated centers in the county include:               <ul style="list-style-type: none"> <li>Regional Growth Centers in Metropolitan City:                   <ul style="list-style-type: none"> <li>• Tacoma Central Business District</li> <li>• Tacoma Mall</li> </ul> </li> <li>Regional Growth Centers in Core Cities                   <ul style="list-style-type: none"> <li>• Lakewood</li> <li>• Puyallup Downtown</li> <li>• Puyallup South Hill</li> </ul> </li> <li>Manufacturing/Industrial Centers:                   <ul style="list-style-type: none"> <li>• Frederickson</li> <li>• Port of Tacoma</li> </ul> </li> </ul> </li> <li>4. Adding policies that address:               <ol style="list-style-type: none"> <li>a. Adopting growth targets in comprehensive plans (UGA-1.2).</li> <li>b. Maximizing the development potential of existing urban lands and discouraging expansion of UGAs (UGA-2.3.7 &amp; 2.3.8).</li> <li>c. Land uses compatible with military uses (UGA-9).</li> <li>d. Prioritizing transportation, infrastructure, and economic funds for centers (UGA-14.2 &amp; 48).</li> <li>e. Improving transit service efficiency in centers through the development of transportation infrastructure, and design of roadway and nonmotorized networks (UGA-19.6, 25 &amp; 26).</li> <li>f. Metropolitan City Center (UGA-30), Regional Growth Center (UGA-32.5 &amp; 34), Countywide Center (UGA-35 &amp; 39), and M/C (UGA-47).</li> </ol> </li> </ol>	<ol style="list-style-type: none"> <li>1. Regional Growth Centers and Manufacturing/Industrial Centers are referenced in the following elements: Introduction, Growth Strategy and Development Concept, and Generalized Land Use.</li> <li>2. Adopting Growth Targets is being considered as part of the proposed amendments to the Housing Element. There are opportunities to incorporate it in Growth Strategy and Development Concept, Generalized Land Use, and other elements as appropriate.</li> <li>3. Those specific amendments concerning transportation (UGA-14.2, 48, 19.6, 25 &amp; 26) are addressed in the Transportation Element (under the policy categories of Land Use and Transportation, Multimodal System, and Financing and Funding Sources) as well as the Generalized Land Use Element (policies throughout the plan applicable to mixed-use centers).</li> <li>4. Collaboration with the military base is referenced in the Neighborhood Element under the South Tacoma section.</li> </ol>



## **Proposed Amendments and Staff Analyses**

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### **Application #2013-04: Transportation Element**





**2013 Annual Amendment Application No. 2013-04**  
***Transportation Element***

STAFF REPORT

Reviewed by Planning Commission, September 19, 2012

<b>Application #:</b>	2013-04
<b>Applicant:</b>	Community & Economic Development Department
<b>Contact:</b>	Shanta Frantz, Comprehensive Planning Division
<b>Type of Amendment:</b>	Comprehensive Plan Text Change and Map Updates
<b>Current Land Use Intensity:</b>	N/A
<b>Current Area Zoning:</b>	N/A
<b>Size of Area:</b>	Citywide
<b>Location:</b>	Citywide
<b>Neighborhood Council Area:</b>	All
<b>Proposed Amendment:</b>	Amend the Transportation Element of the Comprehensive Plan

**General Description of the Proposed Amendment:**

The proposed amendments to the Transportation Element of the Comprehensive Plan primarily include: (a) updating, reprioritizing and consolidating projects contained in the Mobility Master Plan (MoMaP) and the Long-Term Transportation Improvement Projects List – Unfunded (Unfunded Projects List); (b) incorporating “Environmental Justice” into a few relevant policies and the Project Selection and Evaluation Criteria; and (c) making minor changes and corrections to text and maps throughout the document for consistency.

A general summary of the proposed amendments are listed below (see details in Exhibit “A”):

1. Revise “non-motorized transportation” to “active transportation” to align with current industry standards.
2. Revise “travel demand forecasting” to “transportation demand forecasting”, the more applicable industry terminology.
3. Update information pertaining to the Growth and Transportation Efficiency Center (GTEC) and the City’s first transportation demand management association, Downtown on the Go (DTOG).
4. Acknowledge the City’s recent designation as a Bicycle Friendly Community by the League of American Bicyclists.
5. Revise citation for the definition of “shared-use paths”. This was a scrivener’s error.
6. Enhance the “Demonstration Projects” section within the MoMaP to expand the Safe Routes to School program and establish Safe Routes to Transit, Parks and Employment programs.
7. Update MoMaP tables with current project information.

8. Eliminate the “Bike Facilities and Trails (1140 Fund) – New table from the Unfunded Projects List and move projects to the existing MoMaP tables and the proposed Low-Impact Pedestrian Trails and Shared-Use Paths table in the MoMaP. All of other projects within this table reflect current community efforts to develop our low-impact pedestrian trail resources.
9. Incorporate “Environmental Justice” into the Transportation Element in the following manners:
  - a. Add environmental justice background information to the **Policy Intent for Multimodal System**.
  - b. Add “Environmental Justice” to the Project Selection and Evaluation Criteria section for certain transportation programs/projects to align with current community standards and most regional and federal grant funding sources.
10. Remove the table for prioritizing classes of bikeway projects. This table was created in the 1990s. Since then, bikeway classifications and criteria for development have been updated with current industry standards (e.g., bike lanes, bicycle boulevards, sharrows, etc.) as reflected in the MoMaP.
11. For the Unfunded Project List: add one new project to the Arterial Street Projects for Pacific Avenue between South 43<sup>rd</sup> and 56<sup>th</sup> Streets and revise the 6<sup>th</sup> Avenue from Sprague to Alder Streets project under Neighborhood Action Strategies.

**Additional Information:**

The MoMaP section provides a vision, policies and an implementation strategy for how the City of Tacoma can improve conditions for bicycling and walking citywide over the next fifteen years. It moves the City towards social, economic and environmental sustainability and serves as a cornerstone for Tacoma’s climate action goals. It is critical that the information contained in the MoMaP section is kept current and that the recommended projects are adequately prioritized for implementation. Of equal importance is to review the project lists within the MoMaP to those on the Unfunded Projects List to simplify, remove any redundancies and clarify project descriptions as necessary.

The Unfunded Projects List reflects the desires of the community and exemplifies the City’s intent to maintain the service level of the transportation system citywide and meet the concurrency requirements of the Growth Management Act. Projects are selected based on community input and staff recommendation for inclusion in the Unfunded Project List to gain eligibility for future funding. When funding becomes available, unfunded projects may be selected and moved to the Six-Year Program for detailed budgeting and implementation.

**Public Outreach:**

Mobility Master Plan:

The proposed amendments to this section are from staff observation and expertise, requests from the public and with the oversight of the Bicycle and Pedestrian Action Committee (BPAC), which is a citizen-based group, established to assist the City in implementing the MoMaP. The BPAC is made up of 15 residents from the pedestrian and bicycling community and has met at least monthly over the past year to oversee the implementation of the MoMaP and to plan and analyze future projects.

Unfunded Project List:

Two (2) unfunded projects were among the project ideas submitted by Neighborhood Business Districts in the summer of 2012, in response to the Public Works Department’s community outreach efforts for the annual update of the 2012-2018 Six-Year Program. An initial screening of the project ideas suggested

that these projects did not meet the selection criteria for inclusion in the Six-Year Program, but should be considered for inclusion in the Unfunded Project List to gain eligibility for future funding.

**Applicable Provisions of the Growth Management Act (and other state laws):**

The Growth Management Act (GMA) requires that the transportation element of local comprehensive plans shall include a number of sub-elements. Two of the sub elements are:

- “Facilities and services needs, including . . . . . identification of state and local system needs to meet current and future demands.” (RCW 36.70A.070(6)(a)(iii)(F))
- “Pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.” (RCW 36.70A.070(6)(a)(vii))

The proposed changes to the MoMaP and the Unfunded Project List include a variety of projects addressing the needs of vehicular traffic, pedestrians and bicyclists, and are consistent with these GMA provisions.

**Applicable Provisions of the Comprehensive Plan:**

Updating project information in the MoMaP and the Unfunded Project List, with input received from the community, realizes a number of policies and provisions in the Transportation Element of the Comprehensive Plan, including but not limited to the following:

- T-LUT-5 Accessibility - Situate new transportation facilities in a manner that will assure reasonable access for all modes to places of employment and attraction in the City.
- T-MS-7 Special Transportation Needs - Recognize and accommodate the special transportation needs of the elderly, children, the disabled and the socio-economically disadvantaged in all aspects of transportation planning, programming and implementation. Use local, state or Federal, design standards that satisfy the communities desire for a high level of accommodation for the disabled.
- T-ICCP-4 Citizen Participation – Ensure citizen participation in all transportation planning to accommodate their needs and desires.
- “The Short Term Bike Project as well as the Medium and Long Term Project Lists should be reviewed annually to ensure they reflect current realities on the ground.” (See the MoMaP section, under “Implementation”)

**Amendment Criteria:**

*Applications for amendments to the Comprehensive Plan and Land Use Regulatory Code are subject to review based on the adoption and amendment procedures and the review criteria contained in TMC 13.02.045.G. Proposed amendments are required to be consistent with or achieve consistency with the Comprehensive Plan and meet at least one of the eleven review criteria to be considered by the Planning Commission. The following section provides a review of each of these criteria with respect to the proposal. Each of the criteria is provided, followed by staff analysis of the criterion as it relates to this proposal.*

**1. There exists an obvious technical error in the pertinent Comprehensive Plan or regulatory code provisions.**

Staff Analysis: This proposal will be part of an on-going effort to fix scrivener's errors, eliminate redundancies and align the project lists and the maps within the Transportation Element as projects are added, revised, and/or completed. Staff will also continue to propose updates as industry standards and community expectations and needs change.

**2. Circumstances related to the proposed amendment have significantly changed, or a lack of change in circumstances has occurred since the area or issue was last considered by the Planning Commission.**

Staff Analysis: The proposed amendments include incorporating "Environmental Justice" into the policy intent for Multimodal System and the Project Selection and Evaluation Criteria. Environmental justice is the term that recognizes the unfortunate U.S. history of large civic and public works projects located in low-income and minority neighborhoods, thereby creating possible disproportionate adverse human health and environmental impacts on such communities. Environmental justice has its roots in the civil rights movement and was codified as Title VI of the federal Civil Rights Act of 1964. When first coined, the circumstance was often referred to as "environmental injustice". The construction of interstates and freeways during the post war boom is commonly cited as an example of transportation projects that did not account for the people and environment that they often displaced or impacted. In 1994, Presidential Executive Order 12898 directed federal agencies to make environmental justice part of its mission. In 1997, the USDOT issued Order 5610.2 with guidelines on how environmental justice should be incorporated into the transportation decision-making process. (Source: PSRC, Vision 2040 Plan)

The effect of this federal action is that all projects that receive federal funds directly or indirectly through regional agencies must show that the project managers have considered whether the project will have a possible adverse human health and environmental impact on low-income or minority populations. As such, the City already evaluates transportation projects for environmental justice when those projects are funded by grants with federal monies attached. By adding environmental justice to the Transportation Element's "Project Selection and Evaluation Criteria" section, it will also be considered for those arterial streets, curb ramps, sidewalk connections, and bikeway facility projects that will not be funded with federal monies.

**3. The needs of the City have changed, which support an amendment.**

Staff Analysis: The bicycle and pedestrian project lists are continually evolving as some projects get built and other projects need to be reprioritized.

**4. The amendment is compatible with existing or planned land uses and the surrounding development pattern.**

Staff Analysis: Not applicable.

**5. Growth and development, as envisioned in the Plan, is occurring faster, slower, or is failing to materialize.**

Staff Analysis: Not applicable.

**6. The capacity to provide adequate services is diminished or increased.**

Staff Analysis: Not applicable.

**7. Plan objectives are not being met as specified, and/or the assumptions upon which the plan is based are found to be invalid.**

Staff Analysis: Not Applicable.

**8. Transportation and and/or other capital improvements are not being made as expected.**

Staff Analysis: Not Applicable.

**9. For proposed amendments to land use intensity or zoning classification, substantial similarities of conditions and characteristics can be demonstrated on abutting properties that warrant a change in land use intensity or zoning classification.**

Staff Analysis: Not applicable.

**10. A question of consistency exists between the Comprehensive Plan and its elements and RCW 36.70A, the County-Wide Planning Policies for Pierce County, Multi-County Planning Policies, or development regulations.**

Staff Analysis: Not applicable.

**Economic Impact Assessment:**

The proposed projects in the MoMaP and the Unfunded Project List, when funded and implemented, are expected to generate positive economic effects to the community by improving the transportation system and hence increasing development opportunities. However, the impacts to the City's transportation budget are unknown until funding sources are determined and projects are designed and ready to proceed.

**Staff Recommendation:**

Staff recommends that the proposed amendment be forwarded for public review and comment.

**Exhibit:**

A. Proposed Amendments to the Transportation Element (track changes document)





2013 Annual Amendment Application No. 2013-04  
Transportation Elements

**Proposed Amendments**

Reviewed and Minor Revisions Made by the Planning Commission  
September 19, 2012

Proposed deletions are shown in ~~red strikethroughs~~.  
Proposed additions are shown in red underlines.

# Transportation Element

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Achieve a multimodal transportation system that efficiently moves people and goods with optimum safety and appropriate speed, maximizes the conservation of energy, and minimally disrupts the desirable features of the environment.

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\* \* \*

## Foreword

The Transportation Element includes three sections. The first and third sections pertain to general transportation policies and implementation, while the second section specifically addresses ~~nonmotorized~~ active transportation issues. The three sections cross-reference and complement each other.

Section I – General Goal and Policies – contains an overall transportation goal and a number of general policies that provide guidelines and direction to achieve the goal. These policies are compiled in the following seven categories:

- Land Use and Transportation
- Transportation System Management
- Multimodal System
- Commute Trip Reduction
- Environmental Stewardship
- Financing and Funding Sources
- Intergovernmental Coordination and Citizen Participation

Section II – Mobility Master Plan – specifically addresses ~~nonmotorized~~ active transportation issues. The section is derived and extracted from the *2010 Mobility Master Plan Study*, a comprehensive study that provides a vision, policies and an implementation plan for how the City of Tacoma can improve conditions for pedestrians and cyclists citywide over the next fifteen years. Issues addressed in this section include:

- Guiding Principles
- Prioritizing Transportation Investment
- Vision and Goals
- Policies – pertaining to Implementation, Livability, Environmental Sustainability, Transit Integration, Connectivity and Access, Maintenance, Education and Encouragement, Health and Safety, Engineering, Enforcement, Evaluation, and Funding
- Definitions and Terminology
- Implementation

The *2010 Mobility Master Plan Study*, along with its technical appendices, such as the Design Guidelines (Appendix E of the *2010 Mobility Master Plan Study*), should be used as the official guide for the planning, identification, funding, prioritization, design, construction, and maintenance of pedestrian and bicycle infrastructure and services. It should be updated on a regular basis to keep the information current and to ensure its consistency with the Comprehensive Plan and such relevant documentations as the Complete Streets Design guidelines and the Public Works Design Manual.

Section III – General Plan Implementation – contains implementation strategies for the general goal and policies as contained in Section I, with some references to ~~nonmotorized~~ active transportation. Issues addressed in this section include:

- System Inventory
- Level of Service Standard and Concurrency Management
- Multiyear Financing Plan
- Parking Management
- Regional Coordination
- State-owned Transportation Facilities
- Maps of Arterials, Transit System and Designated Centers
- Project Selection and Evaluation Criteria
- Long-Term Transportation Improvement Projects List – Unfunded

## Section I – General Goal and Policies

In accordance with the community's desire for efficient, well-maintained, and safe transportation facilities, and timely transportation improvements, it is the goal of the City to:

**Achieve a multimodal transportation system that efficiently moves people and goods with optimum safety and speed, maximizes the conservation of energy, and minimally disrupts the desirable features of the environment.**

The following policies provide guidelines and direction to achieve the goal and for the continued development and improvement of citywide transportation facilities and services.

\* \* \*

### Multimodal System

#### *Policy Intent*

An efficient multimodal system is designed to accommodate the needs for the safe and efficient movement of people and goods. The city recognizes that freight mobility and access are critical to Tacoma's economic development. Additionally, the city recognizes that transportation needs and travel choices change over time as alternatives to car travel become available. It is the intent of these policies to reduce car use; minimize intermodal conflicts; enhance freight mobility; and accommodate the mobility needs of Tacoma residents and visitors.

In implementing an efficient multimodal system, the City also recognizes that evaluating transportation projects using environmental justice criteria is consistent with current community standards and is aligned with project analysis for most regional and federal grant funding.

When considered early in the planning process, environmental justice is an approach that strives to avoid decisions that can have a disproportionate adverse human health and

environmental impact on traditionally underserved neighborhoods and vulnerable populations than on the population as a whole. Traditionally underserved or vulnerable populations may include, but are not limited to, minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged.

The possible adverse impacts of transportation projects may include, but are not limited to, disruptions in community cohesion, restricted access, safety concerns, higher exposures to hazardous materials, raised noise levels, and increased water and air pollution. (Source: Puget Sound Regional Council's Draft EIS for Transportation 2040 Plan, May 29, 2009).

By adding environmental justice in transportation planning, the City may consider how multimodal projects can be developed and/or sited to not only help avoid impacting but also further improve the human and environmental health of traditionally underserved neighborhoods or vulnerable populations.

#### *Policies*

##### **T-MS-1 Transportation Demand Management**

Support and promote ~~Travel~~ Transportation Demand Management (TDM) strategies aimed at reducing the number and length of car trips and increasing the efficiency of the transportation system.

##### **T-MS-2 Roadway Capacity**

Assess roadway capacity on the basis of a facility's total people-carrying capacity in addition to its vehicle-carrying capacity.

##### **T-MS-3 Inter-Modal Conflict**

Support programs, regulations, and design standards that separate at-grade crossing conflicts to increase safety and to increase the capacity and timeliness of both over-land and rail freight.

##### **T-MS-4 Transit Planning**

Support future transit planning among local and regional governmental agencies to improve the reliability, availability, and convenience of transit options.

\* \* \*

## Commute Trip Reduction

### **Policy Intent**

As required by the Commute Trip Reduction Efficiency Act of 2006 (RCW 70.94.521-551) and the associated Washington Administrative Code WAC 468-63, the Tacoma City Council adopted the Commute Trip Reduction Plan on July 10, 2007 (Resolution No. 37220) and adopted the Commute Trip Reduction Ordinance into the Tacoma Municipal Code Chapter 13.15 on December 9, 2008 (Ordinance No. 27771).

The CTR Plan provides guidelines for the City and major employers affected by the State law to implement effective strategies to achieve the goals of 10% reduction in drive-alone trips and 13% reduction in vehicle miles traveled by 2011. The CTR Ordinance establishes requirements for affected employers, including an appeals process, and procedures for the City for program administration, monitoring, enforcement and intergovernmental coordination.

The CTR Plan and Ordinance are designed to achieve the following objectives: improve air quality, reduce traffic congestion, and reduce the consumption of petroleum fuels. With the focus on employer-based programs that encourage the use of alternatives to driving alone for the commute trip, CTR represents a centerpiece of the overall strategy of Transportation Demand Management (TDM).

In addition to the mandated program activity, the City of Tacoma is also participating in a voluntary, pilot program encouraged and funded by the State, whereby Downtown Tacoma is designated as a Growth and Transportation Efficiency Center (GTEC). More aggressive CTR strategies will be implemented within the GTEC, involving selected target audiences besides the CTR-affected employers. Expected outcomes of the pilot program are the reduction of auto-dependent trips and the alleviation of the burdens on State highway facilities within and between GTECs. The GTEC program ~~is was~~ effective from July 2008 through June 2012. [The City used State GTEC funds and partnered with Pierce Transit, and the Tacoma-Pierce-County Chamber of Commerce to create the City's first transportation demand management association, Downtown on the Go \(DTOG\).](#)

[DTOG has a Board made up of downtown businesses and local transportation agencies. Its](#)

[purpose is to be the transportation advocate for anyone whose daily life is downtown by:](#)

- [Advocating for transportation choices and land use policies that promote a vibrant and integrated downtown; and](#)
- [Educating and encouraging downtown employers, employees and residents about transportation choices other than driving alone such as transit, ridesharing, biking, walking, and flexible work arrangements.](#)

There are a number of Comprehensive Plan policies and strategies that are supportive of CTR and TDM, including policies contained in the Transportation Element, transportation-efficient land use policies contained in the Generalized Land Use Element, and traffic management strategies contained in the Neighborhood Element. The following policies are intended to provide additional tools to ensure the successful implementation of the CTR [Pan-Plan](#) and Ordinance, and contribute to accomplishing the City's strategic goals of healthy environment, sustainable economy and livable community.

### **Policies**

#### **T-CTR-1 Comprehensive Planning and CTR**

Incorporate Commute Trip Reduction in the planning for land use, transportation, housing, capital facilities, environmental protection, open space and recreation facilities, neighborhoods and communities, and other applicable disciplines of comprehensive planning. This will be accomplished by promoting CTR related and supportive policy aspects, such as those listed below:

- Promote transit-oriented development;
- Encourage maximum parking requirements for new development;
- Require [nonmotorized-active transportation](#) connections between retail, living and work places;
- Evaluate land use changes to the Comprehensive Plan and determine how the development furthers the goals of CTR;
- Realize the Complete Street concept;
- Strive for job-housing balance;
- Support an integrated, regional high capacity transit system;
- Enhance walking and bicycling environment;
- Require parking for bicycles where applicable; and

- Ensure that connectivity, accessibility and transferability among multiple modes of transportation are adequate, efficient, safe and friendly for pedestrians and bicyclists.

**T-CTR-2 Funding for CTR**

Assign higher funding priority to and actively pursue funding opportunities for improvement projects and programs that are related to, supportive of, or integrated with Commute Trip Reduction.

**T-CTR-3 Collaboration on CTR**

Join force with appropriate jurisdictions and organizations to coordinate the Commute Trip Reduction program efforts; to best utilize and multiply each others' resources, success stories and innovative practices; and to ensure that fair and consistent services are provided to employers across jurisdictions and employers with worksites located in more than one jurisdiction.

**T-CTR-4 Climate Change and CTR**

Integrate the Commute Trip Reduction program efforts into the work program of the Office of Sustainability and the Sustainable Tacoma Commission on Climate Change (established pursuant to City Council Resolution No. 37631, adopted on October 21, 2008) to effectively reduce carbon emissions and improve air quality.

Coordinate with federal, state, regional, and local agencies to assure a planned and coordinated regional transportation system.

**T-ICCP-2 Nonmotorized-Active Transportation Regional Coordination**

Coordinate the planning, construction, and operation of pedestrian and bicycle facilities and shared-use paths with other agencies where City of Tacoma corridors continue into neighboring jurisdictions. Including, but not limited to: extension of the Water Ditch Trail, Pipeline Trail, Tacoma Dome to Sumner Trail and the Trail to Mountain Corridor.

**T-ICCP-3 Funding Coordination**

Coordinate with jurisdictions at local, regional and state levels, the state legislature and the private sector to increase overall funding and provide for reliable financing of growth related transportation improvements.

**T-ICCP-4 Citizen Participation**

Ensure citizen participation in all transportation planning to accommodate their needs and desires.

\* \* \*

## **Intergovernmental Coordination and Citizen Participation**

***Policy Intent***

Transportation issues do not respect jurisdictional boundaries. Also, transportation concerns may vary from neighborhood to neighborhood. It is intended that the City's transportation planning and implementation utilize best practices and tools for greater regional coordination and address the specific needs of individual neighborhoods.

***Policies***

**T-ICCP-1 Intergovernmental Coordination**

## Section II – Mobility Master Plan

### Policy Intent

The Mobility Master Plan Section of the Transportation Element provides a vision, policies and an implementation plan for how the City of Tacoma can improve conditions for pedestrians and bicyclists citywide over the next fifteen years. This section was distilled from Tacoma's *2010 Mobility Master Plan Study*. It moves the City towards social, economic and environmental sustainability and serves as a cornerstone for Tacoma's climate action diminution strategies. A sustainable non-motorized transportation network is vital for Tacoma to achieve a substantial reduction in carbon emissions, as well as to provide a healthier environment for its residents.

The Mobility Master Plan Section envisions an interconnected bicycle and pedestrian network that provides safe routes to neighborhoods, schools, transit, business districts recreational facilities, and other destinations.

\* \* \*

### Vision and Goals

The vision establishes the overarching concept that acts as a source for future inspiration in Tacoma's transportation planning. And the policies help guide the city towards fulfilling the vision. The vision and a new set of mobility policies support and bolster the **nonmotorized active** transportation policy intent of Tacoma's Comprehensive Plan Transportation Element. Tacoma's *2010 Mobility Master Plan Study* is the document with comprehensive planning, implementation and funding strategies that complements the policies in this section. The chapters and appendices in the Mobility Master Plan clarify how the policies, recommended networks and implementation strategies were derived and how they can be advanced.

### Vision

**Tacoma is a world-class walking and biking community in which pedestrians and bicyclists are top priorities in transportation planning. Tacoma's transportation system is useable and welcoming to people of all abilities. Streets accommodate bicyclists in large numbers, sidewalks are user-friendly, and residents share the road safely and are fully mobile without an automobile.**

### Goals

- Achieve "Bicycle Friendly Community" status as designated by the League of American Bicyclists by 2015 by developing and enhancing the five E's: Engineering, Education, Evaluation, Enforcement, and Encouragement.
- [The City of Tacoma achieved Bronze level Bicycle Friendly Community status by the League of American Bicyclists in May 2012. Tacoma will continue to work to attain higher level status \(up to platinum\) through implementation of bikeways and addressing the five E's.](#)
- Complete a safe and comfortable bicycling system that connects all parts of the city (north to south/east to west) and accommodates all types of cyclists by 2025.
- Complete an accessible network of pedestrian supportive infrastructure, including sidewalks, curb ramps, accessible pedestrian signals and shared-use paths, in high-priority pedestrian areas.
- Create a safer street environment that reduces intermodal crashes involving bicyclists, pedestrians and motor vehicles by at least 10% from 2010 rates by 2015 and work to meet Washington State's Target Zero goal of eliminating fatal and serious injuries by 2030.
- Increase the **nonmotorized-active transportation** mode split to 5% by 2015 and continue gains thereafter in order to achieve the Climate Action Plan goal of reducing greenhouse gases emissions from transportation sources.

- Increase transit use by enhancing pedestrian access and bicycle support facilities through the development of bikeways and walkways that serve transit hubs.
- Implement a benchmarking and measurement system to gauge success for pedestrian and bicycle infrastructure improvements and usage.
- Apply implementation and maintenance strategies that expand and sustain Tacoma’s pedestrian and bicycle infrastructure.
- Promote healthy lifestyles by offering improved opportunities for active living for people of all abilities through the development of a robust non-motorized network, including bikeways, sidewalks, and linear parks.

## Policies

Bicycling and walking are low-cost and effective means of transportation that are non-polluting, energy efficient, versatile, healthy and fun. Combined with transit they add to the efficiency of the local transportation system. The Mobility Master Plan lays out strategies for system-wide expansions and improvements. The Plan specifies what needs to be done by 2025 to achieve the City’s goals of becoming a better and more accessible walking, bicycling and transit friendly community and reducing greenhouse gas emissions. Tacoma is in an excellent position to capitalize on existing pedestrian- and bicycle-friendly attributes, to increase the number of residents and visitors who travel by foot, bicycle and transit, and to increase the transportation options for people with disabilities. Tacoma can take advantage of the anticipated population growth in high-density centers, existing education programs, and high-quality multimodal connections to develop a world class system of bikeways and walkways.

The following policies support the vision, goals and guiding principles and will serve to create a more balanced transportation system throughout Tacoma.

### T-MMP-1 Implementation

Implement the Mobility Master Plan’s recommendations for developing an active transportation network that reduces auto travel, increases the number of [nonmotorized active transportation](#) users of all ages and abilities, and improves the health of our people and local ecology.

### T-MMP-2 Livability

Prioritize infrastructure improvements that connect residential areas to local retail, business, and community services, so residents can access more of the services they need close to home by walking, biking, and using assistive devices.

### T-MMP-3 Environmental Sustainability

Encourage and improve the appeal [and convenience](#) of modes of transportation with negligible carbon emissions, such as walking, biking, and using assistive devices, thereby reducing the miles traveled by single occupancy vehicles.

### T-MMP-4 Transit Integration

Coordinate with Sound Transit and Pierce Transit to expand [nonmotorized active transportation mobility access](#) through the integration of pedestrian and bicycle facilities with the transit and streetcar systems.

### T-MMP-5 Connectivity and Access

Plan new development on a grid pattern for good street connectivity and access for pedestrians and bicyclists.

### T-MMP-6 Maintenance

Ensure that pedestrian and bicycle facilities are clean, safe, and accessible, and promote active use.

### T-MMP-7 Education and Encouragement

Increase the public’s awareness and usage of the bicycle and pedestrian network in Tacoma through targeted education and encouragement programs. Specific programs are detailed in Chapter 4 of the *2010 Mobility Master Plan Study* and the *2008 ADA Transition Plan*. Example programs include Bike Month, Sunday Parkways, and supporting campaigns.

### T-MMP-8 Health and Safety

Promote active lifestyles by working with the Tacoma-Pierce County Health Department (TPCHD) [and other agencies](#) to provide

education programs and safe and accessible routes for pedestrians and bicyclists of all ages and abilities.

**T-MMP-9 Engineering**

Apply high-quality engineering and design to bicycle and pedestrian physical infrastructure.

\* \* \*

***Shared-Use Paths***

The ~~Revised Code of Washington~~ WSDOT Design Manual defines shared-use paths as “a facility physically separated from motorized vehicular traffic within the highway right of way or on an exclusive right of way with minimal crossflow by motor vehicles. Shared-use paths are primarily used by bicyclists and pedestrians, including joggers, skaters, and pedestrians with disabilities, including those who use nonmotorized or motorized wheeled mobility devices. With appropriate design considerations, equestrians may also be accommodated by a shared-use path facility ~~facility physically separated from motorized vehicular traffic within the highway right of way or on an exclusive right of way with minimal crossflow by motor vehicles. It is designed and built primarily for use by bicycles, but is also used by pedestrians, joggers, skaters, wheelchair users (both nonmotorized and motorized), equestrians, and other nonmotorized users” (RCW 1020.03 Section 1515.03, July 2012)~~. Shared-use paths provide additional width over a standard sidewalk and, when constructed next to the road, shared-use paths must have some type of vertical (e.g., curb or barrier) or horizontal (e.g., landscaped strip) buffer separating the path area from adjacent vehicle travel lanes.

***Transit***

Throughout this document, the term transit refers to all existing and proposed transit vehicles and types provided by Pierce Transit and Sound Transit. Existing transit service is provided by bus, the Sounder commuter rail and the LINK light rail. Future transit service may also include streetcars.

\* \* \*

**Table 2. Short Term Bicycle Project Priority List<sup>1</sup>**

Priority	Street	From-To	Length (miles)	Cost <sup>2</sup> Estimate	Facility Type
<b>Completed and Underway Projects</b>					
Complete	Tyler St	S 60th St – S Manitou Wy	1.46	\$275,000	Bike Lane
Construction Phase	S Park Ave	S 40th St – E 96th St	3.66	\$177,000	Bicycle Boulevard
Construction Phase	S 40th St	S Park Ave – S G St	0.06	\$11,000	Bike Lane
Construction Phase	Delin St/S G St/S 36th St/Tacoma/S 38th St	S 25th St – S 48th St	1.73	\$312,000	Bike Lane
Construction Phase	Fawcett Ave/S 25th St	6th Ave – Tacoma	1.51	\$84,000	Bicycle Boulevard
Construction Phase	6th Ave	S G St – Fawcett Ave	0.10	\$4,000	Sharrow <sup>3</sup>
Construction Phase	S G St	Division Ave – 6th St	0.39	\$19,000	Bicycle Boulevard
Construction Phase	Division Ave/Wright Park	Yakima Ave – N G St	0.07	\$20,000	Shared-Use Path
Construction Phase	N 23th/N 24th/Yakima Ave	Highland – Division Ave	3.39	\$164,000	Bicycle Boulevard
Construction Phase	N Highland St	N 23rd St – N 21st St	0.11	\$5,000	Bicycle Boulevard
Construction Phase	N 26th St	N Stevens St – Pearl St	0.79	\$143,000	Bike Lane
<del>Construction Phase</del> Complete	N 26th St	N Proctor – Alder	0.50	\$90,000	Sharrow/Bike Lane
Construction Phase	S 37th St.	A St – S Hosmer St	1.55	\$75,000	Bicycle Boulevard
<del>Construction Phase</del> Complete	S Alaska St	S 38th St – S 37th St	0.10	\$19,000	Bike Lane
<del>Construction Phase</del> Complete	N 30 <sup>th</sup> St	Alder St – McCarver St	0.59	\$110,000	Bike Lane/Sharrow
Construction Phase	Historic Water Ditch Trail – Phase 2	S 80 <sup>th</sup> / S Tacoma Way – S 72 <sup>nd</sup> and S 60 <sup>th</sup> – S 56 <sup>th</sup> Streets	1.82	\$488,000	Shared-Use Path
<b>Total Completed and Underway</b>			<b>17.83</b>	<b>\$1,996,000</b>	
<b>Short Term</b>					
1	N Stevens St	N 46th St – N 37th	0.62	\$118,000	Bike Lane
1 <sup>4</sup>	Stevens/ Tyler St	6th Ave – S Wright Ave	1.76	\$332,000	Bike Lane
2	S 47th St/S 48th St/E C St/E 46th St/E E St	S Tacoma Wy – McKinley Ave	3.20	\$603,000	Bike Lane
3	Puyallup Ave	Pacific Ave – City Line	1.71	\$322,000	Bike Lane
4	Orchard	S19th – N 26 <sup>th</sup>	1.70	\$307,000	Bike Lane
5	N 1st St/Broadway	N Tacoma Ave – Prairie Line Trail	1.43	\$69,000	Bicycle Boulevard

<sup>1</sup> All improvements to a WSDOT facility must be coordinated with and approved by WSDOT Olympic Region Development Services

<sup>2</sup> Cost estimates in 2010 dollars

<sup>3</sup> Sharrow = Shared Lane Marking used in situations where bicyclists share the travel lane with motor vehicles

<sup>4</sup> Projects have the same priority number when they are part of a continuous corridor

Transportation Element – City of Tacoma Comprehensive Plan

Priority	Street	From-To	Length (miles)	Cost <sup>2</sup> Estimate	Facility Type
6	NE Nassau Ave	Browns Pt Blvd – NE Northshore Pkwy	1.06	\$200,000	Bike Lane
7	S 11th St	Ferry St – Pacific Ave	1.25	\$236,000	Bike Lane
8	S 12th St	S Jackson Ave – S Union Ave	2.51	\$473,000	Bike Lane
9	6th Ave	Ainsworth Ave – E Broadway	0.87	\$165,000	Bike Lane
9	Ainsworth Ave	N Steele St – 6th Ave	0.49	\$24,000	Bicycle Boulevard
9	N 11th St	N Pearl St – N Steele St	2.25	\$109,000	Bicycle Boulevard
10	S Washington	S 60 <sup>th</sup> – S 43 <sup>rd</sup> (S Tacoma Way)	1.20	\$230,000	Bike Lane
<del>11</del>	<del>S 66<sup>th</sup> St</del>	<del>Orchard St – Tacoma Mall Blvd</del>	<del>2.14</del>	<del>\$317,000</del>	<del>Lanes/Sharrows / Bike Boulevard</del>
<del>4412</del>	<del>N Alder/N Cedar St</del>	<del>N 22nd St – SR 16</del>	<del>2.79</del>	<del>\$527,000</del>	<del>Bike Lane</del>
<del>4412</del>	<del>S Oakes St/S Pine St</del>	<del>SR16 – S 74th St</del>	<del>3.11</del>	<del>\$587,000</del>	<del>Bike Lane</del>
<del>4213</del>	<del>Historic Water Ditch Trail</del>	<del>Pine – C St</del>	<del>2.78</del>	<del>\$745,000</del>	<del>Shared-Use Path</del>
<del>4314</del>	<del>Schuster Parkway Trail</del>	<del>S 7<sup>th</sup> – Ruston Way</del>	<del>1.50</del>	<del>TBD</del>	<del>Trail</del>
<del>4415</del>	<del>Pipeline Road Trail</del>	<del>E 40th St – Waller Rd and 72<sup>nd</sup></del>	<del>2.31</del>	<del>\$618,000</del>	<del>Shared-Use Path</del>
<del>4415</del>	<del>E I St/E K St/E Wright Ave /Pipeline Rd</del>	<del>D St at Tacoma Dome/McKinley Park/Pipeline Road Trail</del>	<del>1.20</del>	<del>\$58,000</del>	<del>Bicycle Boulevard</del>
<del>4415</del>	<del>Sheridan Ave</del>	<del>6th St – S 25th St</del>	<del>1.37</del>	<del>\$66,000</del>	<del>Bicycle Boulevard</del>
<del>4415</del>	<del>S 25th St</del>	<del>S State St/Scott Pierson Trail – Sheridan Ave</del>	<del>0.21</del>	<del>\$40,000</del>	<del>Bike Lane</del>
<del>4516</del>	<del>Prairie Line Trail (Hood Street)</del>	<del>Pacific Ave/Foss Waterway to Water Ditch Trail S 17<sup>th</sup> to S 25<sup>th</sup> St</del>	<del>0.80</del>	<del>\$244,000</del> <del>TBD</del>	<del>Shared-Use Path</del>
<del>4617</del>	<del>S 64<sup>th</sup> St</del>	<del>S Alaska Way – Waller Rd</del>	<del>3.31</del>	<del>\$160,000</del>	<del>Bicycle Boulevard</del>
<del>46</del>	<del>S 66<sup>th</sup> St</del>	<del>Orchard St – Tacoma Mall Blvd</del>	<del>2.14</del>	<del>\$103,000</del>	<del>Bicycle Boulevard</del>
<del>4718</del>	<del>S 43<sup>rd</sup> St/E E St/E 40<sup>th</sup> St</del>	<del>A St – Portland Ave</del>	<del>1.90</del>	<del>\$92,000</del>	<del>Bicycle Boulevard</del>
<del>4819</del>	<del>S 37<sup>th</sup> St/Sprague Ave</del>	<del>Water Ditch Trail – S Steele St</del>	<del>0.87</del>	<del>\$165,000</del>	<del>Bike Lane</del>
<del>4920</del>	<del>NE 51<sup>st</sup> St/NE Northshore Pkwy</del>	<del>NE Harbor View Dr – Hoyt Rd</del>	<del>2.07</del>	<del>\$391,000</del>	<del>Bike Lane</del>
<del>4920</del>	<del>NE Slayden Rd</del>	<del>NE Marine View Dr – NE Harbor View Dr</del>	<del>0.41</del>	<del>\$15,000</del>	<del>Sharrow</del>
<del>2021</del>	<del>N Baltimore St</del>	<del>N 46<sup>th</sup> – N 26<sup>th</sup> St</del>	<del>1.67</del>	<del>\$81,000</del>	<del>Bicycle Boulevard</del>
<del>2422</del>	<del>N Pearl St/Ferry Landing</del>	<del>N 51<sup>st</sup> St – Ferry Station</del>	<del>0.50</del>	<del>\$18,000</del>	<del>Sharrow</del>
<del>2223</del>	<del>S 80<sup>th</sup>/82<sup>nd</sup> St</del>	<del>S Hosmer – McKinley Ave</del>	<del>2.07</del>	<del>\$100,000</del>	<del>Bicycle Boulevard</del>
<del>2324</del>	<del>S Alaska St</del>	<del>S 56<sup>th</sup> – 96<sup>th</sup> St S</del>	<del>2.51</del>	<del>\$473,000</del>	<del>Bike Lane</del>
<del>2425</del>	<del>S Mildred St</del>	<del>S 12<sup>th</sup> St – S 19<sup>th</sup> St</del>	<del>0.50</del>	<del>\$94,000</del>	<del>Bike Lane</del>

Priority	Street	From-To	Length (miles)	Cost <sup>2</sup> Estimate	Facility Type
<del>2526</del>	Dock St	S Schuster Pkwy – E D St	1.62	\$59,000	Sharrow
<del>2526</del>	N 51 <sup>st</sup> St/Gallagher Dr	N Vassault St – Ruston Way	1.15	\$218,000	Bike Lane
<del>2526</del>	Ruston Way	N 49 <sup>th</sup> St – Schuster Parkway	2.37	\$87,000	Sharrow
<del>2627</del>	S Oxford St/S 8 <sup>th</sup> St/S Meyers St/S 15 <sup>th</sup> St	N Skyline Dr – S 19 <sup>th</sup> St	1.15	\$56,000	Bicycle Boulevard
<del>2728</del>	N 37 <sup>th</sup> St	N Shirley St – N Orchard St	0.27	\$73,000	Shared-Use Path
<del>2829</del>	E Side Foss (D Street)	Murray Morgan Bridge to E 3 <sup>rd</sup> St	0.42	\$113,000	Shared-Use Path
<del>2930</del>	S A St	E 96th St – E 37th St	3.78	\$183,000	Bicycle Boulevard
<del>3031</del>	Pearl St	N 11 <sup>th</sup> – N 9 <sup>th</sup> (Scott Pierson)	0.20	\$53,000	Shared-Use Path
<del>3432</del>	Jackson St	N 10 <sup>th</sup> St – Scott Pierson Trail	0.10	\$18,000	Bike Lanes
<u>33</u>	<u>Dome District to Puyallup Connection</u>	<u>Analysis for best route to River Road/Pioneer from Dome District and reverse direction</u>	<u>.25/TBD</u>	<u>TBD</u>	<u>Bike Lanes</u>
<b>Total Short Term</b>			<b>65.13</b>	<b>\$8,595,000</b>	

## Demonstration Projects

In addition to the proposed bicycle and pedestrian improvements, the City should start with a few demonstration projects to get momentum going. These projects will also serve to develop enthusiasm and interest from Tacoma residents, and to draw attention to the City's support for nonmotorized-active transportation options. Demonstration projects include:

- Install **wayfinding signage** throughout the City indicating to pedestrians and bicyclists their direction of travel, location of destinations, and the walking or riding time/distance to those destinations. Wayfinding signs increase users' comfort and accessibility of the bicycle system and also visually cue motorists that they are driving along a bicycle route and should use caution.
- Hold a **Sunday Parkways/Ciclovía (open streets)** event along Schuster Parkway or other locations to encourage community members and families to become familiar with bicycling in Tacoma.
- ~~Establish a **Safe Routes to Employment** program with a focus on downtown.~~ **Safe Routes** programs provide education and encouragement programming and infrastructural improvements so people can more safely and conveniently access destinations via walking, bicycling and transit.
- ~~Establish~~Expand the **Safe Routes to School** program to work with interested schools of all levels citywide
- Establish a **Safe Routes to Employment** program with a focus on larger employment centers and downtown Tacoma.
- Establish a **Safe Routes to Parks** program with a focus on Regional, Signature and Community Parks as defined by Metro Parks Tacoma.
- Establish **Safe Routes to Transit Centers and Transit Hubs** programs for improved access to Sound Transit, Pierce Transit and Amtrak facilities.
- Use **arterial retrofits**, also known as road diets, to implement bike lanes on key roads.

- Implement **downtown improvements**, including a cycle track and shared lane markings on Pacific leading from Tacoma Art Museum to ~~north-downtown~~the **Schuster Parkway trail**.
- ~~Develop **bicycle boulevards** on Fawcett, Park and other identified roadways.~~



Tandem Recumbent Cyclists in front of the University of Puget Sound

## Bikeway Recommendations

Tacoma's bikeway implementation projects would primarily occur through roadway re-striping, which may require lane narrowing, parking reduction, or removal of a center turn lane. Depending on funding or other constraints, bike lane project implementation could occur in multiple phases. When there is an elimination of parking the City will work with the Commission on Disabilities to determine how best to mitigate the loss for people with disabilities.

\* \* \*

## Sidewalk Recommendations

Locations identified as high priority for sidewalk development and pedestrian intersection treatments are areas with higher densities of pedestrian attracting land uses, particularly schools, employment centers, parks and transit centers. Streets recommended for sidewalk improvements are shown in Map 5.

**Table 3. Proposed Sidewalk Improvements\***

Priority	Street	From-To	Length (miles)
<b>Completed and Underway Projects</b>			
Complete	S I St	S 80th St – S 84th St	0.40
Complete	E 72nd St	E D St – McKinley Ave	0.22
Complete	S Tyler St	S 38th St – S 52nd St	1.55
Complete	N Narrows Dr	N Narrows Dr – Bridgeview Dr	0.22
Complete	E 44th St	E Portland Ave – Swan Creek Park	0.22
Construction Phase	S J St	S 80th St – S 84th St	0.49
Construction Phase	S 60th St	S Adams St – South Tacoma Way	0.25
Construction Phase Complete	S C St	S 25th St – S Tacoma Wy	0.20
<b>Total Completed and Underway:</b>			<b>3.55</b>
<b>Short Term</b>			
1	S 76th St	Alaska Ave – Pacific Ave	0.89
2	NE 51st St	Slayden Rd – Browns Point Blvd	0.35
3	S 66th St	S Verde St Aly – South Tacoma Wy	0.60
4	S 64th St	E J St – E N St	0.42
5	S 66th St	S Junett St – Wapato	0.30
6	S 84th St	Tacoma Mall Blvd – S Alaska St	0.41
7	N Vassault, E	N 26th St – N 24th St	0.09
8	S 92nd Ave	S Hosmer – S D St	0.91
9	S L St	South End Neighborhood Center – S 80th St	0.18
10	N 24th St	N Narrows Dr – Lenore Dr	0.22
11	NE Harbor View Dr/NE 49th St	NE 51st St – Browns Point Blvd	0.90
12	S Wapato	S 64th St – S 68th St	0.51
13	S 64th St	S Orchard St – Tyler St	1.16
14	S 80th St	S Sheridan Ave – S Tacoma Ave	1.09
15	McKinley	E. D St – Wright St	0.30
<b>Total Short Term:</b>			<b>8.33</b>
<b>Medium Term</b>			
16	S 58th St	S Durango St – South Tacoma Way Aly	0.43
17	S Adams St	S 56th St – S 66th St	0.80
18	N 21st St	W of N Pearl St – Highland St	0.07
19	Union Ave	Center – <del>Hwy 16</del> S 19 <sup>th</sup> St	0.20
20	S Pine St/S Cedar St	S 19th – Hood St	0.80
21	N 11th St	N Highland St – N Orchard St	0.32
22	S 62nd St	S Clement Ave – S Wapato St	0.61
23	N 11th St	N Adams St – N Union Ave	0.27
24	S M St	S 84th St – S 88th St	0.34
25	S 56th St	Tacoma Mall Blvd – S Alaska St	0.49
<b>Total Medium Term:</b>			<b>4.33</b>

\* The projects in this table are recommended in addition to projects recommended in the City's *ADA Transition Plan*

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## Intersection Improvement Recommendations

**Table 4. Proposed Intersection Improvements**

Priority	Intersection	Original Prioritization <sup>1</sup>
<b>Completed/Underway</b>		
Complete	N 26th St & N Proctor St	Not Classified <sup>2</sup>
Complete	E Portland Ave & E 56th St	Medium
<del>Construction Phase</del> Complete	S Commerce St & S 9th St	Short
<del>Construction Phase</del> Complete	S 25th St & Pacific Ave	Short
Planning Phase	S Mildred St & S 19th St	Long
<b>Short-Term</b>		
1	Tacoma Ave S & S 9th St	Short
2	S I St & Division Ave	Short
3	Division St & Sprague & 6th Ave	Not Classified
4	Tacoma Mall Blvd & S 48th St	Long
5	S J St & S 19th St	Long
<b>Medium-Term</b>		
6	E 56th & E McKinley Ave	Medium
7	A St & S 38th St	Medium
8	Tacoma Ave & N 1st St	Medium
9	S 74th St and Tacoma Mall Blvd.	Medium
10	S 72nd St and Hosmer	Medium
11	I-5 NB off-ramp terminus at Portland Ave/E 28th St <sup>3</sup>	Medium
12	S Puget Sound Ave & S 56th St	Medium
13	S 84th & Pacific Ave	Medium
14	S 96th St & Pacific Ave	Medium
15	S Steele St & S 96th St	Medium
16	S 38th & McKinley Ave	Not Classified
17	E Portland Ave & E 32nd St	Not Classified
18	N 11th St & N Pearl St	Not Classified
19	S Hosmer St & S 84th St	Medium
20	S 38th St & Pacific Ave	Medium
21	E Portland Ave & E 29th St	Medium
22	S 54th and Tacoma Mall Blvd	New
<b>Long-Term</b>		
23	N 26th & N Pearl St	Long
24	S 56th St & Pacific Ave	Long

<sup>1</sup> Original prioritization in the Mobility Master Plan. S=Short Term. M=Medium Term. L=Long Term. NC= Not Classified, projects that were listed in the MoMaP but mistakenly left off the prioritized list. New=Projects not included in the Mobility Master Plan. This column will not be included once the Comprehensive Plan is approved by City Council.

<sup>2</sup> Not previously classified on lists but included in the text or maps of the Mobility Master Plan

<sup>3</sup> Work at this location is being done under the I-5: Portland Ave to Port of Tacoma Rd – Northbound HOV Project. This project will also include minor re-channelization at the off-ramp terminus at Portland Avenue/E 28th Street as well as rebuild the signal. Construction is scheduled to begin January 2012. Project information is available at <http://www.wsdot.wa.gov/Projects/PierceCountyHOV>

## Sub-Area Plan Recommendations

There are certain areas of the city that pose the greatest challenges to pedestrian and bicycle movement where more intensive analysis is warranted. The following areas are recommended for sub-area plans to determine best active transportation routes and access:

- Tacoma Mall
- NE Tacoma
- Tacoma Community College – and its associated transit hub
- Downtown – Comprehensive Transportation Vision
- Tideflats (Port)



2009 City Council and Planning Commission  
Bike Ride on the Scott Pierson Trail



Bicycles parked at the 2008  
“Bike to a Better Tacoma” event

## Low-Impact Pedestrian Trails

The City of Tacoma has a number of low-impact [pedestrian](#) trails that provide recreational opportunities for pedestrians and in some cases serve as pedestrian routes through open space corridors. When planning for these trails, on-street bicycle and pedestrian access to these facilities and bicycle parking should be considered. [However, when a low-impact pedestrian trail is not designed for bicycles, then on-street bicyclists should be parking and then walking the trails. Preliminary trail descriptions are located in the Table below. A notation is included indicating whether a trail is envisioned only as low-impact pedestrian trails \(LIPT\) or may have an opportunity to be designed as a shared-use path \(SUP\). Multi-use paths are also listed in the MoMaP tables as Shared-Use Paths.](#)

[The City recognizes that the design, planning and creation of some low-impact pedestrian trails will be require collaboration with our partners including, but not limited to, Metro Parks of Tacoma, the Port of Tacoma and our surrounding jurisdictions.](#)

These trails include:

- [Garfield Gulch](#)
- [Julia’s Gulch](#)
- [Bayside Trails](#)
- [Puget Gulch](#)

**Table 5. Low-Impact Pedestrian Trails and Shared-Use Paths**

Program/Project	From - To		Trail Type
<u>Point Defiance Trail System (public access to/within the park – the City will strive to coordinate/leverage resources with Metro Parks Tacoma)</u>	<u>Within/connecting to Point Defiance Park</u>		<u>SUP/LIPT</u>
<u>Northeast Tacoma Trail Network (slope top of Marine View Dr. Includes an extension from Browns Pt. Blvd. to Northshore Parkway and a connector between Crescent Heights and Alderwood Parks.)</u>	<u>Slayden Road</u>	<u>Norpoint Way</u>	<u>SUP/LIPT</u>
<u>B Street Trail (trail within and view points within/adjacent to B Street Gulch)</u>	<u>Dock Street/Puyallup Avenue vicinity</u>	<u>Northeast portion of the McKinley neighborhood</u>	<u>SUP/LIPT</u>
<u>E. N St. (Pedestrian connection between the top of the hill towards E. Portland Avenue (see "goat trail" in 2008 City aerials - requested by the ENACT)</u>	<u>E. 35<sup>th</sup> Street</u>	<u>E. 29th Street</u>	<u>LIPT</u>
<u>E. 34th St. steps - (Improvement of existing steps - requested by the ENACT)</u>	<u>West of Portland Avenue</u>		<u>LIPT</u>
<u>Bayside Trails (trail system providing recreational access to the Schuster Slope and a connection from downtown to the Schuster Parkway)</u>	<u>Garfield Gulch</u>	<u>Stadium Way</u>	<u>LIPT</u>
<u>Garfield Gulch Trail/Public Access (provides pedestrian access to the gulch and from residential area at the top of the slope to the Schuster Parkway)</u>	<u>Tennis Court/Borough Road</u>	<u>Schuster Parkway</u>	<u>LIPT</u>
<u>Buckley Gulch Public Access (provides visual and/or pedestrian access to portions of the gulch)</u>	<u>N.29<sup>th</sup> Street</u>	<u>N. 16<sup>th</sup> Street</u>	<u>LIPT</u>
<u>Puget Gulch Trail/Public Access (provides pedestrian access to the gulch and from residential areas and Puget Park to Ruston Way)</u>	<u>N. Monroe Street</u>	<u>Ruston Way</u>	<u>LIPT</u>
<u>Mason Gulch Public Access (trail or viewpoints providing visual and/or pedestrian access to portions of the gulch)</u>	<u>N. 37<sup>th</sup> Street</u>	<u>Waterview Street</u>	<u>LIPT</u>
<u>Swan Creek Trail System (public access to/within this open space corridor – the City will strive to coordinate/leverage resources with Metro Parks Tacoma)</u>	<u>River Road</u>	<u>E. 64<sup>th</sup> Street</u>	<u>LIPT</u>
<u>Julia's Gulch Trail System (natural areas trails for habitat</u>	<u>Adjacent to</u>	<u>29<sup>th</sup> Street NE</u>	<u>LIPT</u>

Program/Project	From - To		Trail Type
<u>restoration, wildlife viewing and recreation)</u>	<u>Norpoint Road</u>		
<u>First Creek Trail System (trail and/or view points within the First Creek corridor)</u>	<u>E. 29<sup>th</sup> Street</u>	<u>Swan Creek vicinity</u>	<u>LIPT</u>

## Implementation Costs

Tacoma has the potential to build on the existing walkway and bikeway networks and transform itself into a community where walking and bicycling for transportation and recreation are popular activities. This section lays out the approximate cost for completing the system. This network builds upon previous and on-going local and regional planning efforts and reflects the extensive input offered by City staff, the Mobility Master Plan Steering Committee, bicycle and pedestrian stakeholder groups and Tacoma residents.

The charts below show the total projected mile of new facilities as well as the approximate cost. All cost estimates include only the pedestrian and bicycle facility treatment and not any additional costs of roadway expansion or improvement. Please note: these cost figures and those provided in the charts below are in 2010 dollars.

The time frames are as follows: short term is 1-5 years, medium term 6-10 and long term, 11-15 years. The total implementation cost of the Tacoma Mobility Master Plan is estimated at approximately \$42.2 million, as shown in Table 6. Approximately 11% (\$4.6 million) of the total build out is in planning/construction phase or has been completed. Short-term recommendations account for approximately \$15.3 million.

**Table 56. Tiered Facility Lengths**

Facility Type	Completed/ Underway	Short Term	Medium Term	Long Term	Total
Bicycle Boulevards	10.61	22.76	12.18	5.57	<b>51.12</b>
Bike Lanes	5.23	29.19	31.83	10.18	<b>76.43</b>
Sharrows	0.10	4.90	1.38	0.00	<b>6.38</b>
Cycle Tracks	0	0	3.84	0.00	<b>3.84</b>
Sidewalks	3.30	8.33	4.33	0.00	<b>15.96</b>
Shared-Use Paths	1.89	6.78	5.66	25.92	<b>40.25</b>
<b>Total</b>	<b>21.13</b>	<b>71.96</b>	<b>59.22</b>	<b>41.67</b>	<b>193.98</b>

**Table 67. Summary of Construction Costs for Recommended Projects**

Facility Type	Completed/ Underway	Short Term	Medium Term	Long Term	Total
Bicycle Boulevards	\$524,000	\$1,101,000	\$590,000	\$270,000	<b>\$2,485,000</b>
Bike Lanes	\$960,000	\$5,499,000	\$5,840,000	\$1,835,000	<b>\$14,134,000</b>
Shared Lane Markings	\$4000	\$179,000	\$51,000	\$0	<b>\$234,000</b>

Cycle Tracks	\$0	\$0	\$1,029,000	\$0	<b>\$1,029,000</b>
Sidewalks	\$2,384,000	\$6,454,000	\$3,381,000	\$0	<b>\$12,219,000</b>
Intersection Improvements	\$210,000	\$210,000	\$714,000	\$84,000	<b>\$1,218,000</b>
Shared Use Paths*	\$508,000	\$1,816,000	\$1,517,000	\$7,055,000	<b>\$10,896,000</b>
<b>Total</b>	<b>\$4,590,000</b>	<b>\$15,259,000</b>	<b>\$13,122,000</b>	<b>\$9,244,000</b>	<b>\$42,215,000</b>

\* Costs do not include projects programmed in the FY 2010-2015 Capital Facilities Program, including the Historic Water Ditch Trail and Pipeline Road Trail. Projected costs are approximate and based on a simple 10' asphalt path with two feet of crushed gravel on either side. This may not be an adequate width to accommodate the growing number of users in many instances.

All cost estimates include only the pedestrian and bicycle facility treatment and not any additional costs of roadway expansion or improvement. Intersection cost estimates are based on the average cost of installing eight new ADA ramps and four crosswalks per intersection. Additional work may be required at some intersections to make them safe for cyclists and pedestrians. Table 7 provides an estimate of maintenance costs for the recommended projects. Maintenance costs do not include sweeping and other repair that is part of regular street maintenance activities. Maintenance costs are estimated annually, with the overall cost amortized by the frequency of maintenance tasks.

**Table 78. Summary of Maintenance Costs for Recommended Projects**

Facility Type	Completed/ Underway	Short Term	Medium Term	Long Term	Total
Bicycle Boulevards	\$4,700	\$10,200	\$5,500	\$2,500	<b>\$22,900</b>
Bike Lanes	\$128,700	\$718,200	\$754,200	\$250,700	<b>\$1,851,800</b>
Sharrows (or Shared Lane Markings)	\$100	\$4,100	\$1,100	\$0	<b>\$5,300</b>
Cycle Tracks	N/A	\$0	\$130,000	\$0	<b>\$130,000</b>
Shared Use Paths	\$64,000	\$229,400	\$191,600	\$891,300	<b>\$1,376,300</b>
<b>Total</b>	<b>\$197,500</b>	<b>\$961,900</b>	<b>\$1,082,400</b>	<b>\$1,144,500</b>	<b>\$3,386,300</b>

**Table 89. Short Term Project Costs**

Street	From - To	Length (Miles)	Construction Cost	Maintenance Estimate <sup>1</sup>
<b>Bicycle Boulevards</b>				
Ainsworth Ave	N Steele St – 6th Ave	0.49	\$24,000	\$200
E I St/E Wright Ave/E K St/Pipeline Rd	McKinley Park – Pipeline Road Trail	1.20	\$58,000	\$500
N 11th St	N Pearl St – N Steele St	2.25	\$109,000	\$1,000
N 1st St/Broadway	N Tacoma Ave – Prairie Line Trail	1.43	\$69,000	\$600
N Baltimore	N 46th – N 26th St	1.67	\$81,000	\$800
S 43rd St/E E St/E 40th St	S A St – Portland Ave	1.90	\$92,000	\$900
S 64th St	S Alaska Way – Waller Rd	3.31	\$160,000	\$1,500

<sup>1</sup> Maintenance costs include re-stripping, signage replacement, and roadway patching depending on facility type. Estimates do not include sweeping and other repair that is part of regular street maintenance activities. Estimated maintenance costs are presented on an annual basis, however the overall cost has been amortized by the frequency of maintenance tasks. For example, the need for re-stripping is estimated to occur every other year, so the total cost (\$4.50 per LF) is divided in half for the annual estimate.

Street	From - To	Length (Miles)	Construction Cost	Maintenance Estimate <sup>1</sup>
S 66th St	Orchard St – Tacoma Mall Blvd	2.14	\$103,000	\$1,000
S 80th/82nd St	S Hosmer – McKinley Ave	2.07	\$100,000	\$900
S A St	E 96th St – E 37th St	3.78	\$183,000	\$1,700
S Oxford St/S 8th St/S Meyers St/S 15th St	N Skyline Dr – S 19th St	1.15	\$56,000	\$500
Sheridan Ave	6th St – S 25th St	1.37	\$66,000	\$600
<b>Bike Lanes</b>				
6th Ave	Ainsworth Ave – E Broadway	0.87	\$165,000	\$21,500
N 51st St/Gallagher Dr	N Vassault St – Ruston Way	1.15	\$218,000	\$28,400
N Alder/N Cedar St	N 30th St – SR 16	2.79	\$527,000	\$68,700
N Stevens St	N 46th St – N 37th	0.62	\$118,000	\$15,400
NE Nassau Ave	Browns Pt Blvd – NE Northshore Pkwy	1.06	\$200,000	\$26,100
NE 51st St/NE Northshore Pkwy	NE Harbor View Dr – Hoyt Rd	2.07	\$391,000	\$50,900
Orchard	S 19th – N 26th	1.70	\$307,000	\$41,900
Puyallup Ave	Pacific Ave – City Line (bike lane only)	1.71	\$322,000	\$42,000
S 11th St	Ferry St – Pacific Ave	1.25	\$236,000	\$30,800
S 12th St	S Jackson Ave – S Union Ave	2.51	\$473,000	\$61,700
S 25th St	S State St/Scott Pierson Trail – Sheridan Ave	0.21	\$40,000	\$5,200
S 37th St/Sprague Ave	Water Ditch Trail – S Steele	0.87	\$165,000	\$21,500
S 47th St/S 48th St/E C St/E 46th St/E E St	S Tacoma Wy – McKinley Ave	3.20	\$603,000	\$78,600
S Alaska	S 56th – 96th St S	2.51	\$473,000	\$61,700
S Mildred St	S 12th St – S 19th St	0.50	\$94,000	\$12,200
S Washington St	S 60th – S 43rd (S Tacoma Way)	1.20	\$230,000	\$29,500
S Oakes St/SPine St	SR 16 – S 74th St	3.11	\$587,000	\$76,500
Stephens/ Tyler St	6th Ave – S Wright Ave	1.76	\$332,000	\$43,200
Jackson St	N 10th – Scott Pierson Trail	0.10	\$18,000	\$2,500
<b>Sharrows<sup>2</sup></b>				
Dock St	S Schuster Pkwy – E D St	1.62	\$59,000	\$1,400
N Pearl St/Ferry Landing	N 51st St – Ferry Station	0.50	\$18,000	\$400
NE Slayden Rd	NE Marine View Dr – NE Harbor View Dr	0.41	\$15,000	\$300
Ruston Way	N 49th St – Schuster Parkway	2.37	\$87,000	\$2,000
<b>Sidewalks</b>				
S 76th St	Alaska Ave – Pacific Ave	0.89	\$698,000	
NE 51st St	Slayden Rd – Browns Point Blvd	0.35	\$274,000	
S 66th St	S Verde St Aly – South Tacoma Wy	0.60	\$433,000	
S 64th St	E J St – E N St	0.42	\$329,000	
S 66th St	S Junett St – Wapato	0.30	\$217,000	
S 84th St	Tacoma Mall Blvd – S Alaska St	0.41	\$321,000	
N Vassault, E	N 26th St – N 24th St	0.09	\$71,000	
S 92nd Ave	S Hosmer – S D St	0.91	\$713,000	

<sup>2</sup> Sharrows, or Shared Lane Markings, are roadways marked with a bicycle symbol and chevrons where cars and bicycles share the same space. The Sharrow delineates the area where the cyclist is safest riding.

Street	From - To	Length (Miles)	Construction Cost	Maintenance Estimate <sup>1</sup>
S L St	South End Neighborhood Center – S 80th St	0.18	\$141,000	
N 24th St	N Narrows Dr – Lenore Dr	0.22	\$172,000	
NE Harbor View Dr/NE 49th St	NE 51st St – Browns Point Blvd	0.90	\$705,000	
S Wapato	S 64th St – S 68th St	0.51	\$400,000	
S 64th St	S Orchard St – Tyler St	1.16	\$909,000	
S 80th St	S Sheridan Ave – S Tacoma Ave	1.09	\$854,000	
McKinley Ave	E D St – Wright St	0.30	\$217,000	
<b>Intersection Project Improvements</b>				
S I St & Division Ave			\$42,000	
Tacoma Ave S & S 9th St			\$42,000	
Division St & Sprague & 6th Ave			\$42,000	
Tacoma Mall Blvd & S 48th St			\$42,000	
S J St & S 19th St			\$42,000	
<b>Shared-Use Paths<sup>3</sup></b>				
E Side Foss (D Street)	Murray Morgan Bridge – E 3rd St	0.42	\$113,000	\$14,200
Pearl Street	N 11th – N 9th (Scott Pierson)	0.20	\$53,000	\$6,800
<del>Historic Water Ditch Trail<sup>3</sup> (construction phase)</del>	<del>North</del>	<del>2.78</del>	<del>\$745,000</del>	<del>\$94,100</del>
N 37th St <sup>3</sup>	N Shirley St – N Orchard St	0.27	\$73,000	\$9,200
Pipeline Road Trail <sup>3</sup>	E 40th St – Waller Rd	2.31	\$618,000	\$78,100
Prairie Line Trail	Pacific Ave to Water Ditch Trail	0.80	\$214,000	\$27,000
<b>Total Short Term Projects</b>		<b>71.96</b>	<b>\$15,259,000</b>	<b>\$962,000</b>

<sup>3</sup> Costs for the ~~Historic Water Ditch Trail~~, N 37<sup>th</sup> St Trail and Pipeline Road Trail have been allocated into the FY 2010-2015 CIP and are not included in cost estimate totals. Projected costs for trails are approximate and based on a simple 10' asphalt path with two feet of crushed gravel on either side. This may not be an adequate width to accommodate the growing number of users.

**Table 910. Medium Term Project Costs**

Street	From - To	Length (mile)	Construction Cost	Maintenance Estimate <sup>1</sup>
<b>Bicycle Boulevards</b>				
Court D/St Helens Ave	S G St – S 9 <sup>th</sup> St	0.64	\$31,000	\$300
J St	N 3 <sup>rd</sup> St – S 27 <sup>th</sup> St	1.87	\$91,000	\$800
J St	S 37 <sup>th</sup> St – S 84 <sup>th</sup> St	3.05	\$148,000	\$1,400
N 37 <sup>th</sup> St	N Orchard St – N Proctor St	0.78	\$38,000	\$300
N 45 <sup>th</sup> St/N Verde St/N 45 <sup>th</sup> St	N Baltimore St – N Stevens St	0.57	\$28,000	\$300
N 7 <sup>th</sup> St	N Orchard St – N Pine St	1.48	\$72,000	\$700
N Highland St	N 23 <sup>rd</sup> St – N 21 <sup>st</sup> St	0.11	\$5,000	\$0
S 56 <sup>th</sup> St	S Washington St – S State St	1.16	\$56,000	\$500
Skyline Dr	N 17 <sup>th</sup> /Westgate Blvd – N 11 <sup>th</sup> St	0.36	\$17,000	\$200
State St	S 25 <sup>th</sup> St – N Grant Ave	1.53	\$74,000	\$700
Upper Park St/E 29 <sup>th</sup> St/E L St	E 26 <sup>th</sup> St to McKinley Park	0.63	\$30,000	\$300
<b>Bike Lanes</b>				
Center St	S Orchard St – S 25th St	3.44	\$649,000	\$84,600
E 11th St/Taylor Way	SR 509 – Marine View Dr	2.76	\$521,000	\$67,900
E 38th St	A St – Portland Ave	1.11	\$210,000	\$27,400
E McKinley Ave	S 72nd St – E D St	3.17	\$598,000	\$78,000
Jackson Ave	SR 16 – S 12th St	0.60	\$114,000	\$14,800
Marine View Rd	SR 509 – NE Slayden Rd	0.51	\$97,000	\$12,600
McCarver St/Tacoma St	N Schuster Pkwy – S Tacoma Ave	1.50	\$283,000	\$36,900
N 17th St/Westgate Blvd/N 21st St	N Narrows Dr – N Proctor St	2.23	\$420,000	\$54,800
N 21st St/N I St/S I St	N Alder St – Division Ave	1.66	\$313,000	\$40,800
N 46th St	N Vassault St – N Baltimore St	0.61	\$116,000	\$15,100
NE 49th Ave	NE 45th Ave – NE 33rd St	0.70	\$155,000	\$21,000
N Ferdinand St	Ruston Way – N 46th St	0.49	\$93,000	\$12,100
N Highland	N 21st – N 11th	0.51	\$110,000	\$14,000
NE Norpoint Way	Marine View Dr – NE 29th St	1.20	\$58,000	\$15,100
Puyallup Ave	Holgate – Pacific Ave	0.10	\$18,000	\$2,300
S 19th St	Mildred – Yakima Ave	3.80	\$716,000	\$93,400
S 35th St	S Pine St – S Sprague St	0.43	\$82,000	\$10,700
S 56th St	S State St – Pipeline Trail	2.90	\$547,000	\$71,300
S 56th St	S Orchard St – S Washington St	0.96	\$181,000	\$23,600
S Yakima Ave /Thompson Ave	S 27th St – S 56th St	2.28	\$430,000	\$56,100
Tacoma Ave	N 3rd St – S 2nd St	0.30	\$65,000	\$7,500
Yakima Ave	Wright Park – S 27th St	1.49	\$282,000	\$36,700

<sup>1</sup> Maintenance costs include re-striping, signage replacement, and roadway patching depending on facility type. Estimates do not include sweeping and other repair that is part of regular street maintenance activities. Estimated maintenance costs are presented on an annual basis, however the overall cost has been amortized by the frequency of maintenance tasks. For example, the need for re-striping is estimated to occur every other year, so the total cost (\$4.50 per LF) is divided in half for the annual estimate.

Street	From - To	Length (mile)	Construction Cost	Maintenance Estimate <sup>1</sup>
<b>Sharrows<sup>2</sup></b>				
Five Mile Dr/N 51st St	N Vassault St – N 54th St	0.48	\$18,000	\$400
Ruston connection	N 51st St – Ferry Landing Road	0.53	\$19,000	\$400
S 96th St	Park – Pacific	0.37	\$14,000	\$300
<b>Cycle Tracks</b>				
SR 509	Pacific Ave – Marine View Dr	3.84	\$1,029,000	\$130,000
<b>Sidewalks</b>				
S 58th St	S Durango St – S Tacoma Way Aly	0.43	\$337,000	
S Adams St	S 56th St – S 66th St	0.80	\$627,000	
N 21st St	W of N Pearl St – Highland St	0.07	\$55,000	
Union Ave	Center – <del>Hwy 16</del> <u>S 19<sup>th</sup> St</u>	0.20	\$144,000	
S Pine St/S Cedar St	S 19th – Hood St	0.80	\$627,000	
N 11th St	N Highland St – N Orchard St	0.32	\$251,000	
S 62nd St	S Clement Ave – S Wapato St	0.61	\$478,000	
N 11th St	N Adams St – N Union Ave	0.27	\$212,000	
S M St	S 84th St – S 88th St	0.34	\$266,000	
S 56th St	Tacoma Mall Blvd – S Alaska St	0.49	\$384,000	
<b>Intersection Improvements</b>				
A St & S 38th St			\$42,000	
E 56th & E McKinley Ave			\$42,000	
E Portland Ave & E 29th St			\$42,000	
S 74th St & Tacoma Mall Blvd			\$42,000	
S 72nd St & Hosmer			\$42,000	
I-5 NB off-ramp terminus at Portland Ave/E 28th St			\$42,000	
S 38th St & Pacific Ave			\$42,000	
S 38th & McKinley Ave			\$42,000	
E Portland Ave & E 32nd St			\$42,000	
N 11th & N Pearl			\$42,000	
S 84th & Pacific Ave			\$42,000	
S 96th St & Pacific Ave			\$42,000	
S Hosmer St & S 84th St			\$42,000	
S Puget Sound Ave & S 56th St			\$42,000	
S Steele St & S 96th St			\$42,000	
Tacoma Ave & N 1st St			\$42,000	
S 54th & Tacoma Mall Boulevard			\$42,000	
<b>Shared-Use Paths</b>				
Pipeline Trail Connection	<u>Collaborate with neighboring jurisdictions for connectivity</u>	0.97	\$260,000	\$32,900
Schuster Parkway Trail	<u>Cost is for 10' asphalt trail alone and does not include slope stabilization or other infrastructure</u>	1.30	\$349,000	\$44,000
<b>Total Medium-Term Projects:</b>		<b>56.75</b>	<b>\$12,432,000</b>	<b>\$1,010,200</b>

<sup>2</sup> Sharrows, or Shared Lane Markings, are roadways marked with a bicycle symbol and chevrons where cars and bicycles share the same space. The Sharrow delineates the area where the cyclist is safest riding

**Table 4011. Long Term Project Costs**

Street	From - To	Length (mile)	Construction Cost	Maintenance Estimate <sup>1</sup>
<b>Bicycle Boulevards</b>				
Cheyenne St	N 46th – 6th	2.46	\$119,000	\$1,100
N Fife St/N 15th St/N Pine	N Yakima Ave – S 12th St	1.86	\$90,000	\$800
S 18th St	S Puget Sound Ave – S Pine St	0.40	\$20,000	\$200
S 43 <sup>rd</sup> St	Park Ave – A St	0.50	\$110,000	\$1,100
S Puget Sound Ave	N 7th St – S 18th St	0.85	\$41,000	\$400
<b>Bike Lanes</b>				
N Baltimore St	N 49th St – N 46th St	0.29	\$55,000	\$7,200
Portland Ave	Puyallup Ave – S 72nd St	3.52	\$665,000	\$86,700
Proctor St	N 37th St – S 19th St	2.67	\$504,000	\$65,700
Regents St/Center St	Princeton – Tyler St	1.29	\$243,000	\$31,700
S 11th St	Dock St – E Portland Ave	0.85	\$161,000	\$21,000
S 25th St	S Sheridan Ave – MLK Jr Way	0.21	\$40,000	\$5,200
S 66th St/S 64th St Bridge	Tacoma Mall Blvd – S Alaska St	0.20	\$37,000	\$4,900
<b>Uphill Bike Lanes</b>				
6th Ave	S Walters Rd – S Jackson Ave	1.15	\$130,000	\$28,300
<b>Intersection Improvements</b>				
N 26th & N Pearl St			\$42,000	
S 56th St & Pacific Ave			\$42,000	
<b>Shared-Use Paths</b>				
E Side Foss	S 11th – Waterway Park	1.65	\$443,000	\$56,000
Garfield/Ruston Way	Garfield Gulch – Ruston	0.76	\$204,000	\$25,800
<del>Hill Climb Access</del>	<del>Stadium Way – Schuster</del>	<del>0.23</del>	<del>\$63,000</del>	<del>\$8,000</del>
<del>NE Tacoma Trail Network</del>	<del>Slayden Road – Norpoint Way</del>	<del>8.79</del>	<del>\$2,357,000</del>	<del>\$297,700</del>
Puyallup River Levee Trail	City Limits – 11th St	2.1	\$670,000	\$84,600
Point Defiance Trail (Metro)	Point Ruston – Vashon Ferry	2.26	\$605,000	\$76,500
<del>Dome to Pt. Defiance</del>	<del>Foss Esplanade to Pt. Ruston</del>	<del>6.2</del>	<del>Unknown</del>	<del>TBD</del>
<del>President's Ridge Trail</del>	<del>SR 7 – Jennie Reed – S. 34<sup>th</sup> St</del>	<del>2.3495</del>	<del>\$620790,000</del>	<del>\$78,30099,80</del>
<del>PresRidge Trail</del>	<del>34th St Detour</del>	<del>0.64</del>	<del>\$170,000</del>	<del>\$21,500</del>
West Slope Trail	<del>Pt. Defiance – Titlow/S. 19<sup>th</sup></del>	6.03	\$1,616,000	\$204,100
<b><del>Trails with undetermined alignment. Coordination with neighboring jurisdictions critical for connectivity.</del></b>				
<del>Trail to Mountain Corridor</del>	<del>Tacoma Dome to Mt. Rainier</del>	<del>TBD</del>	<del>Unknown</del>	<del>TBD</del>
<del>Tacoma Dome to Sumner</del>	<del>Tacoma Dome to Sumner</del>	<del>TBD</del>	<del>Unknown</del>	<del>TBD</del>
<b>Total Long Term Projects</b>		<b>41.02 38.2</b>	<b>\$9,047,000 6,627,000</b>	<b>\$1,106,800 801,1000</b>

<sup>1</sup> Maintenance costs include re-striping, signage replacement, and roadway patching depending on facility type. Estimates do not include sweeping and other repair that is part of regular street maintenance activities. Estimated maintenance costs are presented on an annual basis, however the overall cost has been amortized by the frequency of maintenance tasks. For example, the need for re-striping is estimated to occur every other year, so the total cost (\$4.50 per LF) is divided in half for the annual estimate.

\* \* \*

## Implementation Strategies

Implementation strategies and their related action items support the goals and policies and projects outlined above.

### 1. Implementation

Implement the Mobility Master Plan's recommendations for developing an active transportation network that reduces auto travel, increases the number of nonmotorized active transportation users of all ages and abilities, and improves the health of our people and local ecology.

#### Action 1.1: Connected Network

Complete the connected network shown on Maps 2, 3, 4 and 5 of sidewalks, trails, bike lanes, bike boulevards, shared lane markings, and cycle tracks throughout the city that serves pedestrians and all bicycle user groups. Complete short term network by 2015, medium term by 2020, and long term by 2025.

#### Action 1.2: Monitor Progress

Monitor the implementation progress of the Mobility Master Plan to ensure long-term success.

#### Action 1.3: Meet or Exceed Standards

Design all bicycle and pedestrian facilities to meet or exceed the latest federal, state, and local standards so there is universal access for all users of the system.

#### Action 1.4: Partner with Transit

Work cooperatively with adjoining jurisdictions and transit agencies to coordinate nonmotorized active transportation planning and implementation activities.

#### Action 1.5: All Ages and Abilities

Increase pedestrian trips and bicycle ridership with a system that provides facility types and designs that are comfortable for pedestrians and bicyclists of all ages and abilities. The overarching goal is to create a system that will invite the interested but concerned rider as well as the strong, fearless rider to shift from automobile to bicycle travel. Inexperienced cyclists are most likely to use high quality bike boulevards, shared use trails, and cycle tracks.

#### Action 1.6: Wayfinding Signage

Install wayfinding signage in proximity to bike lanes, bike boulevards, shared-use paths and destinations.

#### Action 1.7: Land Use Considerations

Prioritize the completion of proposed shared-use paths that maximize access to key recreational and transportation destinations in order to encourage recreational and commute trips.

\* \* \*

### 4. Transit and Streetcar Integration

Coordinate with Sound Transit and Pierce Transit to expand nonmotorized active transportation mobility through the integration of pedestrian and bicycle facilities with the transit and streetcar systems.

#### Action 4.1: Connections and Transfers

Increase the number of multimodal trips that include traveling as a pedestrian or bicyclist for at least one trip segment by improving and simplifying connections and transfers.

\* \* \*

### 6. Maintenance

Ensure pedestrian and bicycle facilities are clean, safe, and, accessible, and promote active use.

#### Action 6.1: Prioritize Safety

Prioritize pedestrian and bicyclist safety during construction and maintenance activities and ensure that the City's accessibility guidelines are followed.

#### Action 6.2: Inspection and Maintenance

Create safe and accessible bikeways and walkways through regular inspection and maintenance.

#### Action 6.3: Bicycle and Pedestrian Routes through Construction Zones

Identify safe, convenient, well-marked and accessible alternative routes for bicyclists and pedestrians through construction zones.

**Action 6.4: Establish Routine Maintenance Program**

Establish a routine maintenance program that encourages citizens to report maintenance issues that impact bicyclist and pedestrian safety.

**Action 6.5: Ongoing Maintenance Strategy**

Develop an on-going city-wide maintenance strategy for nonmotorized-active transportation facilities.

**7. Education and Encouragement**

Increase the public’s awareness and usage of the bicycle and pedestrian network in Tacoma through targeted education and encouragement programs. Specific programs are detailed in Chapter 4 of the *2010 Mobility Master Plan Study* and the *2008 ADA Transition Plan*. Example programs include Bike Month, Sunday Parkways, and supporting campaigns.

**Action 7.1: Safety Education**

Educate the general public on bicycle and walking safety issues and encourage nonmotorized-active transportation with programs that target pedestrians, bicyclists and motorists.

**Action 7.2: Linking Trips Education**

Educate the general public about linking trips (trip-chaining) to reduce the number of trips taken per day.

**Action 7.3: Promotion through City Sponsored Events**

Encourage pedestrians and bicyclists through City-sponsored events and expanded Bike Month activities.

**Action 7.4: Safety Education for Children**

Educate school children on safe pedestrian and bicycle behavior.

\* \* \*

**8. Health and Safety**

Promote active lifestyles by working with the Tacoma-Pierce County Health Department (TPCHD) to provide educational programs and

safe and accessible routes for bicyclists and pedestrians of all ages and abilities.

**Action 8.1: Partner with TPCHD**

Collaborate with the Tacoma-Pierce County Health Department on active living and active transportation projects that address and seek to reduce health-related issues such as obesity.

**Action 8.2: Reduce Crashes**

Reduce crashes involving bicyclists, pedestrians, and motor vehicles by at least 10 percent by 2015.

**Action 8.3: Address Conflicts**

Use current engineering best practices for minimizing and mitigating conflicts between bicycles, pedestrians and motor vehicles.

**Action 8.4: Barriers and Hazards**

Reduce barriers and hazards to nonmotorized active transportation users by ensuring safe and sufficient crossings of major roadways and by providing routes that minimize steep slopes.

**9. Engineering**

Apply high-quality engineering and design to bicycle and pedestrian physical infrastructure.

**Action 9.1: Signal Prioritization**

Install signal prioritization for nonmotorized active transportation users in appropriate locations.

**Action 9.2: Bicycle Detection at Intersections**

Install bicycle detection mechanisms at signalized intersections.

**Action 9.3: Traffic Calming**

Install traffic calming facilities where appropriate for improved safety and nonmotorized-active transportation travel.

\* \* \*

**12. Funding**

Pursue a dedicated source of funding to implement the expansion and enhancement of walkways and bikeways in Tacoma. Supplement dedicated funds with other funding sources. A

comprehensive list of funding opportunities can be found in the *2010 Mobility Master Study*.

**Action 12.1: Prioritize Funding**

Prioritize funding and construction of nonmotorized-active transportation facilities in recognition of the livability, environmental and health benefits these forms of mobility provide.

**Action 12.2: Grant Funding**

Pursue state, regional and federal grant funding for shared-use paths and other nonmotorized active transportation facilities.

**Action 12.3: Multiple Strategies**

Work with the Implementation Committee, advocates and elected officials to identify and pursue multiple strategies to increase funding for green transportation.

**Action 12.4: Dedicated Portion of Transportation Budget**

Dedicate a percentage of the City's overall transportation budget to nonmotorized-active transportation projects.

**Action 12.5: Simultaneous Improvements**

Leverage investments made in road improvement projects by installing improved bicycle and pedestrian projects simultaneously regardless of the priority previously placed upon the bike or pedestrian facilities.

**Action 12.6: New Dedicated Source of Funding**

Pursue establishment of a new dedicated source of funding for Mobility Master Plan improvements, such as a portion of an additional locally determined vehicle tab tax, impact fees, street utility tax, and levy lid lift.



Cyclists cruising down 9<sup>th</sup> Street

## Section III – General Plan Implementation

### System Inventory

#### *Street and Highway System*

Tacoma is served by two interstate freeways, i.e., I-5 and I-705, and several state highways, including SR-16, SR-7, SR-167, SR-163, and SR-509. Key north-south arterials include S. Tacoma Way, Pacific Avenue, Portland Avenue, McKinley Avenue, Jackson Avenue, Pearl Street, Orchard Street, Stevens Street, Proctor Street, Union Avenue, Sprague Avenue, Port of Tacoma Road, and Schuster Parkway. Key east-west arterials include 6<sup>th</sup> Avenue and N. 30<sup>th</sup>, N. 26<sup>th</sup>, N. 21<sup>st</sup>, S. 12<sup>th</sup>, S. 19<sup>th</sup>, S. 38<sup>th</sup>, S. 56<sup>th</sup> and S. 74<sup>th</sup>/E. 72<sup>nd</sup> Streets. A 2001 inventory indicates that Tacoma has approximately 282 lane-miles of principal arterials, 209 of minor arterials, 164 of collector arterials, and 582 of residential streets, with a total of approximately 1,237 lane-miles. See Transportation Figure 1.

#### ***Nonmotorized Active Transportation Facilities***

Implementation strategies for nonmotorized active transportation facilities are included in Section II – Mobility Master Plan. All the references to nonmotorized active transportation in this Section remain valid and complement those in Section II.

#### ***Municipal Parking Facilities***

The 2004 inventory of the downtown municipally owned parking facilities consists of 3310 stalls and represents an increase of 840 stalls or 34% from the year 2001. The following table depicts the facilities of the municipal parking enterprise.

<b>Facilities</b>	<b>Stalls</b>
Tacoma ('A' St.) Parking Garage	954
Convention Center	566
Park Plaza North	492
Park Plaza South	381
I-705 Parking Lots (3)	321
Museum of Glass Broadway Parking Lot	180
Municipal Building Parking Lot/Garage	136
Bicentennial Pavilion	120
Union Station Parking Lot	86
Carlton Bldg Lot/Garage	74
<b>Total</b>	<b>3,310</b>

\* \* \*

#### ***Travel Transportation Demand Forecasting and Traffic Impact Analysis***

The concurrency assessment mentioned above is part of the on-going travel transportation demand forecasting process that incorporates the following elements:

- Trip Generation, which estimates the trips produced by and attracted to each transportation analysis zone (TAZ);

- Trip Distribution, which links the trip ends from trip generation to form matrices of zone-to-zone travel demand;
- Traffic Assignment, which determines zone-to-zone travel routes over the transportation network and accumulates the zone-to-zone travel demand (by mode) using each network segment; and
- Mode Split, which estimates how much of the total zone-to-zone travel demand uses each mode of travel available.

The forecasting is conducted using the EMME/2 model, in cooperation and coordination with the models used by Pierce County and the Puget Sound Regional Council. In addition to ~~travel~~ [transportation](#) demand forecasting, EMME/2 is also used in traffic impact analyses for specific projects or development proposals, in order to determine the need for mitigation and maintain the concurrency requirements.

\* \* \*

## Regional Coordination

The City will continue to coordinate with other regional entities to address transportation issues, which do not respect jurisdictional boundaries. Listed below is an example of transportation related agencies, coalitions and projects that Tacoma is actively and dutifully involved in:

- Washington State Department of Transportation
- Puget Sound Regional Council – on VISION 2040 (Regional Growth Strategy) and Destination 2040 (Regional Transportation Plan)
- Sound Transit – on the continued development of the commuter rail system, a part of the Phase I projects, as well as the implementation of the voter-approved Phase II projects
- Pierce Transit – on the continued transit system improvement in Tacoma
- Pierce County – on ~~travel~~ [transportation](#) demand forecasting and modeling, commute trip reduction and other county-wide transportation issues
- Port of Tacoma – on Tideflats transportation improvements
- FAST – Freight Action Strategy along the Tacoma-Seattle-Everett Corridor
- RAMP – Regional Access Mobility Project Coalition of Pierce County

\* \* \*

## Project Selection and Evaluation Criteria

The Community and Economic Development Department (CED) and Public Works Department (PW) jointly developed an evaluation/prioritization process to provide a method of prioritizing projects in such a way as to:

- Make it easier for the City to compete for grants that bring tax dollar back to the community.
- Ensure that the transportation policies are carried out and that development regulations of the Comprehensive Plan and GMA concurrency requirements are met.
- Ensure that the public are aware of and involved in the planning, identification and prioritization of transportation projects.

- Provide ~~equitable~~ consideration to all modes of travel in the short and long range planning, programming and implementation of transportation projects.
- Program, at a higher priority, capital and transportation facilities improvements that will alleviate and mitigate impacts on the environment and reduce energy consumption, such as those projects in the City’s designated mixed-use centers, which will allow for higher intensity, more efficient land development.
- Use environmental justice principles to evaluate whether a project may have a disproportionate adverse human health and environmental impact on traditionally underserved neighborhoods or vulnerable populations (e.g. minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged). Alternatively, evaluate whether a project will provide a transportation opportunity or improved mobility for such neighborhoods or populations.

The prioritization process will be used by CED and PW program managers to determine which projects should be included in the *Six-Year Comprehensive Transportation Program* for funding and implementation. Program managers will also use the project criteria score as a base when applying for project funding. The following programs are dependent on the City’s ability to fund them. However, projects could be implemented in the short-term without regard to the project score, if funding became available or other constraints have been minimized.

The following criteria allows for ~~equitable~~ comparison of each project within the program.

### ***Project Selection and Evaluation Criteria and Rating System***

#### **1. Program: Arterial Streets – New Construction or Major Improvement**

##### ***I. Safety***

- **Accidents** - Answer “Yes”, if the roadway has greater than 10 accidents
- Per Million Vehicle Miles (score is weighted by total number of accidents). The accident data is compiled by the Public Works Dept and includes only those incidents investigated by an enforcement agency.

##### ***II. Average Daily Traffic***

- **Traffic Volumes** - Answer “Yes”, if the current volumes are greater than 5,000 (ADT). The total prioritization score is weighted by total volume.

##### ***III. Encourage Alternatives to Driving Alone***

- **High Pedestrian Route** - Answer “Yes”, if the location is with ¼ mile radius of transit centers, schools, libraries, high density retail, museums, major employment centers, within the CBD, elderly care facilities etc.
- **Bike Route** - Answer “Yes”, if the location is on a Bicycle Route as identified in the City’s *Comprehensive Plan*.
- **Enhancement to Pierce Transit** - Answer “Yes”, if the project location would assist Transit in access to the street system or mobility once within the street system.
- **HOV Lane** - Answer “Yes”, if the improvement provides new HOV lanes and/or accessibility to other HOV facilities.

##### ***IV. Enhance Freight Mobility***

- **Port/Industrial Location** - Answer “Yes”, if the project location is within the Port Area or within another highly industrialized area of the City.

**V. Environmental/Public Support/Environmental Justice**

- Answer “Yes” if project creates no significant impact on environment.
- Answer “Yes” if project creates no significant relocation/ROW impacts.
- Answer “Yes”, if the location has been brought to the attention of the Public Works Department by a source outside (e.g., the City Council, Neighborhood Councils, neighborhood groups, business groups, and individual citizens) of City staff and/or has known other support (documentation via letters of support is encouraged).
- Answer “Yes” if the project has been evaluated for possible disproportionate adverse human health and environmental impacts on traditionally underserved neighborhoods or vulnerable populations (e.g. minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged).
- Answer “Yes” if the project will provide a transportation opportunity or improved mobility for traditionally underserved neighborhoods or vulnerable populations (e.g. minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged).

**VI. Comprehensive Plan**

- **Project located on a Corridor connecting Centers** - Answer “Yes”, if the project is located on a Corridor as identified in the City’s Comprehensive Plan.
- **Project located in a “Center”** - Answer “Yes”, if the project is located in a designated Center as identified in the City’s Comprehensive Plan.
- **Project included in the Comprehensive Plan** - Answer “Yes”, if the project is recommended in the City’s Comprehensive Plan and/or its adopted elements.

\* \* \*

**9. Program:  
Curb Ramp Construction**

**I. Safety**

- Answer “yes” if a written or telephone request has been received from a disabled person.
- Answer “yes” if a written request has been received from a disabled advocate group.
- Answer “yes” if other written public support of the proposed curb ramps have been received.

**II. Accessibility/Transportation System Completeness**

- Answer “yes” if one or more ramps already exist at the intersection.
- Answer “yes” if the intersection is on a designated arterial street.

**III. Encourage Alternatives to Driving Alone**

- Answer “yes” if the sidewalk is on a designated transit route.

**IV. Environmental Justice**

- Answer “Yes” if the project has been evaluated for possible disproportionate adverse human health and environmental impacts on traditionally underserved neighborhoods or vulnerable populations

(e.g. minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged).

- Answer “Yes” if the project will provide a transportation opportunity or improved mobility for traditionally underserved neighborhoods or vulnerable populations (e.g. minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged).

**IV. Comprehensive Plan**

- Answer “Yes”, if the project is located in a designated Center as identified in the City’s Comprehensive Plan.
- Answer “Yes”, if the project is recommended in the City’s Comprehensive Plan and/or its adopted elements.

**10. Program:  
Missing Link New Sidewalk Construction**

***I. Safety***

- Answer “yes” if the missing sidewalk is five or fewer blocks from a public school.
- Answer “yes” if the missing sidewalk is two or fewer blocks from a senior group housing building.
- Answer “yes” if the missing link sidewalk is on a public school bus route.
- Answer “yes” if written public support of the sidewalk construction has been received.

***II. Accessibility/Transportation System Completeness***

- Answer “yes” if on a designated city arterial street.

***III. Encourage Alternatives to Driving Alone***

- Answer “yes” if the sidewalk is known to be a high pedestrian use sidewalk (e.g., Ruston Way, CBD, vicinity of Dome, etc.).
- Answer “yes” if the sidewalk is on a designated bicycle route.
- Answer “yes” if the sidewalk is on a designated transit route.

**IV. Environmental Justice**

- Answer “Yes” if the project has been evaluated for possible disproportionate adverse human health and environmental impacts on traditionally underserved neighborhoods or vulnerable populations (e.g. minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged).
- Answer “Yes” if the project will provide a transportation opportunity or improved mobility for traditionally underserved neighborhoods or vulnerable populations (e.g. minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged).

**IV. Comprehensive Plan**

- Answer “Yes”, if the project is located in a designated Center as identified in the City’s Comprehensive Plan.
- Answer “Yes”, if the project is recommended in the City’s Comprehensive Plan and/or its adopted elements.

**11. Program:**

**Nonmotorized Active Transportation Facilities – Bikeways**

- Use the following table to prioritize bikeway projects. See the “Implementation” section of the Mobility Master Plan and its associated Tables for guidance on project evaluation and prioritization for bikeway facilities.

**I. Environmental Justice**

- Answer “Yes” if the project has been evaluated for possible disproportionate adverse human health and environmental impacts on traditionally underserved neighborhoods or vulnerable populations (e.g. minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged).
- Answer “Yes” if the project will provide a transportation opportunity or improved mobility for traditionally underserved neighborhoods or vulnerable populations (e.g. minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged).

<b>Criteria to Prioritize Classes 1, 2, 3 or 4 Bikeway Projects</b>	<b>Maximum Points (Partial Credit for Minor Compliance)</b>	<b>Maximum Points per Category</b>
<p><b><u>Category I – Network</u></b></p> <p><b><u>Is regional, i.e., lying on a corridor which is:</u></b></p> <ul style="list-style-type: none"> <li>• an existing or potential designated route or</li> <li>• a regional route or connected to other jurisdiction’s bike corridor</li> </ul> <p><b><u>Is important to Tacoma by connecting to or very close to:</u></b></p> <ul style="list-style-type: none"> <li>• employment area or center or transit center (+2)</li> <li>• major destination, large park</li> <li>• middle or high school, elementary school (+0.5 each)</li> <li>• counts for Class 4 projects [Parks – Titlow, Marine, Pt. Defiance, Wapato, Swan Creek]</li> </ul> <p><b><u>Lacks alternative accommodation</u></b> (+0.5 for each ½ mile to alternate)</p> <p><b><u>Additions to existing network:</u></b></p> <ul style="list-style-type: none"> <li>• joins two completed similar segments (+1)</li> <li>• extends or joins a complete, similar segment (+0.5)</li> <li>• crosses a major barrier (e.g., freeway, gulch, railroad) (+3)</li> </ul>	<p><b>+5</b></p> <p><b>+4</b></p> <p><b>+4</b></p> <p><b>+3</b></p>	<p><b>16</b></p>
<p><b><u>Category II – Safety</u></b></p> <p><b><u>Proposed project provides an:</u></b></p> <ul style="list-style-type: none"> <li>• accommodation on a shared-use path separated from traffic (+6)</li> <li>• accommodation on a non-arterial street (+4)</li> <li>• accommodation on a 2-lane arterial (+2)</li> <li>• accommodation on a 4-lane arterial (0)</li> </ul> <p><b><u>Traffic</u></b></p> <ul style="list-style-type: none"> <li>• volumes – vehicles per lane per hour (vplph) for street or if no street, as in a bike bridge, nearest acceptable street that fulfills alignment needs: 50 – 150 vplph (+1)</li> </ul>	<p><b>+6</b></p> <p><b>+6</b></p>	<p><b>16</b></p>

<ul style="list-style-type: none"> <li>150—250 vplph (+2)</li> <li>250—350 vplph (+3)</li> <li>&gt;350 vplph (+4)</li> <li>• posted speed limit:             <ul style="list-style-type: none"> <li>31 to 35 mph (+1)</li> <li>over 35 mph (+2)</li> </ul> </li> </ul> <p><b>Existing hazard location:</b></p> <ul style="list-style-type: none"> <li>• Design or road condition hazard (e.g., free right turn or bad edge), letter of noticed problem (+2)</li> <li>• Reported accidents (+2)</li> </ul>	<b>+4</b>	
<p><b>Category III – Support</b></p> <ul style="list-style-type: none"> <li>• Significant funding secured (20%)</li> <li>• City's Comprehensive Plan &amp; elements</li> <li>• Listed for consideration in a Neighborhood Council process</li> <li>• Letters of support received by City, newspaper (+0.5 each)</li> </ul>	<b>+4</b> <b>+2</b> <b>+1</b> <b>+1</b>	<b>8</b>

## Long-Term Transportation Improvement Projects List – Unfunded

The following table includes all unfunded mobility related projects that would improve traffic flows and capacities needed through the next 20 years. The list is updated as needed to reflect the community's desires and the City's needs for concurrency and is intended for use as the primary source of roadway projects for inclusion in the *Six-Year Comprehensive Transportation Program*. Once projects have moved to the Six-Year Program, they are removed from this Unfunded List. Non-capacity projects such as maintenance, street lighting, street trees, landscaping, and sidewalks will be identified through other processes or programs such as neighborhood plans, LID's and scheduled maintenance.

<b>Unfunded Roadway Related Projects</b>	
<b>Programs/Projects</b>	<b>Improvement Type</b>
<b>Arterial Street Projects – 1060/61 UNFUNDED</b>	
<b>Arterial Street Projects – New Construction</b>	
6 <sup>th</sup> Avenue at Sprague and Division	Roundabout
E. 48 <sup>th</sup> St. from Pacific to McKinley	Roadway Improvement
E. 56 <sup>th</sup> St. from McKinley Ave. to 'A' St.	Roadway Improvement
E. Fairbanks St. from E. McKinley to Roosevelt Ave.	Roadway Improvement
N. 26 <sup>th</sup> Street from Huson St. to Pearl St.	Roadway Improvement
<del>N. 37<sup>th</sup> Street from Shirley to Orchard</del> <b>**in 6 YR Program**</b>	<del>New link</del>
38 <sup>th</sup> Street NE. from BPB to 33 <sup>rd</sup> Street N.E.	Roadway Improvement
Norpoint Way at Browns Pt. Blvd.	Intersection Improvement
<del>Norpoint Way from Marine View Dr. to NE 29<sup>th</sup> St.</del> <b>**Duplicate**</b>	<del>Arterial Improvement</del>
Northshore Pkwy. From Norpoint to 49 <sup>th</sup> Ave. NE	Roadway Improvement

N. Orchard from 6 <sup>th</sup> Ave. to N. 46 <sup>th</sup> St.	Roadway Improvement
N. Union St. from N. 18 <sup>th</sup> to N. 30 <sup>th</sup>	Roadway Improvement
Pacific Ave from 72 <sup>nd</sup> to South City limits	Arterial Boulevard Treatment
Pine Street near Tacoma Mall	Arterial Improvement
<del>Point Defiance Entrance Redesign and Beautification Project (Pearl at Pt. Defiance Park entrance and N. 51<sup>st</sup> from Vassault to Pearl Street) **in 6 YR Program**</del>	<del>Possible roundabout and arterial rechannelization, lighting, signage, nonmotorized accommodation and medians</del>
Roosevelt Ave. from Wright Ave. to E. 44 <sup>th</sup> St.	Roadway Improvement
S. 19 <sup>th</sup> Street from Jackson to Seashore	Roadway Improvement
S. 19 <sup>th</sup> St. to S. 21 <sup>st</sup> St. from Jefferson to Tacoma Ave.	Roadway Transition
S. 31 <sup>st</sup> from Orchard to Mullen	New Arterial
S. 35 <sup>th</sup> to S. 36 <sup>th</sup> St. between Pine to Sprague	Roadway Transition
S. 47 <sup>th</sup> /48 <sup>th</sup> St. from S. Tacoma Way to Tyler	New Link
S. 48 <sup>th</sup> /49 <sup>th</sup> St. from Tyler to Orchard	New Link – Roadway Improvement
S. 66 <sup>th</sup> Street from Oakes to Puget Sound	Roadway Improvement
S. 66 <sup>th</sup> Street from Tacoma Mall Blvd. to Oakes St.	New Link
<del>S. Alaska from S. 56<sup>th</sup> to S. 72<sup>nd</sup> St. **in 6 YR Program**</del>	<del>Roadway Improvement</del>
*SR-167 w/ full Interchange at I-5	Limited Access Roadway from Port of Tacoma to Puyallup
Tacoma Ave. from 4 <sup>th</sup> to S. 25 <sup>th</sup>	Tacoma Avenue Beautification – Design & rebuild Tacoma Ave between Division Ave and Center St to include landscaping, streetscape, pedestrian crossings (S 4 <sup>th</sup> , 8 <sup>th</sup> , 10 <sup>th</sup> ) and light rail accommodations.
East-West Corridor (from S. 38 <sup>th</sup> at S. Tacoma Way to 40 <sup>th</sup> St. W. at Orchard)	New Arterial
Norpoint Way between Marine View Dr. & 29 <sup>th</sup> St. NE	Arterial Improvement
E. 34 <sup>th</sup> between E. Portland & Roosevelt	Arterial Improvement
Mildred between S. 12 <sup>th</sup> & 19 <sup>th</sup>	Arterial Improvement
S. 12 <sup>th</sup> between Cedar & Stevens	Arterial Improvement
<del>Thompson between S. 35<sup>th</sup> &amp; S. 45<sup>th</sup> **Duplicate**</del>	<del>Arterial Improvement</del>
E. Roosevelt between E. 34 <sup>th</sup> & George	Arterial Improvement
East Fairbanks between Portland & Roosevelt	Reconstruct to eliminate potholes and to restabilize roadway
South Thompson between South <del>37<sup>th</sup>-35<sup>th</sup></del> and 46 <sup>th</sup> Street	Reconstruct to eliminate potholes and to restabilize roadway
South 74 <sup>th</sup> Street between South Tacoma Way and West City Limits	Reconstruct to eliminate potholes and to restabilize roadway
North Alder between North 15 <sup>th</sup> & 19 <sup>th</sup> Streets	Reconstruct to eliminate potholes and to restabilize roadway
<u>Pacific Avenue (between South 43<sup>rd</sup> and South 56<sup>th</sup> Streets)</u>	<u>Roadway Improvement- Complete Street elements, specifically pedestrian amenities</u>
<b>Non-Arterial Street Projects</b>	
E. 37 <sup>th</sup> between Portland & Roosevelt	Roadway Improvement
Wright Ave. east of Portland Ave.	Roadway Improvement
<b>Traffic Signals – New Construction</b>	
E. 84th & McKinley	New Signal
E. 96th & McKinley	New Signal
Norpoint Way at 45th Ave. NE	New Signal
Northshore Pkwy at 45th Ave. NE	New Signal

Northshore Pkwy at Browns Pt. Blvd.	New Signal	
Northshore Pkwy at Norpoint Way	New Signal	
<b>Rehabilitation Projects – Sidewalk and Curb Ramps</b> (Neighborhood Planning Projects) (To be determined)		
<b>Rehabilitation Projects – Bridge Repairs and Maintenance</b>		
Union Ave. from So Tacoma Way to So 35th St.	Redeck	
<b>Traffic Safety Projects – UNFUNDED</b>		
<b>Traffic Enhancements – Guardrail/Barricade/Fence</b> (Locations to be determined)		
<b>RXR Surface Improvements, Railroad Signalization/Control</b>		
S. 56 <sup>th</sup> and Washington Street	Vertical separation of RXR and Roadway	
S. 74 <sup>th</sup> and S. Tacoma Way	Vertical separation of RXR and Roadway	
Pine Street and South Tacoma Way	Vertical separation of RXR and Roadway	
<b>Midblock Pedestrian Signals</b> (Locations to be determined)		
N. 26 <sup>th</sup> in proximity to North and South Westgate Plaza's	Pedestrian Crossing	
Pearl Street between N. 21 <sup>st</sup> and N. 26 <sup>th</sup>	Pedestrian Crossing	
<b>Miscellaneous Projects</b>		
<del>E. 11<sup>th</sup> and Dock St. **in 6 YR Program**</del>	<del>Pedestrian Access Project</del>	
<del>*I-5 @ River Road (SR-167) **WSDOT Project**</del>	<del>Reconfigure Interchange</del>	
<del>*Southbound I-5 at 38<sup>th</sup> Street—direct access to Tacoma Mall Blvd. **in 6 YR Program**</del>	<del>Improved Ramp Access</del>	
Hill Climb Access from Fireman's Park to Dock St.	<del>Nonmotorized Active transportation</del> access	
Water Trails (per the OSHRP, these are conceptual recreational boating routes and associated docking facilities and they connect Tacoma's waterfront from the Foss Waterway around Pt. Defiance to the Titlow Marina.)	Nonmotorized <del>Recreational-recreational</del> boating route and docking facilities	
<del><b>Bike Facilities and Trails (1140 Fund) – New</b> ————— <b>SUP = Shared Use Path</b></del>		
<b>Location</b>	<b>Limits</b>	<b>Type</b>
<del>Union Ave. **in MoMaP – Tables 3 and 10**</del>	<del>S. 19th St. Center</del>	<del>SR-16 S 19<sup>th</sup> St</del> SUP
<del>Puyallup R. Levee Trail **Requested by community but challenges with inter-agency coordination/support (e.g., BNSF, Puyallup Tribe, Army Corps)**</del>	<del>E. 11th St.</del>	<del>City Boundary</del> SUP
<del>Pipeline Trail **in 6 YR Program**</del>	<del>McKinley St.</del>	<del>City Boundary</del> SUP
<del>West Slope Trail (per 1989 Shoreline Trails Plan and OSHRP) **moved to MoMaP – Table 11**</del>	<del>Point Defiance Park</del>	<del>City limits at S. 19<sup>th</sup> St.</del> SUP

Transportation Element – City of Tacoma Comprehensive Plan

<del>Waterfront Connection Trail (with connection to CBD) <b>**moved to MoMaP Table 11**</b></del>	<del>Dock St./ Thea Foss</del>	<del>Ruston Way/ Asarco/ Point Defiance</del>	<del>SUP</del>
<del>Water Ditch Trail Extension (connect existing and funded trail east to Chambers Creek) <b>**moved to MoMaP Table 11**</b></del>	<del>Oak Tree Park</del>	<del>City Boundary, extending to Chambers Creek (City of University Place)</del>	<del>SUP</del>
<del>Tacoma Dome To Sumner Trail <b>**moved to MoMaP – Table 11**</b></del>	<del>Tacoma Dome area</del>	<del>Eastern City Limits extending into Pierce County</del>	<del>SUP</del>
<del>Trail to the Mountain (follows rail corridor south beyond the City limits ultimately connecting to Mt Rainier) <b>**moved to MoMaP – Table 11**</b></del>	<del>Tacoma Dome area</del>	<del>City Boundary at E McKinley &amp; 72nd St, continues south along rail line</del>	<del>SUP</del>
<del>Center for Urban Waters E. D St <b>**moved to MoMaP – Table 9**</b></del>	<del>Murray Morgan Bridge</del>	<del>E 3rd St</del>	<del>SUP</del>
<del>Prairie Line Trail (former BNSF Rail Corridor) <b>**in 6 YR Program**</b></del>	<del>Dock Street</del>	<del>South 27th Street</del>	<del>SUP</del>
<del>Tacoma Dome to Point Defiance Trail (completion and enhancement of non-motorized route) <b>**moved to MoMaP – Table 11**</b></del>	<del>Tacoma Dome area</del>	<del>Point Defiance Park</del>	<del>SUP</del>
<del>Bayside Trails (trail system providing recreational access to the Schuster Slope and a connection from downtown to the Schuster Parkway) <b>**moved to LIPT Table 5**</b></del>	<del>Garfield Gulch</del>	<del>Stadium Way</del>	<del>Ped Path</del>
<del>Garfield Gulch Trail/Public Access (provides pedestrian access to the gulch and from residential area at the top of the slope to the Schuster Parkway) <b>**moved to LIPT Table 5**</b></del>	<del>Tennis Court/ Borough Rd</del>	<del>Schuster Parkway</del>	<del>Ped Trail</del>
<del>Buckley Gulch Public Access (provides visual and/or pedestrian access to portions of the gulch) <b>**moved to LIPT Table 5**</b></del>	<del>N. 29th Street</del>	<del>N. 16th Street</del>	<del>Ped Trail</del>
<del>Puget Gulch Trail/Public Access (provides pedestrian access to the gulch and from residential areas and Puget Park to Ruston Way) <b>**moved to LIPT Table 5**</b></del>	<del>N. Monroe Street</del>	<del>Ruston Way</del>	<del>Ped Trail</del>
<del>Mason Gulch Public Access (trail or viewpoints providing visual and/or pedestrian access to portions of the gulch) <b>**moved to LIPT Table 5**</b></del>	<del>N. 37th Street</del>	<del>Waterview Street</del>	<del>Ped Trail</del>
<del>Swan Creek Trail System (public access to/within this open space corridor – the City will strive to coordinate/leverage resources with Metro Parks Tacoma) <b>**moved to LIPT Table 5**</b></del>	<del>River Road</del>	<del>E. 64th Street</del>	<del>Ped Trail</del>
<del>Point Defiance Trail System (public access to/within the park – the City will strive to coordinate/leverage resources with Metro Parks Tacoma) <b>**moved to LIPT Table 5**</b></del>	<del>Within/connecting to Pt Defiance Park</del>		<del>Ped Trail</del>
<del>Northeast Tacoma Trail Network (slope top of Marine View Dr. Includes an extension from Browns Pt. Blvd. to Northshore Parkway and a connector between Crescent Heights and Alderwood Parks.) <b>**moved to LIPT Table 5**</b></del>	<del>Slayden Rd.</del>	<del>Norpoint Way</del>	<del>SUP</del>

<del>President's Ridge Trail (along the south side of I-5) **Located in MoMaP – Table 11**</del>	<del>S. 38th St. interchange</del>	<del>McKinley Park</del>	<del>SUP</del>
<del>E. N St. **moved to LIPT Table 5**</del>	<del>E. 35th St</del>	<del>E. 29th St</del>	<del>Ped Trail</del>
<del>E. 34th St. steps **moved to LIPT Table 5**</del>	<del>West of Portland Ave.</del>		<del>Ped Trail</del>
<b><u>Shared-Use Paths Requested of WSDOT Projects requiring Bike and Pedestrian Facilities</u></b>			
*S.R. 509 (East West Rd.)	Marine View Dr.	Pacific Ave.	<u>SUP Lane</u>
*Cedar St. Underpass	SR-16		Lane
*D. St. Overpass	I-5		Lane
*S. 48th St. Overpass	I-5		Lane
*S. 56th St. Overpass	I-5		Lane
*S. 72/74th St. Overpass	I-5		Lane
*S. 84th St. Overpass	I-5		Lane
*Sprague Overpass	SR-16		Lane
Notes: * Indicates projects would be built with primarily non-city funding sources, which are also unfunded until further confirmation. ** Indicates project has received at least partial funding and is also included in the Six-Year Transportation Program.			

The list includes projects that have been identified by other jurisdictions (e.g., WSDOT, Pierce County, the Port of Tacoma, and the Puyallup Tribe of Indians) and will be developed jointly with the City. Inclusion within the Unfunded Project List is a necessary step for competitive funding. Those Tacoma projects that truly reflect the desire of the community but are not part of the Washington Transportation Plan are intended to assist the State in determining future listing and funding of such projects, as appropriate.

The following is a list of projects compiled from the Neighborhood Action Strategies or based on the recommendations of the various Neighborhood Councils.

<b>Transportation Projects from Neighborhood Action Strategies</b>	
<b>Location</b>	<b>Improvement Type</b>
64 <sup>th</sup> Ave NE between 26 <sup>th</sup> St NE and 28 <sup>th</sup> St NE; 65 <sup>th</sup> Ave NE between 19 <sup>th</sup> St NE and 24 <sup>th</sup> St NE; 19 <sup>th</sup> St NE between 65 <sup>th</sup> Ave NE and city limits east	Northwood Arterial Improvements – Provide sidewalks and curbing along main thoroughfares within city limits, 24 <sup>th</sup> St NE, 65 <sup>th</sup> Ave NE, and 19 <sup>th</sup> St NE
29th Street NE from 53rd Avenue NE to Norpoint Way	Curb and Gutter, Sidewalks, Streetlights, Storm Drainage, Asphalt Paving
33rd Street NE/Browns Point Blvd from 49th Avenue NE to 45th Avenue NE	Curb and Gutter, Sidewalks, Streetlights, Storm Drainage, Asphalt Paving
51st St. NE from Browns Point Blvd to Harborview Dr.	Curb and Gutter, Sidewalks, Streetlights, Storm Drainage, Asphalt Paving

53rd Avenue NE from 29th St NE to 33rd St NE	Curb and Gutter, Sidewalks, Streetlights, Storm Drainage, Asphalt Paving
6th Ave (Huson to Jackson)	Streetscape improvements and construct bike lanes
6 <sup>th</sup> Ave from Jackson to Orchard	6 <sup>th</sup> Ave Traffic Calming – Install landscape medians on 6 <sup>th</sup> Ave between Jackson and Orchard
Baltimore (N 46th to Orchard)	Streetscape improvements and construct bike lanes
Browns Point Blvd from 45th Avenue NE to 42nd Avenue NE	Complete Curb and Gutter, Sidewalks, Asphalt Paving on the south side
Browns Point Blvd from 51st St. NE/Northshore Pkwy to Parkview Dr.	Curb and Gutter, Sidewalks, Streetlights, Storm Drainage, Asphalt Paving
Browns Point Blvd from Parkview Dr. to Norpoint Way	Curb and Gutter, Sidewalks, Streetlights, Asphalt Paving on the west side
<del>Browns Pt. Blvd. from 33rd to Norpoint Way NE</del> <b>**Duplicate**</b>	<del>Roadway improvements (street, sidewalk, barrier removal)</del>
<del>McKinley Ave. from S. 72nd to S. 96th Streets</del> <b>**Done**</b>	<del>Arterial improvement</del>
Mildred (S 19th to SR 16)	Streetscape improvements and construct bike lanes
Mildred/N 51st (Pearl to Point Defiance Park)	Stripe bike lanes
N 14th (Orchard to Pearl)	Stripe bike Lanes
N 21st (Huson to Pearl)	Complete street construction, include streetscape improvements and construct bike lanes
N 21st (Proctor to Pearl)	Complete sidewalk network
N 26th (Vassault to Huson)	Stripe bike lanes
N 30th (Pearl to Huson)	Stripe bike lanes
N 45th (Vassault to Huson)	Stripe bike Lanes
N. 36th & Alder Way	Design and construct a walkway on one side of North 36th Street and Alder Way to achieve improved pedestrian access to the waterfront.
N. 51st & Vassault	Evaluate need for Caution Light or other mechanism at the intersection
Nalley Valley Area/ S. 48th St Extension	Improve access west to Orchard St.
Nalley Valley Area/ Union Ave. access	Improve/add access to industrial area
Norpoint Way NE from 29 <sup>th</sup> St NE to Marine View Drive	Complete Curb and Gutter, Sidewalks, Streetlights: <del>1 lane southbound, 2 lanes northbound, turn lane at Point Woodworth, sidewalks one side only</del> <b>**this portion completed**</b>
Norpoint Way NE from approx. 200' west of Nahane West to Nahane East	Complete Curb and Gutter and asphalt paving
Norpoint Way NE from Browns Point Blvd to Agnes Road	Curb and Gutter, Sidewalks, Streetlights, Asphalt Paving on the north side
Northshore Pkwy from East City Limits to Nassau Avenue	Complete Curb and Gutter, Sidewalks, Asphalt Paving on the north side
Northshore Pkwy from Norpoint Way NE to Ridge Drive	Complete Curb and Gutter, Sidewalks, Asphalt Paving on the north side
<del>Old Town District</del> <b>**Duplicate**</b>	<del>Pedestrian waterfront access over rail lines</del>
Orchard (Huson to N. 46th)	Streetscape improvements and construct bike lanes

Orchard (N 46th to N 35th)	Streetscape improvements, widen roadway and construct bike lanes
Pearl St (S 19th to Pt Defiance)	Complete sidewalk & bike lanes
S 12th (Huson-Jackson) Streetscape Improvements Extension recommended through Central NC Area with possible removal of planter strips	Streetscape improvements and construct bike lanes
S 12th St (Orchard to Jackson)	Complete streetscape improvements and construct bike lanes
S 19th (SR 16 to Jackson) Recommend extension into Central Neighborhood NC	Complete streetscape improvements and construct bike lanes
S 54th St @ I-5 off-ramp (proposed)	Design and construct barrier for local access only traffic
S. 96th from Pacific to McKinley Ave.	Provide arterial improvement
Tacoma Ave & N 6th St	Feasibility of a roundabout
Thompson from S. 34th to S. 37th	Slow traffic on Thompson St.
Walters Rd (S 19th to 6th)	Install sidewalk, curb and gutter
E. M Street between Harrison and E. 34 <sup>th</sup> Streets	Asphalt Paving
E. 34 <sup>th</sup> St. from E. M St. to McKinley Ave.	Curb and Gutter, Sidewalks, Streetlights, Storm Drainage
Division Lane from approximately the 600 block to the 400 block	Install a landscape median allowing for angle parking
E. N St. from Morton to E. 35 <sup>th</sup> St.	Curb and Gutter, Sidewalks, Streetlights, Storm Drainage
Fairbanks St. from E. L St. to Grandview Ave.	Roadway Rehabilitation
E. T St. from E. 32 <sup>nd</sup> to E. 38 <sup>th</sup> St.	Roadway Rehabilitation
South 19 <sup>th</sup> from Jefferson to Market	UWT Hillclimb – Design & build extension of UW Tacoma hill climb (S 19 <sup>th</sup> ) from Jefferson to Market to include stairs, ADA ramps, decorative paving, landscaping, streetscape, art, and lighting.
Yakima from Center to S 34 <sup>th</sup> and Tacoma from Center to S 34 <sup>th</sup>	Lincoln Park Freeway Lid – Design & construct a landscaped lid over I-5 between Yakima/Thompson and Tacoma/G Streets to reconnect downtown with neighborhood.
S 23 <sup>rd</sup> & Pacific Ave	S 23 <sup>rd</sup> & Pacific Crossing – Design & build signalized crossing at S 23 <sup>rd</sup> & Pacific Ave, which includes decorative pavement
Browns Pt Blvd from 38 <sup>th</sup> Ave NE to Norpoint Way NE (to the north-west)	Browns Pt Blvd Improvement Project Phase II – Roadway improvements between 38 <sup>th</sup> Ave NE and Norpoint way NE to include sidewalks.
Browns Point Blvd from 33 <sup>rd</sup> St NE at the west near 43 <sup>rd</sup> Ave NE and 33 <sup>rd</sup> St NE at the east near Meeker Ave	Browns Pt Blvd Improvement Project Phase III – Roadway improvements between 33 <sup>rd</sup> St NE at the west near 43 <sup>rd</sup> Ave NE and 33 <sup>rd</sup> St NE at the east near Meeker Ave to include sidewalks and access to Alderwood Park & Kobetich Library

Northshore Parkway from Nassau to Norpoint Way	Northshore Parkway Improvements – Provide uphill (eastbound) passing lane, bike lanes, sidewalks on north side, landscaping between Nassau and Norpoint Way, and evaluate signal at 45 <sup>th</sup> Ave NE and/or 42 <sup>nd</sup> Ave NE
Northshore Parkway	Dash Point State Park Access – Provide parking along Northshore Parkway and a path between parking & trail system in Dash Point
Marine View Drive from 1902 Marine View Drive to Norpoint Way	Marine View Drive Improvements – Extend two-way left turn lane to driveway of 1902 Marine View Drive, which includes widening roadway
St Helens and 6 <sup>th</sup> Avenue and Baker	St Helens Gateway Renovation Project – Improve the intersection of St Helens, 6 <sup>th</sup> Ave, and Baker St to include a rain garden, art, landscaping, converting Baker to one-way, and pedestrian crosswalk treatments consistent with the Broadway LID.
S 66 <sup>th</sup> & South Tacoma Way	S 66 <sup>th</sup> & South Tacoma Way Roundabout – Install a new roundabout for better cross traffic
Manitou from Tyler to Gunnison	Manitou Rehabilitation – Repave Manitou between Tyler and Gunnison to eliminate ruts and cracks. Neighborhood does not want a slurry seal.
S 58 <sup>th</sup> & Puget Sound Avenue	S 58 <sup>th</sup> & Puget Sound Intersection Traffic Calming – Install traffic calming devices and/or realign Puget Sound to provide better sight distance
Jackson between S 19 <sup>th</sup> and SR 16	Jackson Ave Traffic Calming – Install traffic calming devices on Jackson between S 19 <sup>th</sup> and SR 16
Browns Point Blvd from 33 <sup>rd</sup> St NE to intersection with Norpoint Way near 21 <sup>st</sup> Ave NE	Complete sidewalks along at least one side of Browns Point Blvd from 33 <sup>rd</sup> Street NE to intersection with Norpoint Way near 21 <sup>st</sup> Ave NE with priorities between Crescent Heights to Norpoint Way, Norpoint Way to 51 <sup>st</sup> St NE, Howard’s Corner to McMurray Rd, and 51 <sup>st</sup> St NE to the north end of Norpoint Way NE.
SR509 and Slayden Road	Install traffic control devices on all legs of the intersection to improve access and intersection movements.
McMurray Road from Marine View Drive to Browns Point Blvd	Install streetlights and sidewalk on at least one side
45 <sup>th</sup> Street NE from Nassau Ave NE to Norpoint Way	Install pedestrian protected crosswalk
Jackson Ave from S 19 <sup>th</sup> St to SR 16	Install traffic calming devices
N 23 <sup>rd</sup> St and Shirley St	Install a roundabout or traffic calming devices near the intersection for pedestrians crossing to Kandle Park

South Tacoma Gateways	South Tacoma Gateways – Install streetscape improvements at all arterial entryways to the South Tacoma Neighborhood Council area
S 60 <sup>th</sup> from Oakes to Pine Street	Install sidewalk
Washington Street from S 54 <sup>th</sup> to S 58 <sup>th</sup> Street	Improve existing sidewalk and add separation between on-street parking
South Tacoma Sound Transit Station	Complete sidewalks along S 58 <sup>th</sup> and S 60 <sup>th</sup> to connect to South Tacoma Way
S 68 <sup>th</sup> St between S Mullen and S Gove St	Install sidewalks on the north side
S 60 <sup>th</sup> at Lawrence, Montgomery, and Alder St	Install ADA ramps at each intersection.
McKinley Hill to downtown Tacoma	Complete sidewalks
Residential areas located just north of the intersections of East 38 <sup>th</sup> and Howe and East 38 <sup>th</sup> and K Streets	Install streetlights and pedestrian improvements, such as crosswalks
E 54 <sup>th</sup> St from Pacific Ave to Bell St	Street improvements
Railroad Crossings at E 48 <sup>th</sup> and E 52 <sup>nd</sup>	Improve roadway over railroad tracks
Pedestrian overpass between Old Town Business District and Ruston Way	Grade separated pedestrian link over the rail lines
N 29 <sup>th</sup> Crossing between White and Carr St	Install pedestrian crossing/connection between Ursich Park and Old Town Park
North 9 <sup>th</sup> and North 11 <sup>th</sup> St	Rehabilitate cobblestone streets
N Steele and M St	Install historic style streetlights
<del>Sprague Ave from SR 16 to S 19<sup>th</sup> St</del> <b>**Done**</b>	<del>Install streetscape improvements at entryway</del>
6 <sup>th</sup> Avenue from Sprague to Alder St	Complete sidewalk network and provide crosswalks, <u>lighting, landscaping and bulbouts</u>
<del>Union Ave between SR 16 and S 23<sup>rd</sup> St</del> <b>**Done**</b>	<del>Complete sidewalk network and provide crosswalk between shopping center and Senior Center</del>
S 15 <sup>th</sup> , S 19 <sup>th</sup> , Prospect, and Trafton St	Provide street improvements to unimproved streets in this area.

## **Proposed Amendments and Staff Analyses**

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### **Application #2013-05: Shoreline Related Elements**





**2013 Annual Amendment Application No. 2013-05  
Shoreline Related Elements**

STAFF REPORT  
February 20, 2013

<b>Application #:</b>	2013-05
<b>Applicant:</b>	Planning and Development Services
<b>Contact:</b>	Stephen Atkinson, Planning Services Division
<b>Type of Amendment:</b>	Comprehensive Plan
<b>Current Land Use Intensity:</b>	Not Applicable
<b>Current Area Zoning:</b>	Not Applicable
<b>Size of Area:</b>	Not Applicable
<b>Location:</b>	City-wide
<b>Neighborhood Council area:</b>	City-wide
<b>Proposed Amendment:</b>	Rescind the <i>Ruston Way Plan</i> , <i>Shoreline Trails Plan</i> , and <i>Foss Waterway Design and Development Plan</i> as elements of the <i>Comprehensive Plan</i> and to replace these historic planning documents with the <i>Tacoma Waterfront Design Guidelines</i> and an update of the <i>Public Access Alternatives Plan</i> . The <i>Tacoma Waterfront Design Guidelines</i> and <i>Public Access Alternatives Plan</i> are intended to be adopted by reference in to the <i>Open Space Habitat and Recreation Element</i> of the <i>Comprehensive Plan</i> .

**General Description of the Proposed Amendment:**

The proposed amendments to the *Ruston Way Plan*, *Shoreline Trails Plan*, and *Foss Waterway Design and Development Plan* are intended to (1) carry forward and integrate the design elements of these Comprehensive Plan Elements into one streamlined *Waterfront Design Guidelines* document; (2) integrate the relevant public access vision and project descriptions into the *Public Access Alternatives Plan*; (3) improve the consistency of the *Comprehensive Plan* and *Shoreline Master Program* and associated documents; and (4) to rescind and replace the *Comprehensive Plan* elements with a *Waterfront Design Guidelines* document and updated *Public Access Alternatives Plan*.

A summary of the documents are as follows:

**Ruston Way Plan (1981)**

1. Plan Area

- The *Ruston Way Plan* applies to an approximately two-mile stretch of shoreline along Commencement Bay and located between Old Town and the Town of Ruston. With the exception of the Waterview Street area, the Plan area lies between the railroad tracks and outer harbor line. The Plan area also includes consideration for the gulches and nearby slopes that provide connectivity between the residential areas and the shoreline.

## 2. Purpose and Intent

- In 1976, after extensive citizen participation, the *Master Program for Shoreline Development* was first adopted and affirmed the recommendation to develop the Ruston Way shoreline as an area of mixed public and private uses. The Plan includes intent statements, policies, and design recommendations to foster continuity along the Ruston Way shoreline and to establish the desired character.

## 3. Vision

- To develop an active and attractive urban waterfront of mixed public and private development that meets community recreation needs and emphasizes the shoreline for public use.

### **Shoreline Trails Plan (1989)**

#### 1. Plan Area

- The Plan area boundary encompasses the shoreline areas of the Tacoma peninsula which includes the Foss Waterway and extends north along Commencement Bay to Point Defiance Park. From Point Defiance Park, the plan area boundary extends south along the Narrows to Titlow Park at Sixth Avenue Extended and beyond to the City's southern boundaries. The plan boundary extends inland from the water's edge to the top of the steep slope areas and includes all of Point Defiance Park and the gulches.

#### 2. Purpose and Intent

- The purpose of this plan is to identify a continuous shoreline trail system complete with viewing areas and access points along the shoreline areas of the Tacoma peninsula. It is intended that the plan will guide future land acquisition, and the location, development and improvement of a shoreline trail system.

#### 3. Vision

- The Plan proposes a coordinated trail system that ties individual trail segments together into a unified urban pedestrian network. The trail system will provide an alternate means of travel to and from shoreline areas and neighborhoods. The trail segments will be linked together by connecting trails and, where this is not possible, by using nearby streets and sidewalks.

### **Foss Waterway Design and Development Plan**

#### 1. Plan Area

- The Foss Waterway is approximately three and one half miles of continuous shoreline off Commencement Bay adjacent to the City of Tacoma's downtown. The boundaries begin to the northwest, including the 4<sup>th</sup> Street ramp off Schuster Parkway, wrapping around the Waterway bounded by Dock Street and "D" Street and ending at the northeast point of land near "D" Street and East 3<sup>rd</sup> Street. The Plan primarily applies to the west side of the Waterway.

#### 2. Purpose and Intent

- The *Foss Plan* promotes public access and enjoyment of the shoreline within these policies and guidelines. The five major goals include:

- i. Create a public access system with a continuous esplanade and coordinated design standards;
- ii. Establish design and development guidelines for land use and publicly owned properties;
- iii. Manage the shoreline to further optimize circulation and public access, development, and environmental protection;
- iv. Provide opportunities for mixed use development, public/private investment and recreational opportunities;
- v. Retain and enhance all characteristics of the Waterway that support marine and boating activities.

### 3. Vision

- The *Foss Plan* envisions a mixed use community, including marine uses, attuned to the intrinsic qualities of its water setting and inseparable from the city around it. It strives to attain the “ABC’s” of development: *Access, Boating, and Character*.

In addition, the Tacoma City Council adopted the *Public Access Alternatives Plan (PAAL)* and *Foss Waterway Design Guidelines (FWDG)* as part of the *Shoreline Master Program* update on November 29<sup>th</sup>, 2011. As part of the amendment package, the PAAL and FWDG are intended to be updated and incorporated by the PAAL and TWDG herein and incorporated by reference into the *Open Space Habitat and Recreation Element* of the *Comprehensive Plan*.

#### **Public Outreach:**

Staff presented an overview of the 2013 Annual Amendments review package to the Master Builders Association (MBA) in October 2012 and January 2013. In addition, over the past few months, staff have discussed the 2013 Annual Amendment package with various stakeholder groups, including the Sustainability Commission, MBA, and other development industry representatives. In addition, planning staff have reached out to the Community Council, Neighborhood Councils, the Cross District Association, and Neighborhood Business Districts, informing them of the 2013 Annual Amendment process and offering presentations of the summary of all proposed amendments at their board meetings. In response to requests, staff provided overview presentations to the New Tacoma Neighborhood Council, West End Neighborhood Council, South End Neighborhood Council, and South Tacoma Business District. Additional outreach will occur through and during the Planning Commission and City Council’s public hearing and notice processes.

#### **Applicable Provisions of the Growth Management Act:**

The proposed amendments are consistent with the GMA (RCW 36.70A); for example:

1. The proposed public access plan supports Goal 3: Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans;
2. The amendment of subarea plans related to recreation is consistent with and authorized under 36.70A.080 Optional Elements;
3. The proposed amendments are intended to help implement the policy preferences for shorelines of the state (RCW 36.70A.480) and to improve consistency between the Comprehensive Plan and the Shoreline Master Program.

#### **Amendment Criteria:**

*Applications for amendments to the Comprehensive Plan and Land Use Regulatory Code are subject to review based on the adoption and amendment procedures and the review criteria contained in TMC 13.02.045.G. Proposed amendments are required to be consistent with or achieve consistency with the Comprehensive Plan and meet at least one of the ten review criteria to be*

considered by the Planning Commission. The following section provides a review of each of these criteria with respect to the proposal. Each of the criteria is provided, followed by staff analysis of the criterion as it relates to this proposal.

**1. There exists an obvious technical error in the pertinent Comprehensive Plan or regulatory code provisions.**

Staff Analysis: Not applicable.

**2. Circumstances related to the proposed amendment have significantly changed, or a lack of change in circumstances has occurred since the area or issue was last considered by the Planning Commission.**

Staff Analysis:

The following summarizes the circumstances that have changed since these documents were last amended:

1. In 2011 the Tacoma City Council adopted an update of the *Tacoma Shoreline Master Program* (SMP), including the associated *Thea Foss Waterway Design Guidelines* and *Public Access Alternatives Plan*. The SMP includes updated policies and development regulations for issues pertaining to public access, views, shoreline modifications, over-water structures, vegetation management, and site planning, as well as amendments to shoreline districts and allowed uses. The *Ruston Way Plan*, *Shoreline Trails Plan*, and *Foss Waterway Design and Development Plan* were developed in accordance with a prior SMP framework and are no longer consistent with the provisions of the SMP.
2. The *Ruston Way Plan* and *Shoreline Trails Plan* were both adopted pre-Growth Management Act and have not been subsequently amended or updated since adoption. Critical Areas regulations will be a factor in the site specific design and location of trail systems and new regulations and standards for bicycle and pedestrian facilities have been incorporated into the Comprehensive Plan since the adoption of these past planning documents. Various elements of these documents are currently addressed under the purview of the following planning documents:
  - a. *Transportation Element and the Mobility Master Plan*
  - b. *Open Space and Recreation Element*
  - c. *Complete Streets and Mobility Design Guidelines*
  - d. *Shoreline Master Program*
  - e. *Public Access Alternatives Plan*
  - f. *Foss Waterway Design Guidelines*
3. The Ruston Way shoreline has been almost entirely built-out in accordance with the *Ruston Way Plan* and the Foss Waterway has undergone a significant transformation since the *Foss Plan* was first adopted. In addition, multiple segments of the Shoreline Trails Plan have been completed, including the Titlow Park trail system, Point Defiance trail system and promenade, War Memorial Park, Ruston Way promenade, Point Ruston esplanade, and the Foss Waterway esplanade.
4. The City Council is currently reviewing the proposed *Foss Waterway Master Redevelopment Strategy* which incorporates the public vision of the *Foss Waterway Design and Development Plan* and public testimony from that process. The *Redevelopment Strategy* is intended to establish the Council preferences for uses, development densities, project sequencing, public infrastructure needs, and an implementation strategy for the publicly-owned properties on the west side of the

Waterway. Multiple elements of the *Foss Plan* have been integrated into this document. While the SMP frames the types of uses that can occur on the Foss Waterway, the MRS identifies the Council priorities for the development of the publicly-owned waterfront parcels.

**3. The needs of the City have changed, which support an amendment.**

Staff Analysis: The *Shoreline Trails Plan*, *Ruston Way Plan* and *Foss Waterway Design and Development Plan* were developed at a time when these shoreline areas were largely undeveloped and the plans set the stage for new development and public infrastructure investments to occur. Since that time other planning tools have been developed that overlap or update many of the elements contained in these plans and new tools are required to manage the next phase of life for these shoreline areas.

In addition the public's desire and vision for the shoreline has changed since these plans were first adopted. For example:

- Recent park improvements at the Chinese Reconciliation Park and along the Point Ruston WaterWalk contain design elements that implement the intent of the *Ruston Way Plan*, but diverge from the design specifications of that plan.
- There are multiple, divergent community visions for the Bayside Trail and how the trail system should connect through the Schuster Parkway corridor.
- As public processes are undertaken for the planning and design of specific shoreline parks and trails, staff finds that often the public desire runs counter to the more prescriptive and standardized design specifications included in these past planning documents.
- Finally, during the Shoreline Master Program update a community sentiment was expressed that the 'Dome to Defiance' shoreline area, which includes the Foss Waterway, Schuster Parkway, Ruston Way and Point Ruston, should be developed into a more cohesive system with a stronger overall design emphasis and identity, while maintaining the flexibility for site specific design.

As a result, the needs of the City and the need for these plans have changed significantly since their adoption. However, there remains an ongoing need to plan for these areas and their next phase of life.

- 4. The amendment is compatible with existing or planned land uses and the surrounding development pattern.**
- 5. Growth and development, as envisioned in the Plan, is occurring faster, slower, or is failing to materialize.**
- 6. The capacity to provide adequate services is diminished or increased.**
- 7. Plan objectives are not being met as specified, and/or the assumptions upon which the plan is based are found to be invalid.**
- 8. Transportation and and/or other capital improvements are not being made as expected.**
- 9. For proposed amendments to land use intensity or zoning classification, substantial similarities of conditions and characteristics can be demonstrated on abutting properties that warrant a change in land use intensity or zoning classification.**
- 10. A question of consistency exists between the Comprehensive Plan and its elements and RCW 36.70A, the County-wide Planning Policies for Pierce County, Multi-County Planning Policies, or development regulations.**

Staff Analysis: "Not applicable" for Questions 4, 5, 6, 7, 8, 9, and 10.

**Economic Impact Assessment:**

The proposed amendments do not directly impose additional costs on development with the City of Tacoma shoreline. Rather, the amendments are likely to improve the attractiveness, use, and overall quality of development within the shoreline and to result in an enhanced, interconnected public access system that will provide an attractive amenity for the recruitment of business and residents to the City of Tacoma.

**Staff Recommendation:**

Staff recommends forwarding the proposed amendments for public review and comment.

**Exhibit:**

- A. Proposed Amendments to the Open Space Habitat and Recreation element of the Comprehensive Plan
- B. Proposed Tacoma Waterfront Design Guidelines
- C. Proposed Public Access Alternatives Plan

## Waterfront Open Spaces and Shoreline Access

### Intent

Tacoma's shorelines and waterfront areas are a source of economic activity, entertainment and recreation, as well as providing invaluable ecological and cultural functions. As such, the promotion of shoreline access and recreation is a major priority for Tacomans. Recognizing the multiple benefits and values of its shorelines, the City and others have made substantial investments to clean up environmental pollution and improve shoreline access, recreation and cultural opportunities. Major parks and open space improvements have been and continue to be made, including the Thea Foss esplanade and parks, Chinese Reconciliation Park, Ruston Way promenade, Point Defiance Park, Titlow Beach boardwalk, and other sites. Given the strong connection many people feel to shorelines, investments like these will provide benefits that will be enjoyed and appreciated by a great number of people, improving Tacoma's livability and long-term prosperity.

Waterfront areas attract a variety of people and uses, from community events attracting thousands of people from Tacoma and the region, including the 4<sup>th</sup> of July and the Tall Ships Festival, to regular visitors seeking recreational and cultural opportunities. For others, shorelines are the site of daily life and a place to meet daily needs—a place where they live, work and travel. Recreation activities on and in the water, including fishing, SCUBA diving and boating, are also important, with marinas and boat launch facilities on the Thea Foss, Point Defiance Park, Titlow Beach and elsewhere. Shoreline areas are also highly valuable as community heritage sites and for the very important environmental and habitat functions they serve.

Shoreline open spaces and parks will only increase in importance as Tacoma grows. Tacoma has a legacy of industrial and railroad development along the shorelines that has reduced public access and environmental functions. At the same time, the Port of Tacoma and other industrial areas are major economic assets to the City. Continued partnerships with a range of stakeholders to reclaim shoreline areas for public access, recreation, educational and

interpretive displays, public art, community events, habitat restoration and other open space purposes are important.



To more effectively plan for and implement a unified network of waterfront open spaces, trail systems and recreation facilities, the City has developed a waterfront Public Access Alternatives Plan (PAAL). The PAAL should be utilized for coordinating public and private efforts, prioritizing waterfront public access projects, and guiding permit applications in accordance with the Goals and Policies of the Shoreline Master Program.

In addition, the Tacoma Waterfront Design Guidelines ensure that new waterfront public access sites are being designed with consideration given to the view, aesthetic, and design objectives of the Shoreline Master Program, as well as the policies of the Open Space Element and the Transportation Element of the Comprehensive Plan.

The Public Access Alternatives Plan and Tacoma Waterfront Design Guidelines are incorporated herein by reference as

implementation elements of the Comprehensive Plan.

**OS-SH-1 Prioritize Tacoma’s Shorelines and Waters**

Recognize the strong community connection to Tacoma’s shorelines and waters as cultural, historic, recreational, educational, economic, natural and aesthetic assets of tremendous value. Work with partners to undertake a broad range of activities that enhance Tacoma’s identity as a waterfront community, including designating and enhancing shoreline areas for public access, recreation, educational and interpretive displays, public art, community events, habitat restoration and other activities.

**OS-SH-2 Shoreline and Water Access**

Develop opportunities for public access to the Puget Sound for water-oriented recreation and enjoyment of shorelines, including public access to both natural and man-made waterfront features such as beaches, tidelands, wharfs, piers, esplanades, parks, heritage sites, and waterfront trails and paths.

**OS-SH-3 Shoreline and Water Activities**

Develop and enhance opportunities for swimming, boating including use of Tacoma’s water trails, fishing, SCUBA diving, educational activities, wildlife observation and other shoreline and water-dependent activities.



**OS-SH-4 Reconnect Shorelines and Uplands Habitat**

Recognize the critical habitat functions and the loss of historic habitat connectivity between shorelines and upland areas and water courses, and seek to re-create these connections through habitat conservation and restoration efforts.

**OS-SH-5 Shoreline Trail Connections**

Recognizing that many of Tacoma’s existing and planned trails follow the shoreline or connect shoreline and upland areas, partner to develop and maintain trails oriented to the shorelines, slopes and gulches. Development of trails should be coordinated with habitat restoration efforts.

**Habitat Areas and Habitat Corridors**

**Intent**

Open Space Habitat Areas are lands that support, nurture and preserve natural wildlife habitats and vegetation. Habitat areas can range in size from a few hundred square feet to many acres and provide a broad range of benefits to the people of Tacoma, including low-impact recreation; health benefits; storm water retention; waterfront access; bird and wildlife observation; climate regulation; increased property values; improved air and water quality; and, a greener, more livable city. Often referred to as “ecosystem services”, these are benefits that, without functional and healthy habitat areas, would not be available or would have to be provided by human actions. Ecosystem services provide not only local benefits, but also enhance the health of the Puget Sound by filtering stormwater and air.

Over time, fragmentation of habitat areas and proliferation of invasive non-native plants in those areas has diminished the value of Tacoma’s open space habitat lands. Non-native species of wildlife have moved in. This is not necessarily an irreversible condition. Over time, with acquisition, restoration, backyard wildlife enhancements, native wildlife species can reestablish themselves in urban Tacoma.

Habitat lands add to the quality of our lives in economic, environmental and public safety

# 1.0 INTRODUCTION

## VISION

The City of Tacoma boasts a magnificent shoreline, offering a variety of waterfront experiences for people of all ages and abilities. With over 46 miles of shoreline, water and waterfront is one of the dominant characteristics of the City of Tacoma and its urban form, as well as a locus of economic activity and a driver of our City's quality of life.

While continuing to respect the past and the history of Tacoma's waterfront, the City looks towards the future and the tremendous potential and opportunity that lay ahead and the central role that the City's waterfront will play in the sustainability and quality of life of our community and the prospect of a thriving, resilient economy.

This plan articulates a strategy for developing an integrated, cohesive waterfront public access system that builds on past planning efforts and community aspirations. Despite the significant efforts and resources that have been devoted to the creation of this system by the City of Tacoma, the Foss Waterway Development Authority, Metro Parks and the Port of Tacoma, much of the public shoreline remains inaccessible to our citizens – cutoff

by roadways, railroad, steep slopes, or industrial operations – and as a result, priority shoreline trail systems remain incomplete.

This plan memorializes the vision of past planning documents while integrating them into a single, unified approach to public waterfront access. This is a long-term comprehensive strategy to establish a citywide network of trails, parks, and attractions that link different shoreline areas, from Tacoma Narrows to Commencement Bay, with connections inward to city neighborhoods and outward to regional trails.

Translating vision into reality will not be easy, but the benefits to the City will be great. Imagine a city in which youth can bicycle safely from his or her home across town to visit a friend; a city with an active mix of commercial, industrial and recreational uses as well as new neighborhoods along the shoreline; a city with a wide variety of parks and open spaces, connected so that they are, in sum, one big park; a city where citizens gain a first-hand appreciation for active marine industries and international trade; a city known for the environmental health of its shorelines. Imagine a city that is an attractive destination for cyclists and hikers from all over the region.

Recognizing the importance of past waterfront planning efforts, the sections below memorialize and incorporate herein the vision articulated in these community documents, including the Shoreline Trails Plan, Dome to Defiance Study, Ruston Way Plan and Thea Foss Waterway Design and Development Plan.

### **Shoreline Trails Plan - 1989**

The Shoreline Trails Plan envisions an urban pedestrian trail system lying within the shoreline districts, steep slopes and gulches, from the Thea Foss Waterway north to Ruston Way, through Point Defiance Park and south along the western shores of Tacoma.

The plan proposes a coordinated trail system that will tie individual trail segments together into a unified, urban pedestrian network. The trail system will provide an alternative means of travel to and from shoreline areas and neighborhoods. The trail segments will be linked together by connecting trails and, where this is not possible, by using nearby streets and sidewalks. The trail system is composed of a corridor trail, access trails, trailheads, trail access points, viewpoints, shoreline access points and destination locations.

### **Ruston Way Plan - 1981**

The waterfront areas of cities across the nation are again being recognized as valued resources. But this time not for their potential for industrial development but rather as places for people to go and enjoy

the water. Decaying urban waterfronts are being revitalized to provide recreational opportunities for city dwellers. They are being transformed into active, vital areas with new commercial and recreational developments that open up the waterfront to people.

The Ruston Way shoreline is easily reached making it a prime area for revitalization. Once a thriving industrial district, changing technological and economic considerations left the area virtually abandoned. Slowly, it is being rebuilt as private developers and public officials alike take advantage of its magnificent setting, panoramic views, wooded slopes and close proximity to neighborhoods. The Ruston Way shoreline has the potential to become a unique urban waterfront attraction and people-oriented area.

The need for close-in urban recreation areas is increasingly important as energy supplies diminish and the cost of traveling to more distant parks soars. Many people drive several hours to enjoy water-oriented recreation because no or limited opportunities are available close to home even though the city is located near the waterfront.

The Ruston Way waterfront of Tacoma is a public resource that can satisfy the water-oriented recreational needs of citizens and improve the livability of the city. The public developments proposed in this plan for the Ruston Way shoreline area will enhance the natural areas, strengthen the historical

significance, provide optimum public access to the water, maintain views and create opportunities for outdoor recreation and social interaction.

### **Dome to Defiance Study - 1988**

We would have a shoreside people-place 5 ½ miles long. No other waterfront in the Northwest would be as spectacular. This would not be all parks or all commercial development. The shoreside people-place would be a unique blend of mixed uses including industrial, commercial, residential and recreational. It would include both public and private areas. The identifying characteristic of this waterfront would be its urban quality close to the population centers. It would have public access and view access to the water the whole length of the shore. It would be easy to get to, it would link downtown, neighborhood areas, and our major in-town park. It would have a water transportation link to the rest of Puget Sound. It would be diverse and interesting, primarily an area for Tacoma and Pierce County residents, but it could also be a major magnet for tourists and other visitors.

### **Thea Foss Waterway Plan - 1994**

The Thea Foss Waterway represents a unique opportunity for the City of Tacoma to create an attractive focal place for the enjoyment of the inland waters of Puget Sound within an urban context. Developing a mix of uses along the Waterway will bring

the economic vitality needed to turn Thea Foss Waterway into a showcase for Tacoma.

The Waterway visually and physically connects surrounding districts. The Waterway's historic past and working waterfront, combined with new cultural, recreational, residential, office and retail uses, will create a lively, urban environment. A linear waterfront park will link together a variety of attractive, ground level public activities and uses accessible to all of Tacoma's citizens and to the region. Environmental cleanup and protection measures are being integrated into redevelopment, creating a safe, healthy, and sustainable environment.

The City envisions a mixed use community attuned to the intrinsic qualities of its water setting and inseparable from the city around it. It strives to attain the "ABC's" of development: *Access, Boating and Character*.

The Shoreline Master Program focuses on individual policies and development regulations to realize the Waterway's potential as an attractive setting for maritime industry, civic redevelopment, and water-oriented recreation. The Public Access Alternatives Plan identifies the specific public access projects and capital investments needed to activate the Foss Waterway as a recreational destination. Taken together, the total impact of these efforts will be much more than the sum of the individual actions themselves. They will create a Waterway that:

- Is an active, diversified destination attraction and focus for the City.
- Features a variety of integrated recreational, commercial, marine, industrial, and residential activities.
- Is well connected with neighboring districts, especially the downtown, Ruston Way, and Tacoma Dome areas.
- Is easily accessible for pedestrians, transit users, boaters, and visitors from throughout the region.
- Offers a wide variety of physical settings, landscaped parks, and pedestrian attractions that are unified by a consistent esplanade treatment along the shoreline edge.
- Is based on environmentally sound shoreline management with improved water quality and more ecologically productive shoreline habitats.

## PLAN AREA

Under Washington Administrative Code 173-26-221(4) public access is defined as “the ability of the general public to reach, touch, and enjoy the water's edge, to travel on the waters of the state, and to view the water and the shoreline from adjacent locations.” Therefore, this Plan takes a broad view of the projects that constitute public access and includes trail systems that, while not within shoreline jurisdiction, provide views of the shoreline or

connections to trail systems that facilitate direct access. The applicability of this plan, then, is not limited to those areas within 200’ of ordinary high water mark, nor a specific geographic boundary, but rather is based upon a system of access that may expand or contract over time as public process continues to refine the community vision for waterfront access.

The following subsections identify past waterfront public access planning documents and the plan area to which they applied. The public access projects identified in these plans have been integrated herein.

### Shoreline Trails Plan

The plan area boundary encompasses the shoreline areas of the Tacoma peninsula which includes the Foss Waterway and extends north along Commencement Bay to Point Defiance Park. From Point Defiance Park, the plan area boundary extends south along the Narrows to Titlow Park at Sixth Avenue and beyond to the City’s southern boundaries. The plan area boundary extends inland from the water’s edge to the top of the steep slope areas and includes all of Point Defiance Park and the gulches (Gold Creek, Mason, Puget, Buckley, and Garfield).

### Ruston Way Plan

The plan area is an approximately two-mile stretch of shoreline bordering on Commencement Bay and located between the Old Town community and the Town of

Ruston Way. With exception of the Waterview Street area, the area considered in this plan lies between railroad tracks and the outer harbor line. However, consideration of the nearby slopes and gulches and access to nearby residential areas is also a part of this document.

### **Thea Foss Waterway Plan**

Thea Foss Waterway is approximately three and one half miles of continuous shoreline off Commencement Bay adjacent to the City of Tacoma's downtown. For the purposes of this plan, the boundaries to the northwest begin just to the north of the 4<sup>th</sup> Street ramp off Schuster Parkway, wrapping around the Waterway bounded by Dock Street and "D" Street, and ending at the northeast point of land near "D" Street and East 3<sup>rd</sup> Street. Proximity to the central business district, the Union Station, the Tacoma Dome, and the Port Industrial area is indicative of the Waterway's overall contextual importance. This plan primarily addresses the west side of the Waterway with the intention that more immediate significant changes are oriented to the west side. The east side is addressed in one section but is also referenced in the design and marine guidelines section.

## **USE OF THE PLAN**

### **General**

The City recognizes that the finite waterfront land supply and multiple demands for shoreline space and resources - as a place for wildlife, for recreation, and for employment - has the potential to bring the three primary goals of the Shoreline Management Act into conflict. The City views the PAAL as a means for minimizing future conflict between uses and user groups by identifying the scope of public access improvements desired by the citizen's of the City of Tacoma, consistent with the Comprehensive Plan, and to identify the location and type of access envisioned in order to provide predictability for water-oriented uses and as a means to provide permitting predictability for private uses. The Tacoma Waterfront Land Use Analysis developed an inventory and economic demand forecast for water-dependent uses in the shoreline in order to evaluate what economic uses are likely to locate and expand in Tacoma's shoreline jurisdiction.

### **Permit process**

The PAAL will be utilized to inform decisions about public access requirements in private developments when required under the City's shoreline regulations. When public access is required as a condition of a permit application, the PAAL will be used to determine the type and extent of public access improvements required under the permit, commensurate with the scope and scale of the proposed development.

In addition, the Public Access Alternatives Plan is intended to address concerns regarding potential public safety, security, or operational conflicts between uses and public access. The City of Tacoma Shoreline Master Program recognizes that in some circumstances, the provision of public access on development sites may result in unnecessary safety risks for the public, may violate or jeopardize the security of an existing or proposed use, and may result in harm to the environment that cannot be mitigated. In these circumstances, the PAAL will provide alternative locations for public access to the shoreline where these conditions will be alleviated. The alternative site will be identified and improved as a condition of the permit.

### **Voluntary efforts**

The PAAL will also be used to pursue grant funds and to guide voluntary private and public improvements to public access and recreation within the shoreline. Section XX established criteria for prioritizing public or voluntary efforts to implement the public access projects listed herein.

### **Capital Facilities and Transportation Improvement Programs**

The PAAL will be used to identify projects to be added to the Capital Facilities Program and Transportation Improvement Program. While the Land Use Element of the

Comprehensive Plan articulates the vision for how Tacoma will develop, the Capital Facilities Program describes the implementation of that vision. It is the critical link between comprehensive planning and capital improvements. The Capital Facilities Program is both a planning and financial document. It is a prioritization of the capital improvements the city intends to build in the next six years and a plan for how to pay for these improvements. The 2011-2016 Capital Facilities Program does not appropriate funds, but rather it functions as a budgeting tool, supporting the actual appropriations that are made through adoption of the budget. It is an important “filter” that demonstrates that the Capital Facilities Element of the Comprehensive Plan is financially realistic.

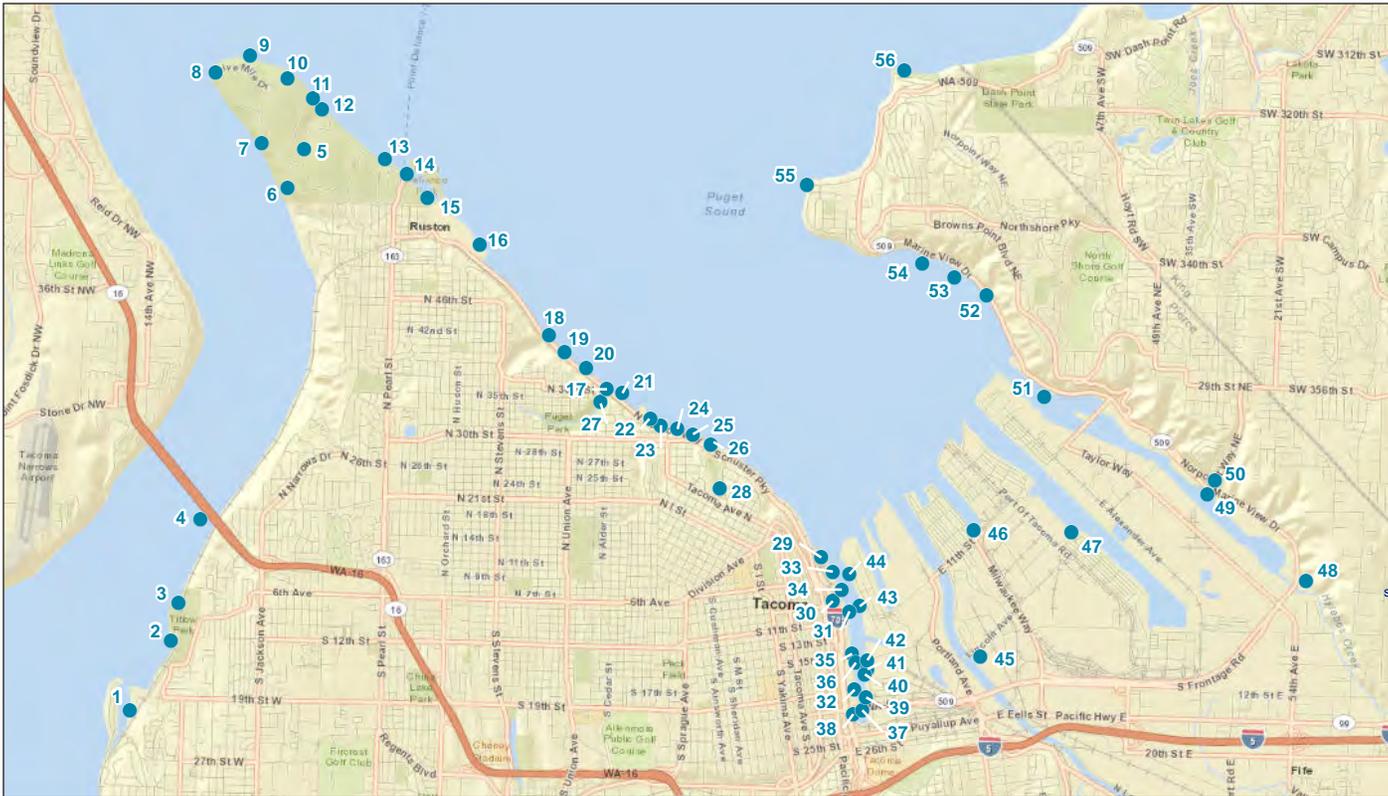
The Six-Year Comprehensive Transportation Program lists planned transportation projects. The program includes roadways, bridges, non-motorized facilities, sidewalks and other capital related transportation projects. The program is based upon anticipated revenues versus desirable projects. There are always more projects than available revenues.





# 2.0 EXISTING PUBLIC ACCESS

# Tacoma Shorelines Public Access Map



## PUBLIC ACCESS LEGEND

- |  |                           |  |                              |
|--|---------------------------|--|------------------------------|
|  | Boat Launch Motorized     |  | Natural Areas/Wildlife       |
|  | Boat Launch Non-Motorized |  | Park                         |
|  | Boat Rentals              |  | Picnic Area                  |
|  | Dock/Pier                 |  | Public Beach                 |
|  | Fishing Pier              |  | Restrooms                    |
|  | Fishing Supplies          |  | Saltwater Trail Access Point |
|  | Float Non-Motorized       |  | Shorediving Area             |
|  | Marine Recreation         |  | Shoreline Promenade          |
|  | Moorage Long Term         |  | View Point                   |
|  | Moorage Temporary         |  |                              |

## Existing Public Shoreline Access Points and Features

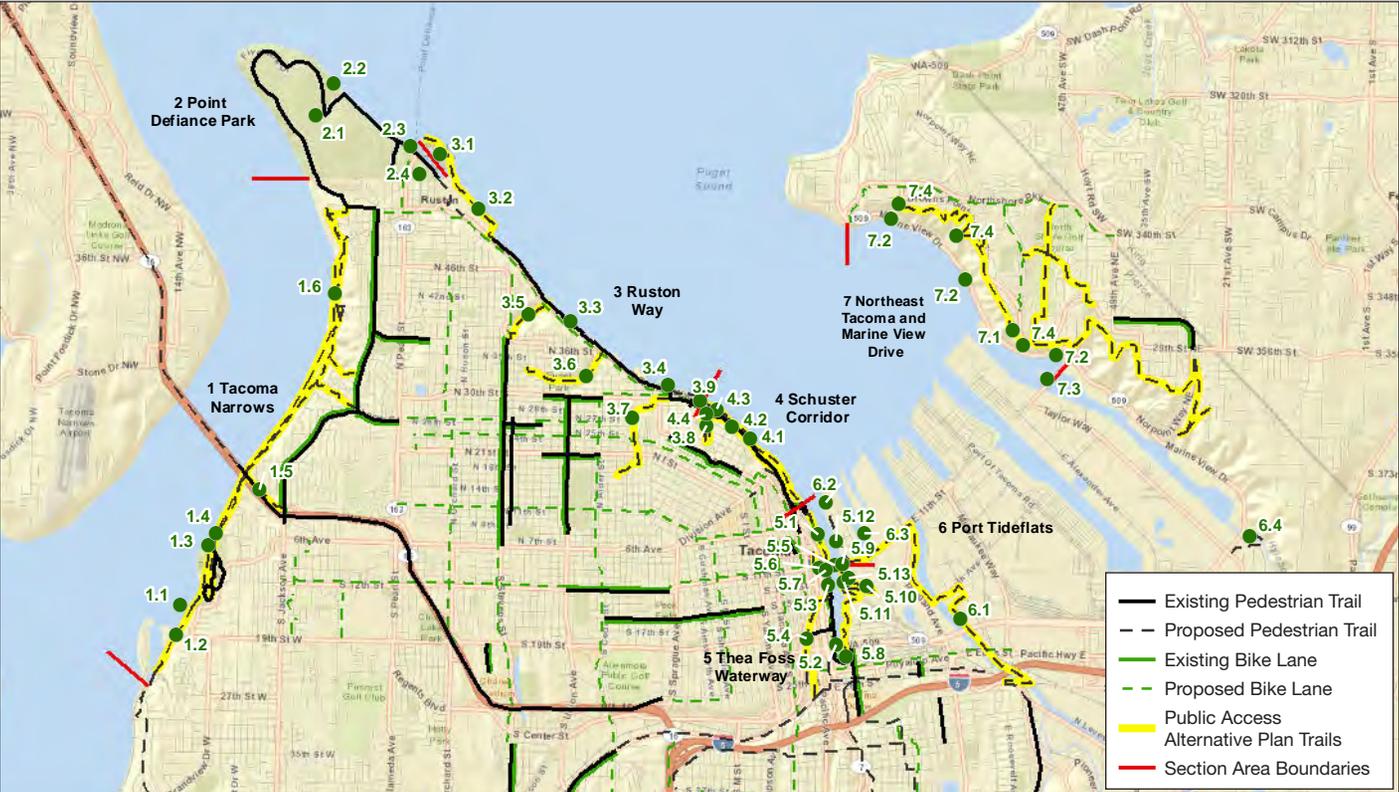
- |                                      |                                |                                 |                                      |   |
|--------------------------------------|--------------------------------|---------------------------------|--------------------------------------|---|
| 1 Narrows Marina                     | 16 Point Ruston Waterwalk      | 30 Fireman's Park               | 42 East 15th Street Park             | 51 Chinook Landing Marina                           |
| 2 Titlow Beach Park                  | 17 Ruston Way                  | 31 Foss Harbor Marina           | 43 Youth Marine Foundation           | 52 Dick Gilmur Shoreline Restoration & Kayak Launch |
| 3 Tacoma Outboard Association        | 18 Cummings Park               | 32 Foss Waterway Esplanade      | 44 Center for Urban Waters Esplanade | 53 Crow's Nest Marina                               |
| 4 Tacoma Narrows Bridge              | 19 Marine Park                 | 33 North Moorage Float          | 45 Gog-le-hi-te Wetlands             | 54 Tyee Marina                                      |
| 5 Point Defiance Park                | 20 Les Davis Pier              | 34 Pier A                       | 46 Port of Tacoma Observation Tower  | 55 Brown's Point Lighthouse Park                    |
| 6 Fort Nisqually                     | 21 Shenanigan's Public Access  | 35 15th Street Float            | 47 Rhone-Poulenc                     | 56 Dash Point Park                                  |
| 7 Narrows View Point                 | 22 Dickman Mill Park           | 36 16th Street Pier             | 48 Place of Circling Waters          | 57 Wapato Lake Park                                 |
| 8 Gig Harbor View Point              | 23 Hamilton Park               | 37 Waterway Park                | 49 Hylebos Marina                    |   |
| 9 Dalco Passage View Point           | 24 Old Town Dock               | 38 Non-Motorized Float          | 50 Julia's Gulch                     |   |
| 10 Vashon Island View Point          | 25 Jack Hyde Park              | 39 21st Street Park             |                                      |   |
| 11 Owen Beach                        | 26 Chinese Reconciliation Park | 40 Foss Landing Marina          |                                      |   |
| 12 Main Picnic Area                  | 27 Puget Creek Natural Area    | 41 Delin Docks                  |                                      |   |
| 13 Point Defiance Boathouse & Marina | 28 Garfield Park               | 42 Delin Docks Viewing Platform |                                      |   |
| 14 Point Defiance Boat Launch        | 29 Thea's Park                 |                                 |                                      |   |
| 15 Breakwater Marina                 |                                |                                 |                                      |   |





## 3.0 Planned Public Access

# Tacoma Shorelines Potential Public Access Improvements Map



### PUBLIC ACCESS LEGEND

- Boat Launch Motorized
- Boat Launch Non-Motorized
- Boat Rentals
- Dock/Pier
- Float Non-Motorized
- Moorage Temporary
- Natural Areas/Wildlife
- Park
- Picnic Area
- Saltwater Trail Access Point
- Seaplane
- Shoreline Promenade
- Trail
- View Point
- Water Taxi

- Existing Pedestrian Trail
- Proposed Pedestrian Trail
- Existing Bike Lane
- Proposed Bike Lane
- Public Access Alternative Plan Trails
- Section Area Boundaries

### Potential Public Shoreline Access Points and Features

- |   |   |  |  |   |   |   |
|---|---|--|--|---|---|---|
| <p><b>1 Tacoma Narrows</b></p> <ul style="list-style-type: none"> <li>1.1 Blue Access Trail Point</li> <li>1.2 West Slope Trail - Crystal Springs Creek Segment</li> <li>1.3 Public Boat Launch</li> <li>1.4 West Slope Trail - Titlow Park</li> <li>1.5 West Slope Trail - War Memorial Park Segment</li> <li>1.6 West Slope Trail - Gold Creek Gulch Segment</li> </ul> <p></p> | <p><b>3 Ruston Way</b></p> <ul style="list-style-type: none"> <li>3.1 Peninsula Park</li> <li>3.2 Point Ruston Waterwalk</li> <li>3.3 Transient Moorage</li> <li>3.4 Old Town Dock</li> <li>3.5 Mason Gulch Trail</li> <li>3.6 Puget Gulch Trail</li> </ul> | <p><b>4 Schuster Corridor</b></p> <ul style="list-style-type: none"> <li>4.1 Schuster Parkway Trail</li> <li>4.2 Bayside Trail</li> <li>4.3 Esplanade/Overwater Boardwalk</li> <li>4.4 Garfield Gulch Viewpoint</li> </ul> <p></p> | <p><b>5 Thea Foss Waterway</b></p> <ul style="list-style-type: none"> <li>5.1 Complete Esplanade Segments</li> <li>5.2 Repair Esplanade Segments</li> <li>5.3 West Foss Central Park</li> <li>5.4 15th Street Gateway - Prairie Line Trail</li> <li>5.5 11th Street Gateway - Murray Morgan Bridge</li> <li>5.6 Fireman's Park Hill Climb</li> <li>5.7 Passenger Only Ferry Terminal/Water Taxi</li> <li>5.8 Waterway Park</li> <li>5.9 11th Street ROW Boat Launch</li> <li>5.10 East Foss Esplanade</li> </ul> | <p><b>6 Port Tidelands</b></p> <ul style="list-style-type: none"> <li>6.1 Puyallup River Levee Trail</li> <li>6.2 Foss Peninsula Viewpoint</li> <li>6.3 Middle Waterway Habitat Observation</li> <li>6.4 Hylebos Creek Trail</li> </ul> <p></p> | <p><b>7 Northeast Tacoma and Marine View Drive</b></p> <ul style="list-style-type: none"> <li>7.1 NE Tacoma Trail Network</li> <li>7.2 Scenic Drive</li> <li>7.3 11th Street Blue Trail Access Point and Beach</li> <li>7.4 View Platforms and Interpretive Elements</li> </ul> <p></p> | <p><b>8 Wapato Lake and Park</b></p> <ul style="list-style-type: none"> <li></li> </ul> |
|---|---|--|--|---|---|---|





# SECTION 1

## TACOMA NARROWS

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### Introduction

The Tacoma Narrows is comprised of four shoreline districts, stretching from 19<sup>th</sup> Street at Narrows Marina to the community of Salmon Beach, adjacent to Pt. Defiance Park. Access to the water is limited along the Western Slope due to railroad right-of-way, which abuts the shoreline from Titlow Park north to Salmon Beach. There is also considerable overwater and upland residential development that impedes direct access to the shoreline.

Water-oriented recreation is provided at Narrows Marina, which has a public boat launch, and at Titlow Park, which provides public beach access for sunbathing, picnicking, launching kayaks and canoes, scuba diving and other water-oriented recreation. Tacoma Outboard Association leases an additional boat launch at Titlow Park for private use.

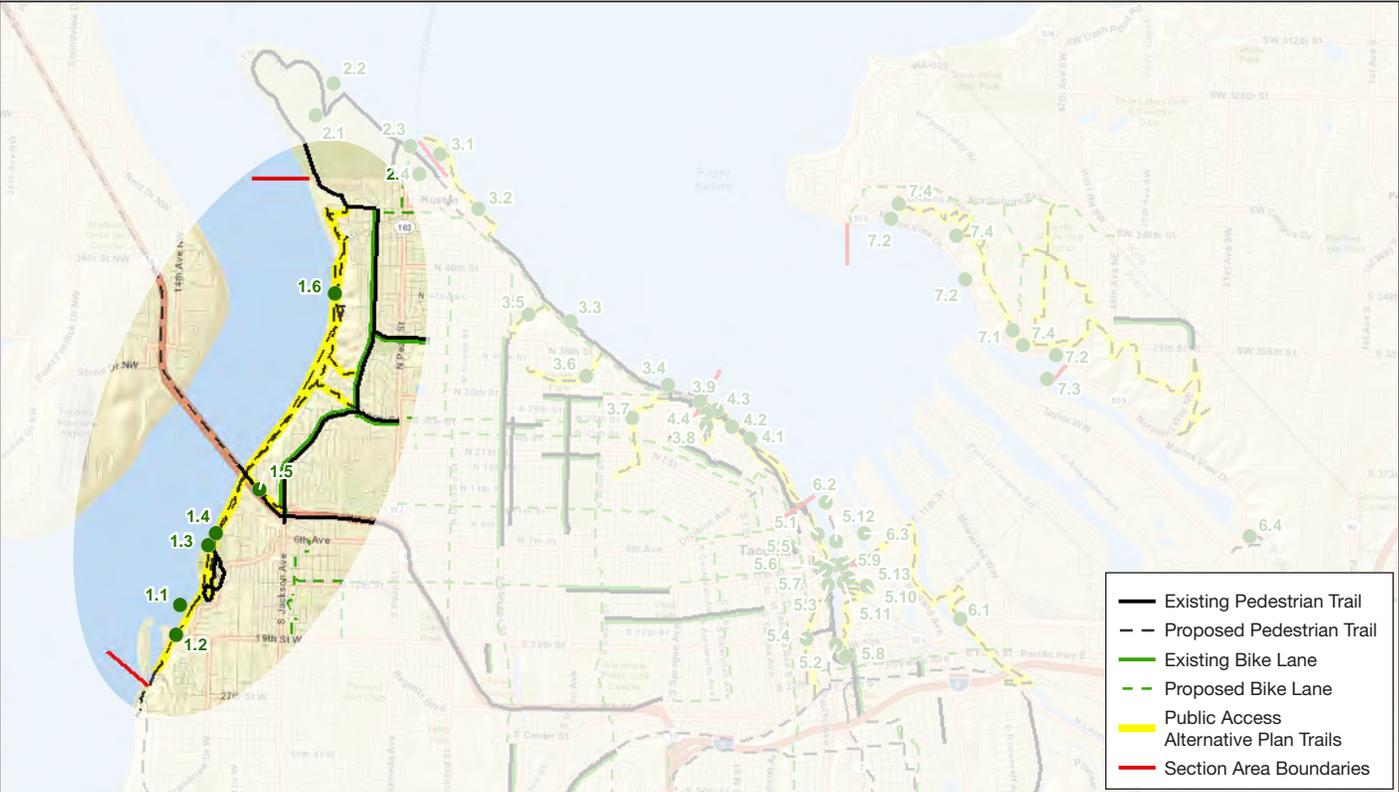
The planned public access along the Western Slope seeks to off-set the relative lack of direct shoreline access by establishing a connected shoreline trail from University Place in the south and connecting to the Pt. Defiance trail system. In most areas the trail will need to be

developed along the bluffs overlooking the Tacoma Narrows. Trail amenities could include view platforms or view points, interpretive signage, and sheltered seating areas.

Gulches and slopes are prime areas for passive recreation such as hiking and nature studies. Their undeveloped status makes these areas desirable for acquisition as open space to provide greenbelts, protect the natural environment and act as buffers to urban development. While these areas are suitable for development of walking and hiking trails, care must be taken in the siting and design of trails to prevent potential hazardous conditions from occurring and to protect the natural environment.

Property within the west slope is both publicly and privately owned. The City, as part of its policy to preserve open space, has been acquiring property as funds are available and as willing property owners agree to sell. However, while much of the bluffs are in public ownership, further land acquisition or easements would be required to develop the West Slope trail system in its entirety.

# Tacoma Shorelines Potential Public Access Improvements Map



**PUBLIC ACCESS LEGEND**

- Boat Launch Motorized
- Boat Launch Non-Motorized
- Boat Rentals
- Dock/Pier
- Float Non-Motorized
- Moorage Temporary
- Natural Areas/Wildlife
- Park
- Picnic Area
- Saltwater Trail Access Point
- Seaplane
- Shoreline Promenade
- Trail
- View Point
- Water Taxi

- Existing Pedestrian Trail
- Proposed Pedestrian Trail
- Existing Bike Lane
- Proposed Bike Lane
- Public Access Alternative Plan Trails
- Section Area Boundaries

Potential Public Shoreline Access Points and Features

- 1 Tacoma Narrows**
  - 1.1 Blue Access Trail Point
  - 1.2 West Slope Trail - Crystal Springs Creek Segment
  - 1.3 Public Boat Launch
  - 1.4 West Slope Trail - Titlow Park
  - 1.5 West Slope Trail - War Memorial Park Segment
  - 1.6 West Slope Trail - Gold Creek Gulch Segment
- 2 Point Defiance Park**
  - 2.1 Point Defiance Trail System
  - 2.2 Passenger Only Ferry Service/Water Taxi
  - 2.3 Guest Moorage
  - 2.4 Promenade 'Missing Link'
- 3 Ruston Way**
  - 3.1 Peninsula Park
  - 3.2 Point Ruston Waterwalk
  - 3.3 Transient Moorage
  - 3.4 Old Town Dock
  - 3.5 Mason Gulch Trail
  - 3.6 Puget Gulch Trail
- 4 Schuster Corridor**
  - 4.1 Schuster Parkway Trail
  - 4.2 Bayside Trail
  - 4.3 Esplanade/Overwater Boardwalk
  - 4.4 Garfield Gulch Viewpoint
- 5 Thea Foss Waterway**
  - 5.1 Complete Esplanade Segments
  - 5.2 Repair Esplanade Segments
  - 5.3 West Foss Central Park
  - 5.4 15th Street Gateway - Prairie Line Trail
  - 5.5 11th Street Gateway - Murray Morgan Bridge
  - 5.6 Fireman's Park Hill Climb
  - 5.7 Passenger Only Ferry Terminal/Water Taxi
  - 5.8 Waterway Park
  - 5.9 11th Street ROW Boat Launch
  - 5.10 East Foss Esplanade
- 6 Port Tidelands**
  - 6.1 Puyallup River Levee Trail
  - 6.2 Foss Peninsula Viewpoint
  - 6.3 Middle Waterway Habitat Observation
  - 6.4 Hylebos Creek Trail
- 7 Northeast Tacoma and Marine View Drive**
  - 7.1 NE Tacoma Trail Network
  - 7.2 Scenic Drive
  - 7.3 11th Street Blue Trail Access Point and Beach
  - 7.4 View Platforms and Interpretive Elements
- 8 Wapato Lake and Park**
  - 8.1 Wheller-Osgood Pedestrian Bridge
  - 8.2 Seaplane Float
  - 8.3 East Foss Central Park



## DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

### 1.1 Blue Trail Access Point

Develop a blue trail access point where beach grade is conducive for kayak and hand launch craft or incorporate a handcraft accessible float into marina design.



1.1 Blue Trail Access Point: An example of a creative facility for non-motorized access where beach grade or other conditions inhibit direct walk-in access.

### 1.2 West Slope Trail - Crystal Springs Creek Segment

From City's southern boundary at Lemons Beach Road and West 27<sup>th</sup> Street north to Titlow Park at Sixth Avenue. Trail will use City of Tacoma property along Seashore Drive and will require use of Burlington Northern Railroad ROW.



### **1.3 Public Boat Launch**

If the Tacoma Outboard Association site transitions to other uses, seek opportunities to improve existing launch ramp for public use.

### **1.4 West Slope Trail - Titlow Park Segment**

The trail will use the Burlington Northern Railroad right-of-way and the Titlow Park trail system to the War Memorial trail near Hwy 16.

### **1.5 West Slope Trail - War Memorial Park Segment**

The trail will require use of the Burlington Northern Railroad right-of-way and traverse the steep slopes above. In addition, the trail will extend to a trailhead at War Memorial Park. In conjunction with trail development, provide viewing platforms or lookouts along the West Slope that will facilitate public views of the Tacoma Narrows.

### **1.6 West Slope Trail - Gold Creek Gulch Segment**

This trail segment will extend from the boundaries of Point Defiance Park to the Tacoma-Lake Cushman Transmission Line south of Gold Creek Gulch. The proposed trail will form a loop by using a portion of the Burlington Northern Railroad right-of-way and traversing the steep slopes above. In order to accomplish this, a public access easement or dedication for the purpose of trail right-of-way needs to be pursued with

Burlington Northern. In addition, the corridor trail will follow Gold Creek through the gulch to a trailhead at Narrows Drive. In conjunction with trail development, provide viewing platforms or lookouts along the West Slope that will facilitate public views of the Tacoma Narrows.

# SECTION 2

## POINT DEFIANCE PARK

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### Introduction

Point Defiance Park is a 702 acre regional recreation and natural area located on the tip of a steep-cliffed peninsula. The park provides substantial public beach access along the northwest tip of Commencement Bay as well as a world class zoo, aquarium, flower gardens, picnic areas, and historic museums. Much of the park remains a virgin forest with numerous trails winding their way through the woods and along the high banks of the park. An historic waterfront promenade connects the Boathouse to Owen Beach. The promenade, a three-quarter mile, seawalled walk, was once equipped with a railing and benches. Near the center of the promenade lies the “Midway Ravine” area where a small creek exits from a culvert under Five Mile Drive. A switchback walkway leads up from the ravine to Five Mile Drive and the north end of the main picnic area.

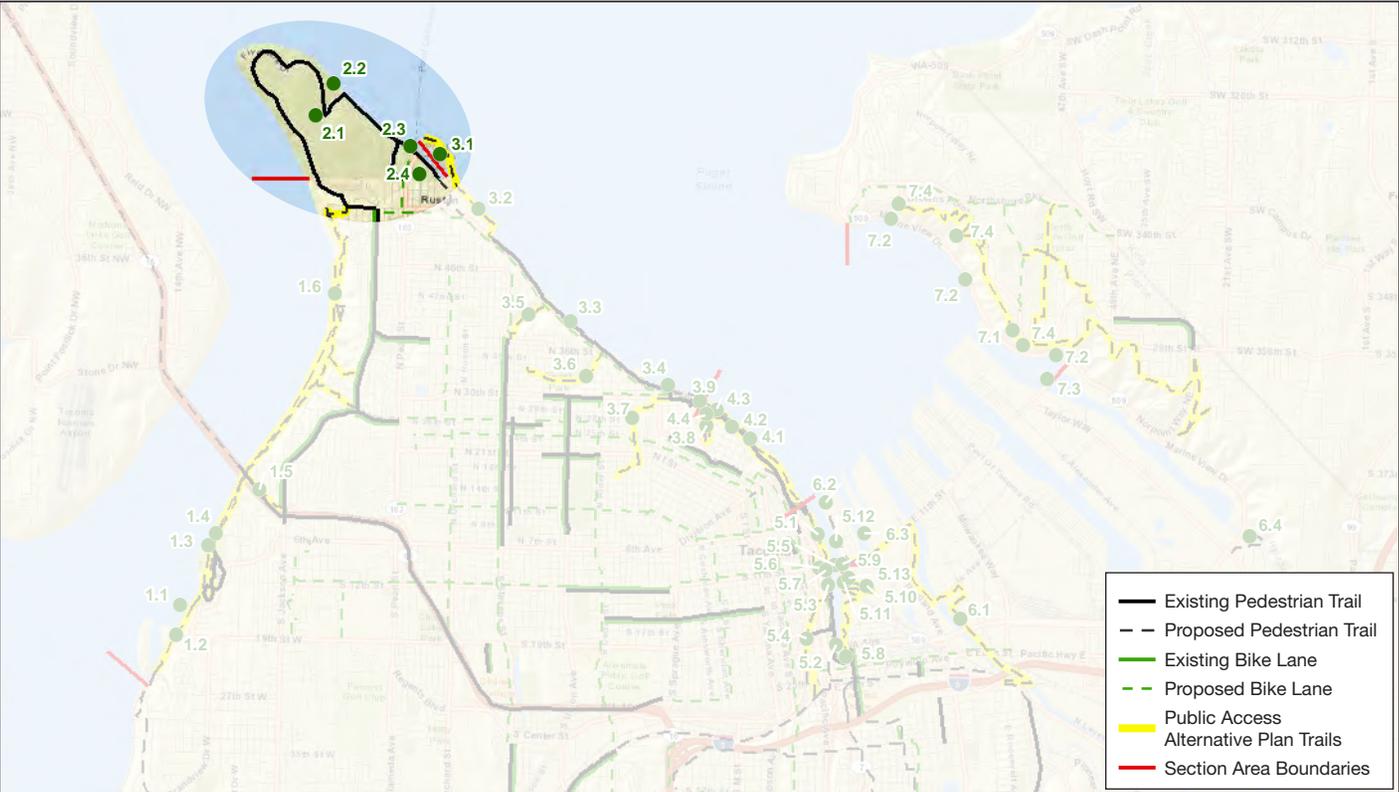
The two shoreline districts that comprise Point Defiance Park provide approximately 4.5 miles of shoreline access, though a considerable portion of the shoreline is obstructed. Steep bluffs limit the access points to the public beach, and a combination of shoreline vegetation,

marine currents, landslides and high tides makes traversing the Point itself tenuous. As a result, public use tends to be limited to the Owens Beach area and promenade connecting Owens beach to the Pt. Defiance boathouse. A drive and trail system atop the bluff provides some view opportunities which could be enhanced. The beach slope makes the area around Owen Beach suitable for kayak hand launch sites and other existing recreational boating opportunities are available at the Pt. Defiance boathouse and marina.

Residential, some commercial uses, the Town of Ruston and the Point Ruston mixed-use community, abut the park to the south. Portions of Salmon Beach, a historic overwater residential community abuts the park property to the west. Breakwater marina and the Tacoma Yacht Club occupy property leased from the Metro Parks Tacoma. In addition, the Washington State Department of Transportation operates a ferry to Vashon Island from the park.

Metro Parks has developed a master plan to guide the next 100 years of the Park’s life, use and improvement.

# Tacoma Shorelines Potential Public Access Improvements Map



### PUBLIC ACCESS LEGEND

- Boat Launch Motorized
- Boat Launch Non-Motorized
- Boat Rentals
- Dock/Pier
- Float Non-Motorized
- Moorage Temporary
- Natural Areas/Wildlife
- Park
- Picnic Area
- Saltwater Trail Access Point
- Seaplane
- Shoreline Promenade
- Trail
- View Point
- Water Taxi

### Potential Public Shoreline Access Points and Features

- |   |  |  |
|---|--|--|
| <p><b>1 Tacoma Narrows</b></p> <ul style="list-style-type: none"> <li>1.1 Blue Access Trail Point</li> <li>1.2 West Slope Trail - Crystal Springs Creek Segment</li> <li>1.3 Public Boat Launch</li> <li>1.4 West Slope Trail - Titlow Park</li> <li>1.5 West Slope Trail - War Memorial Park Segment</li> <li>1.6 West Slope Trail - Gold Creek Gulch Segment</li> </ul> <p></p> <p><b>2 Point Defiance Park</b></p> <ul style="list-style-type: none"> <li>2.1 Point Defiance Trail System</li> <li>2.2 Passenger Only Ferry Service/Water Taxi</li> <li>2.3 Guest Moorage</li> <li>2.4 Promenade 'Missing Link'</li> </ul> <p></p> <p><b>3 Ruston Way</b></p> <ul style="list-style-type: none"> <li>3.1 Peninsula Park</li> <li>3.2 Point Ruston Waterwalk</li> <li>3.3 Transient Moorage</li> <li>3.4 Old Town Dock</li> <li>3.5 Mason Gulch Trail</li> <li>3.6 Puget Gulch Trail</li> </ul> | <ul style="list-style-type: none"> <li>3.7 Buckley Gulch Trail</li> <li>3.8 Garfield Gulch Trail</li> <li>3.9 Chinese Reconciliation Park</li> </ul> <p></p> <p><b>4 Schuster Corridor</b></p> <ul style="list-style-type: none"> <li>4.1 Schuster Parkway Trail</li> <li>4.2 Bayside Trail</li> <li>4.3 Esplanade/Overwater Boardwalk</li> <li>4.4 Garfield Gulch Viewpoint</li> </ul> <p></p> <p><b>5 Thea Foss Waterway</b></p> <ul style="list-style-type: none"> <li>5.1 Complete Esplanade Segments</li> <li>5.2 Repair Esplanade Segments</li> <li>5.3 West Foss Central Park</li> <li>5.4 15th Street Gateway - Prairie Line Trail</li> <li>5.5 11th Street Gateway - Murray Morgan Bridge</li> <li>5.6 Fireman's Park Hill Climb</li> <li>5.7 Passenger Only Ferry Terminal/Water Taxi</li> <li>5.8 Waterway Park</li> <li>5.9 11th Street ROW Boat Launch</li> <li>5.10 East Foss Esplanade</li> </ul> | <ul style="list-style-type: none"> <li>5.11 Wheller-Osgood Pedestrian Bridge</li> <li>5.12 Seaplane Float</li> <li>5.13 East Foss Central Park</li> </ul> <p></p> <p><b>6 Port Tidelands</b></p> <ul style="list-style-type: none"> <li>6.1 Puyallup River Levee Trail</li> <li>6.2 Foss Peninsula Viewpoint</li> <li>6.3 Middle Waterway Habitat Observation</li> <li>6.4 Hylebos Creek Trail</li> </ul> <p></p> <p><b>7 Northeast Tacoma and Marine View Drive</b></p> <ul style="list-style-type: none"> <li>7.1 NE Tacoma Trail Network</li> <li>7.2 Scenic Drive</li> <li>7.3 11th Street Blue Trail Access Point and Beach</li> <li>7.4 View Platforms and Interpretive Elements</li> </ul> <p></p> <p><b>8 Wapato Lake and Park</b></p> <p></p> |
|---|--|--|



## DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

### 2.1 Point Defiance Trail System

Public access to/within the park—the City will strive to coordinate/leverage resources with Metro Parks Tacoma.

### 2.2 Passenger Only Ferry Terminal/Water Taxi

Develop a low impact terminal for water taxi or passenger only ferry access that could connect Point Defiance to other shoreline areas, including the Foss Waterway.

### 2.3 Guest Moorage

Provide additional capacity for guest moorage to serve the needs of recreational boaters.

### 2.4 Promenade ‘Missing Link’

The purpose of the ‘Missing Link’ is to connect the Point Ruston Water Walk to the main Gardens of Point Defiance Park. Phase I consists of physical surveying, conceptual and master planning regarding all aspects of the Missing Link. The Missing Link project area encompasses Peninsula Park (north) to 54th Street (south) and from Trolley Lane (west) into the western edge of Point Ruston.



# SECTION 3

## RUSTON WAY

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### Introduction

Tacoma's earliest industrial district extended along the shoreline from the boundary of Point Defiance Park to today's Thea Foss Waterway. At the turn of the century this shoreline was an unbroken linear industrial complex of sawmills, granaries, boat building and shipping firms. The deep waters provided a natural harbor that encouraged industrial development. At that time, the water's edge skirted the base of the steep slopes. As industry developed, the shallower waters were filled in. More fill was added for the construction of the railroad and later for a city street (Ruston Way) until the area developed its present appearance. The process of erosion and irregular filling produced the existing meandering shoreline edge.

Space limitations, changing technology and competition with the newer Port Industrial area eventually forced the demise of most of the industrial and commercial operations along the Ruston Way shoreline.

Today the Ruston Way shoreline is one of Tacoma's best known and most beloved waterfront recreation areas – boasting

panoramic views, beaches, piers, and restaurants.

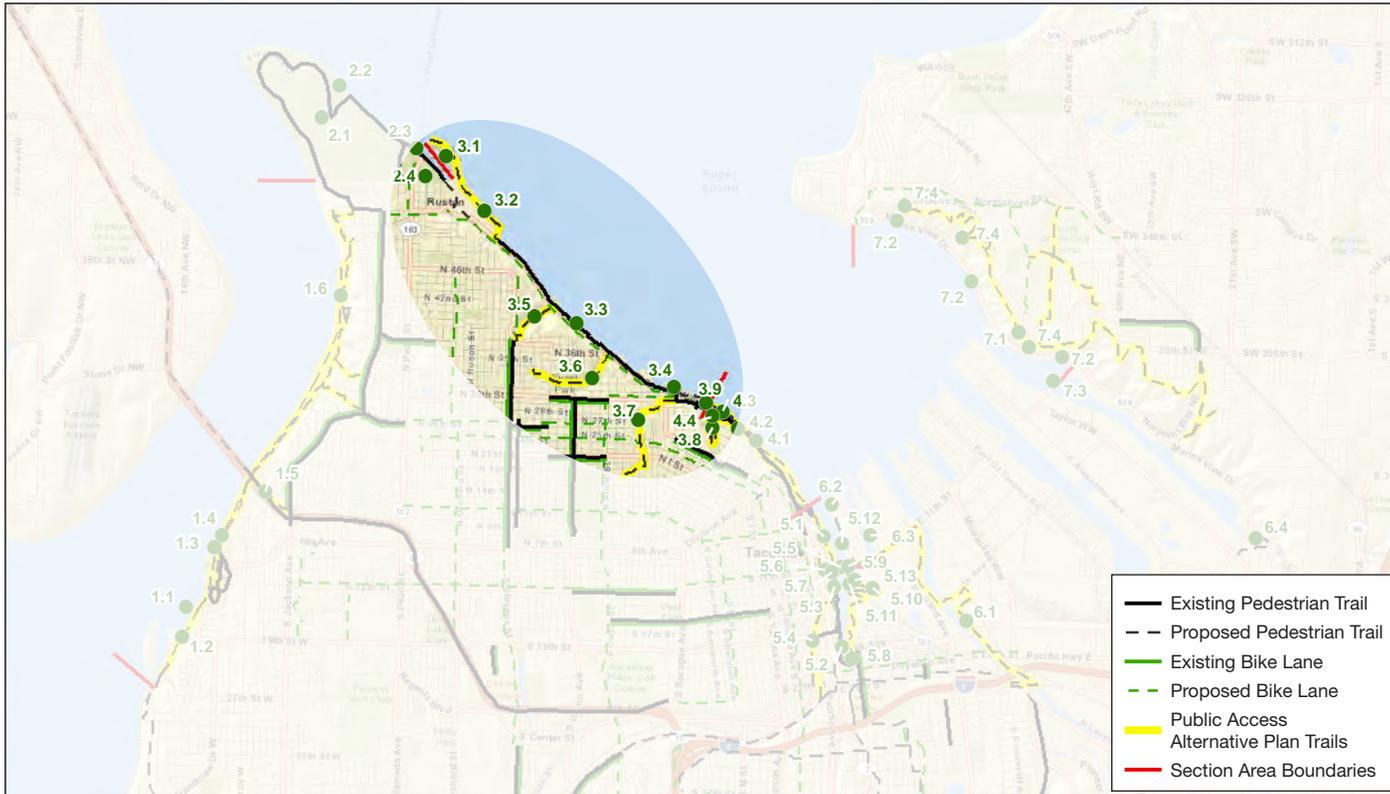
As the Point Ruston development proceeds, it is expected that trail connections will be established that will create a direct connection between Ruston Way and Point Defiance. Implementing the planned connection across the Point Ruston site is a high priority for developing an integrated system.

It is intended that an organized trail system will be developed in the slopes and gulches. Some paths are already present but are maintained on an irregular basis.

Development of trails in Mason, Puget Creek and Garfield Gulches will enhance system capacity and provide further options for the public to get to the shoreline promenade. A developed trail system will also serve the hiking public, seeking a more natural walking experience. It is intended that the trails be developed in a manner that preserves the natural wooded setting of the hillsides as much as possible.

Generally, the trails will follow the existing topography. Slope stability and public safety are primary concerns.

# Tacoma Shorelines Potential Public Access Improvements Map



## PUBLIC ACCESS LEGEND

- |  |                           |  |                              |
|--|---------------------------|--|------------------------------|
|  | Boat Launch Motorized     |  | Picnic Area                  |
|  | Boat Launch Non-Motorized |  | Saltwater Trail Access Point |
|  | Boat Rentals              |  | Seaplane                     |
|  | Dock/Pier                 |  | Shoreline Promenade          |
|  | Float Non-Motorized       |  | Trail                        |
|  | Moorage Temporary         |  | View Point                   |
|  | Natural Areas/Wildlife    |  | Water Taxi                   |
|  | Park                      |  |                              |

## Potential Public Shoreline Access Points and Features

### 1 Tacoma Narrows

- 1.1 Blue Access Trail Point
- 1.2 West Slope Trail - Crystal Springs Creek Segment
- 1.3 Public Boat Launch
- 1.4 West Slope Trail - Titlow Park
- 1.5 West Slope Trail - War Memorial Park Segment
- 1.6 West Slope Trail - Gold Creek Gulch Segment



### 2 Point Defiance Park

- 2.1 Point Defiance Trail System
- 2.2 Passenger Only Ferry Service/Water Taxi
- 2.3 Guest Moorage
- 2.4 Promenade 'Missing Link'



### 3 Ruston Way

- 3.1 Peninsula Park
- 3.2 Point Ruston Waterwalk
- 3.3 Transient Moorage
- 3.4 Old Town Dock
- 3.5 Mason Gulch Trail
- 3.6 Puget Gulch Trail

- 3.7 Buckley Gulch Trail
- 3.8 Garfield Gulch Trail
- 3.9 Chinese Reconciliation Park



### 4 Schuster Corridor

- 4.1 Schuster Parkway Trail
- 4.2 Bayside Trail
- 4.3 Esplanade/Overwater Boardwalk
- 4.4 Garfield Gulch Viewpoint



### 5 Thea Foss Waterway

- 5.1 Complete Esplanade Segments
- 5.2 Repair Esplanade Segments
- 5.3 West Foss Central Park
- 5.4 15th Street Gateway - Prairie Line Trail
- 5.5 11th Street Gateway - Murray Morgan Bridge
- 5.6 Fireman's Park Hill Climb
- 5.7 Passenger Only Ferry Terminal/Water Taxi
- 5.8 Waterway Park
- 5.9 11th Street ROW Boat Launch
- 5.10 East Foss Esplanade

- 5.11 Wheller-Osgood Pedestrian Bridge
- 5.12 Seaplane Float
- 5.13 East Foss Central Park



### 6 Port Tidelands

- 6.1 Puyallup River Levee Trail
- 6.2 Foss Peninsula Viewpoint
- 6.3 Middle Waterway Habitat Observation
- 6.4 Hylebos Creek Trail



### 7 Northeast Tacoma and Marine View Drive

- 7.1 NE Tacoma Trail Network
- 7.2 Scenic Drive
- 7.3 11th Street Blue Trail Access Point and Beach
- 7.4 View Platforms and Interpretive Elements

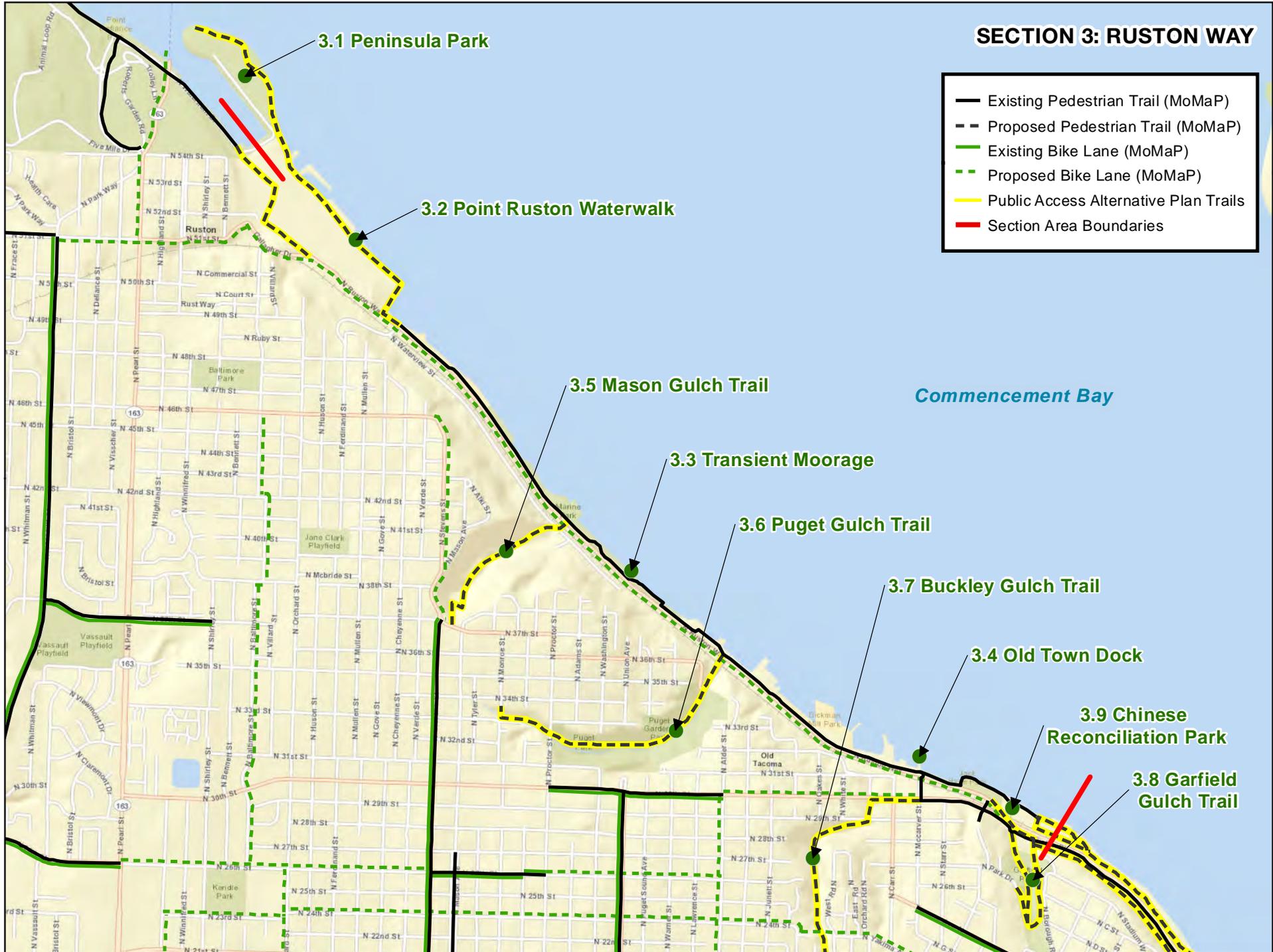


### 8 Wapato Lake and Park



## SECTION 3: RUSTON WAY

-  Existing Pedestrian Trail (MoMaP)
-  Proposed Pedestrian Trail (MoMaP)
-  Existing Bike Lane (MoMaP)
-  Proposed Bike Lane (MoMaP)
-  Public Access Alternative Plan Trails
-  Section Area Boundaries



## DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

### 3.1 Peninsula Park

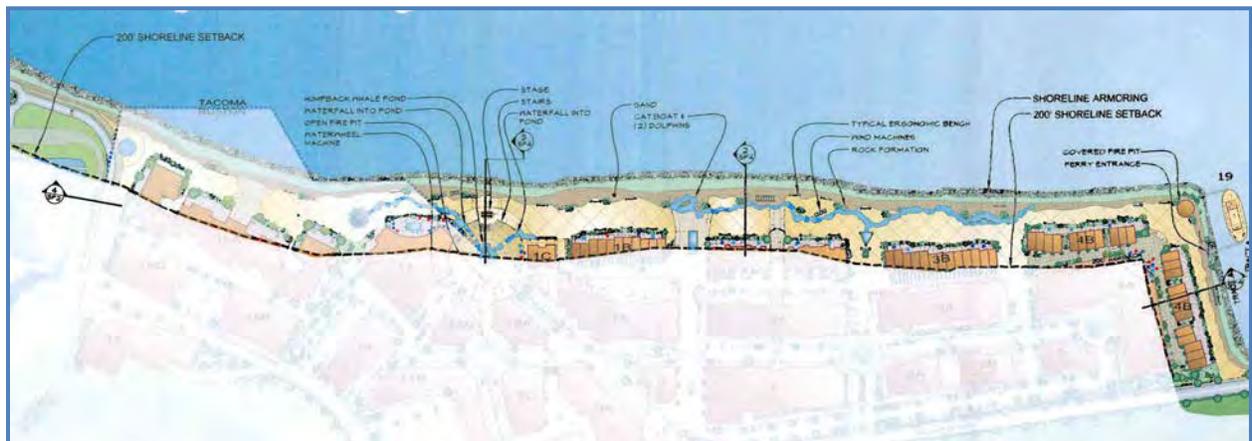
Construct a public park on Slag Peninsula that will take advantage of the unique viewing opportunities and provide a large gathering and recreation area for the public. The park could include an amphitheater to promote outdoor events.



3.1 Peninsula Park: The picture below depicts the existing conditions of the peninsula. Above: A preliminary concept for the future park.

### 3.2 Point Ruston WaterWalk

Construct a public promenade averaging 100' in width, the length of the Point Ruston development site, connecting the Ruston Way promenade to the Peninsula Park and Point Defiance. The image below illustrates the proposed build-out of the Point Ruston WaterWalk.



### 3.3 Guest Moorage

Provide additional capacity for guest moorage to serve the needs of recreational boaters.

### 3.4 Old Town Dock

This project will include repairs to Old Town Dock and upgrades to the access ramp and transient moorage float. Funding for this project is finalized. Design work has begun and is complete through 90%. Permit review is ongoing at National Marine Fisheries Service.

to the Schuster Parkway



Above: A beach access point allowing improved ease of entry for scuba divers along Ruston Way. Below: The area shaded in white depicts an area of approximate walking distance to the gulch trails.

### 3.5 Mason Gulch Trail

Trail or viewpoints providing visual and/or pedestrian access to portions of the gulch and from the gulch to the Ruston Way shoreline.

### 3.6 Puget Gulch Trail

Provide pedestrian access to the gulch and from residential areas and Puget Park to Ruston Way.

### 3.7 Buckley Gulch Trail

Provide visual and/or pedestrian access to portions of the gulch and from the gulch to the Ruston Way shoreline.

### 3.8 Garfield Gulch Trail

Provide pedestrian access to the gulch and from residential area at the top of the slope



### 3.9 Chinese Reconciliation Park

The Chinese Reconciliation Park is a planned 3.9 acre park that is located at the southern end of the 1.5-mile Ruston Way waterfront along Commencement Bay, and is in the proximity of the early Chinese settlement that was burned down during the tragic expulsion. The park design is a mixture of traditional Chinese scholar's style gardens and beautiful natural waterfront setting. Construction of the park will proceed through IV Phases. Two phases are nearing completion.



3.9 Chinese Reconciliation Park: Visitors can get their feet wet along a restored gravel beach with gentle grade. Below: The Park Concept shows the planned build-out of the Chinese Reconciliation Park and its enhancement with cultural and educational facilities. Plan implementation will continue through multiple phases.

癒合歷史傷口促進社區協和

## The Site Plan Phases / Funding Areas

Expulsion → Reflection → Reconciliation → Education

Chinese Reconciliation Park

和園

**Entrance Gate & Sojourners' Room Area**

**Reconciliation Pavilion Area**

**Multicultural Pavilion, Pond and Bay-viewing Terrace Area**

**Classroom Area**

CHINESE RECONCILIATION PROJECT FOUNDATION  
塔可瑪社區協和促進會

Tacoma

10

# SECTION 4

## SCHUSTER CORRIDOR

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### Introduction

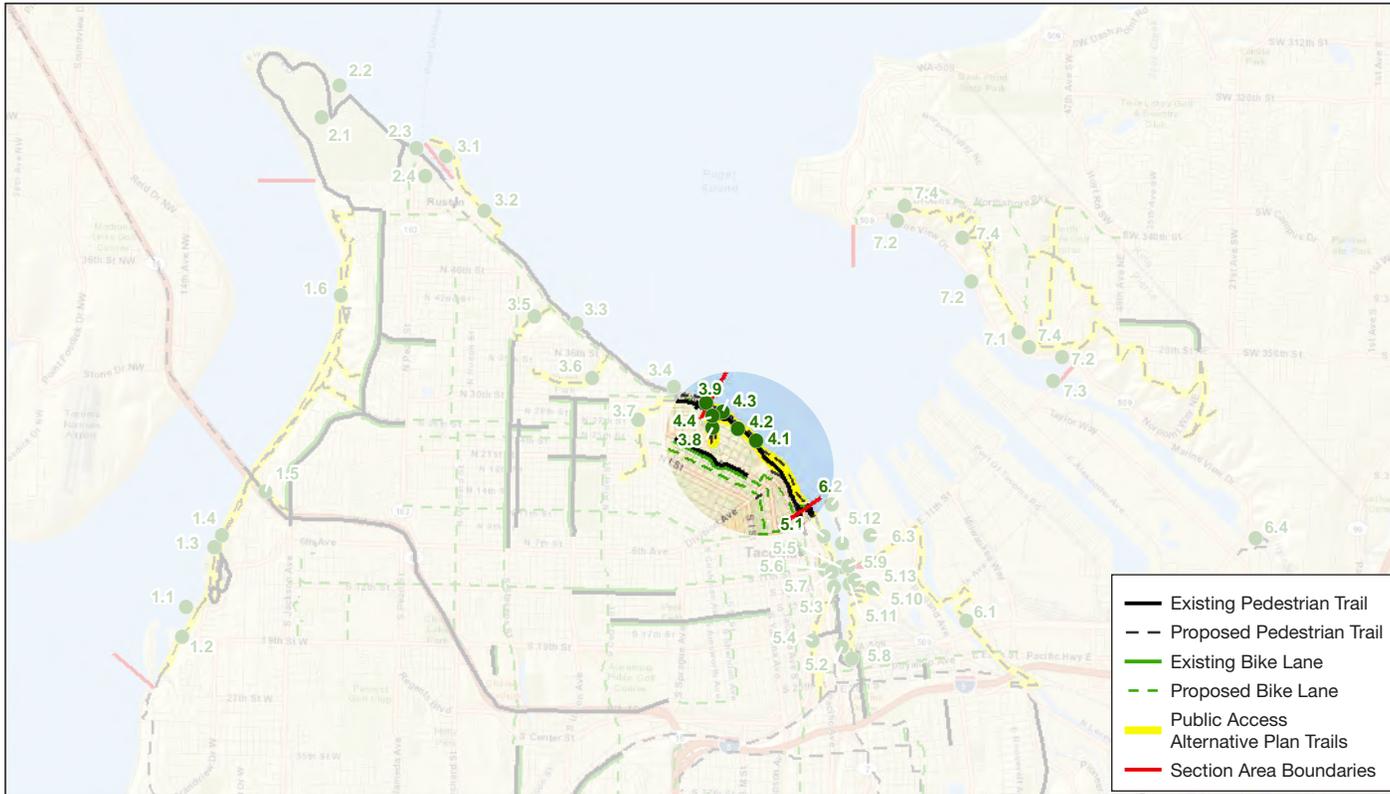
This shoreline district is an active industrial area fronting on deep water and bisected by the mainline BNSF railroad. Current uses include a grain terminal and docking for two military ships. The 1.5 mile long district sits between two shoreline districts to the north and south that have undergone a transformation from their past industrial character into attractive urban waterfronts lined with parks, and interspersed with restaurants and other uses. It has been a long-term vision to connect these two urban waterfronts with a pedestrian walkway.

The Schuster Corridor presents a major impediment to that vision. The existing uses and railroad prevent safe access on the water's edge. The configuration of Schuster Parkway, a multilane arterial providing primary access from the interstate to north end residential areas has no existing sidewalk on the water's side. The Parkway is a highly traveled roadway with a 40 mph speed limit that is not conducive to pedestrian and bicycle use as currently constituted. A sidewalk extends the length of the parkway on the landward side, connecting Pacific Avenue, 4th Street

Bridge and North 30<sup>th</sup> Street. This sidewalk connects Bayside Trails with the Foss Waterway esplanade via the 4th Street Bridge and through downtown using City sidewalks, Fireman's Park and the East 11th Street Bridge.

Bayside Trails once offered some excellent views of Commencement Bay, Mount Rainier, and the Cascades. This formal trail system was built in 1975. Construction and design were funded by an Interagency Committee for Outdoor Recreation Grant (IAC). Bayside Trails are located within the slopes abutting Schuster Parkway and extend from the trailhead at South 5th Street and Stadium Way to Garfield Gulch. The trail system is approximately one and one-half miles long and is currently closed.

# Tacoma Shorelines Potential Public Access Improvements Map



## PUBLIC ACCESS LEGEND

- |  |                           |  |                              |
|--|---------------------------|--|------------------------------|
|  | Boat Launch Motorized     |  | Picnic Area                  |
|  | Boat Launch Non-Motorized |  | Saltwater Trail Access Point |
|  | Boat Rentals              |  | Seaplane                     |
|  | Dock/Pier                 |  | Shoreline Promenade          |
|  | Float Non-Motorized       |  | Trail                        |
|  | Moorage Temporary         |  | View Point                   |
|  | Natural Areas/Wildlife    |  | Water Taxi                   |
|  | Park                      |  |                              |

- Existing Pedestrian Trail
- Proposed Pedestrian Trail
- Existing Bike Lane
- Proposed Bike Lane
- Public Access Alternative Plan Trails
- Section Area Boundaries

## Potential Public Shoreline Access Points and Features

### 1 Tacoma Narrows

- 1.1 Blue Access Trail Point
- 1.2 West Slope Trail - Crystal Springs Creek Segment
- 1.3 Public Boat Launch
- 1.4 West Slope Trail - Titlow Park
- 1.5 West Slope Trail - War Memorial Park Segment
- 1.6 West Slope Trail - Gold Creek Gulch Segment



### 2 Point Defiance Park

- 2.1 Point Defiance Trail System
- 2.2 Passenger Only Ferry Service/Water Taxi
- 2.3 Guest Moorage
- 2.4 Promenade 'Missing Link'



### 3 Ruston Way

- 3.1 Peninsula Park
- 3.2 Point Ruston Waterwalk
- 3.3 Transient Moorage
- 3.4 Old Town Dock
- 3.5 Mason Gulch Trail
- 3.6 Puget Gulch Trail

- 3.7 Buckley Gulch Trail
- 3.8 Garfield Gulch Trail
- 3.9 Chinese Reconciliation Park



### 4 Schuster Corridor

- 4.1 Schuster Parkway Trail
- 4.2 Bayside Trail
- 4.3 Esplanade/Overwater Boardwalk
- 4.4 Garfield Gulch Viewpoint



### 5 Thea Foss Waterway

- 5.1 Complete Esplanade Segments
- 5.2 Repair Esplanade Segments
- 5.3 West Foss Central Park
- 5.4 15th Street Gateway - Prairie Line Trail
- 5.5 11th Street Gateway - Murray Morgan Bridge
- 5.6 Fireman's Park Hill Climb
- 5.7 Passenger Only Ferry Terminal/Water Taxi
- 5.8 Waterway Park
- 5.9 11th Street ROW Boat Launch
- 5.10 East Foss Esplanade

- 5.11 Wheller-Osgood Pedestrian Bridge
- 5.12 Seaplane Float
- 5.13 East Foss Central Park



### 6 Port Tidelands

- 6.1 Puyallup River Levee Trail
- 6.2 Foss Peninsula Viewpoint
- 6.3 Middle Waterway Habitat Observation
- 6.4 Hylebos Creek Trail



### 7 Northeast Tacoma and Marine View Drive

- 7.1 NE Tacoma Trail Network
- 7.2 Scenic Drive
- 7.3 11th Street Blue Trail Access Point and Beach
- 7.4 View Platforms and Interpretive Elements



### 8 Wapato Lake and Park





## DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

### 4.1 Schuster Parkway Multi-Use Trail

Reconstruct Schuster Parkway to accommodate a 14' shared-use path. The trail could run on either the landward or waterward edge of Schuster Parkway.

### 4.2 Bayside Trail

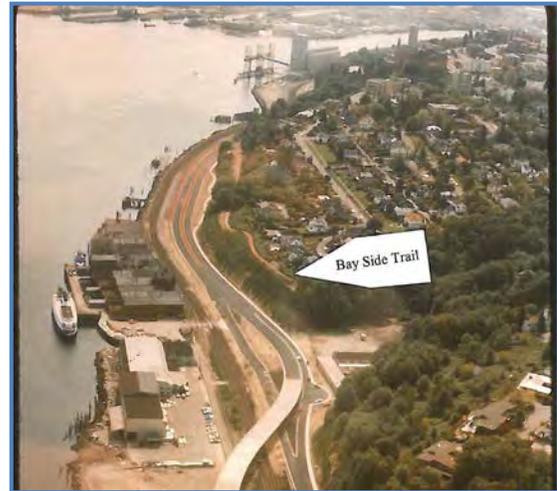
Improve the Bayside Trails to provide a natural trail parallel to the shoreline with connecting access from upland residential areas to shoreline paths. Priority connections should be constructed between Stadium Way and Schuster Parkway. The Bayside Trail also includes natural trails within Garfield Gulch.

### 4.3 Esplanade/Overwater Boardwalk

When and where feasible, construct a 15' esplanade along the water's edge or overwater where necessary. Implementation of this project will necessitate acquisition of properties or easements.

### 4.4 Garfield Gulch Viewpoint

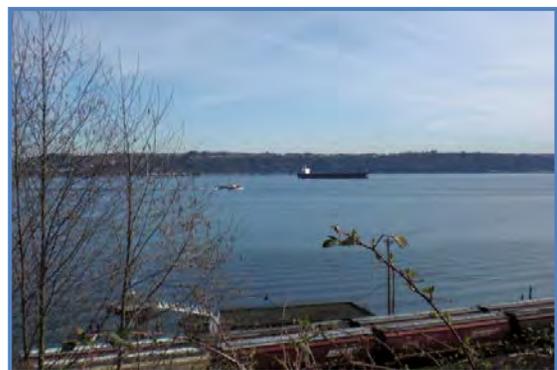
Improve and maintain a viewing area at the site of the historic lookout at the top of Garfield Gulch at the intersection of Garfield Gulch and the Schuster Slope.



4.2 Bayside Trail: An aerial view of the historic Bayside Trail.



Above: Illegal dumping and surface water problems will need to be addressed for Bayside Trail to reopen.



4.4 Garfield Gulch Viewpoint: An example of the types of views available from the top of Garfield Gulch – overlooking Commencement Bay.

# SECTION 5

## THEA FOSS WATERWAY

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### Introduction

In 1974, the City of Tacoma adopted the *City Waterway Policy Plan* (the City Waterway is now known as the Thea Foss Waterway) that provided the foundation for activities to transform the former shipping terminal and industrial waterfront into an urban waterfront with a mix of public and private uses emphasizing public access and enjoyment. The 1974 Plan was the first of many studies and plans to follow which were developed by both the City and civic organizations interested in the redevelopment of the blighted and abandoned waterfront. These plans envisioned redevelopment with uses that included marinas, restaurants, public spaces, residential hotel/motel and pedestrian uses and event spaces.

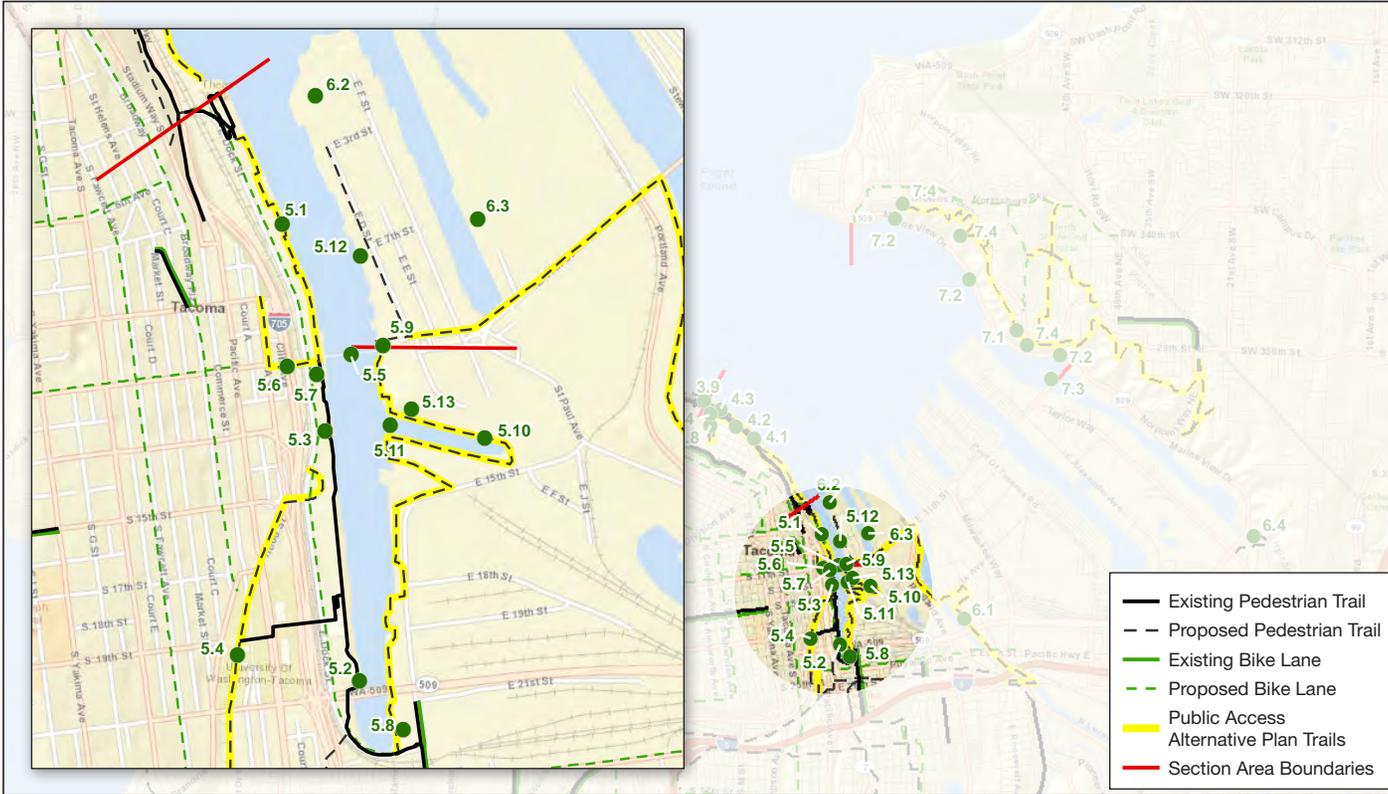
The *City Waterway Policy Plan* was later replaced by the *Thea Foss Waterway Design and Development Plan (The Foss Plan,)* adopted in 1992, which provided policy and design guidelines for all new public and private development in and surrounding both sides of the Thea Foss Waterway. This Plan, in conjunction with development regulations in Tacoma Municipal Code

13.10, guided public and private redevelopment of the Thea Foss Waterway

The Foss Plan envisioned a mixed use community, attuned to the intrinsic qualities of its water setting and inseparable from the city around it. The Plan strove to attain the “ABC’s” of waterfront development: *Access, Boating and Character*.

As part of the City of Tacoma Shoreline Master Program update, the policy and regulatory guidance contained in the Foss Plan has been incorporated into the Shoreline Master Program. The public access projects identified in the Foss Plan have been updated through the public process and incorporated herein. The Foss Plan vision of a Waterway unified through common design and character and linked by a continuous waterfront walkway is a central element of the City’s public access system. This Section of the PAAL describes the public access vision for the Waterway. The design vision is incorporated into the Tacoma Waterfront Design Guidelines.

# Tacoma Shorelines Potential Public Access Improvements Map



## PUBLIC ACCESS LEGEND

- |  |                           |  |                              |
|--|---------------------------|--|------------------------------|
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|  | Boat Launch Non-Motorized |  | Saltwater Trail Access Point |
|  | Boat Rentals              |  | Seaplane                     |
|  | Dock/Pier                 |  | Shoreline Promenade          |
|  | Float Non-Motorized       |  | Trail                        |
|  | Moorage Temporary         |  | View Point                   |
|  | Natural Areas/Wildlife    |  | Water Taxi                   |
|  | Park                      |  |                              |

## Potential Public Shoreline Access Points and Features

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### 2 Point Defiance Park

- 2.1 Point Defiance Trail System
- 2.2 Passenger Only Ferry Service/Water Taxi
- 2.3 Guest Moorage
- 2.4 Promenade 'Missing Link'



### 3 Ruston Way

- 3.1 Peninsula Park
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- 3.5 Mason Gulch Trail
- 3.6 Puget Gulch Trail

- 3.7 Buckley Gulch Trail
- 3.8 Garfield Gulch Trail
- 3.9 Chinese Reconciliation Park



### 4 Schuster Corridor

- 4.1 Schuster Parkway Trail
- 4.2 Bayside Trail
- 4.3 Esplanade/Overwater Boardwalk
- 4.4 Garfield Gulch Viewpoint



### 5 Thea Foss Waterway

- 5.1 Complete Esplanade Segments
- 5.2 Repair Esplanade Segments
- 5.3 West Foss Central Park
- 5.4 15th Street Gateway - Prairie Line Trail
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- 5.7 Passenger Only Ferry Terminal/Water Taxi
- 5.8 Waterway Park
- 5.9 11th Street ROW Boat Launch
- 5.10 East Foss Esplanade

- 5.11 Wheller-Osgood Pedestrian Bridge
- 5.12 Seaplane Float
- 5.13 East Foss Central Park



### 6 Port Tidelands

- 6.1 Puyallup River Levee Trail
- 6.2 Foss Peninsula Viewpoint
- 6.3 Middle Waterway Habitat Observation
- 6.4 Hylebos Creek Trail



### 7 Northeast Tacoma and Marine View Drive

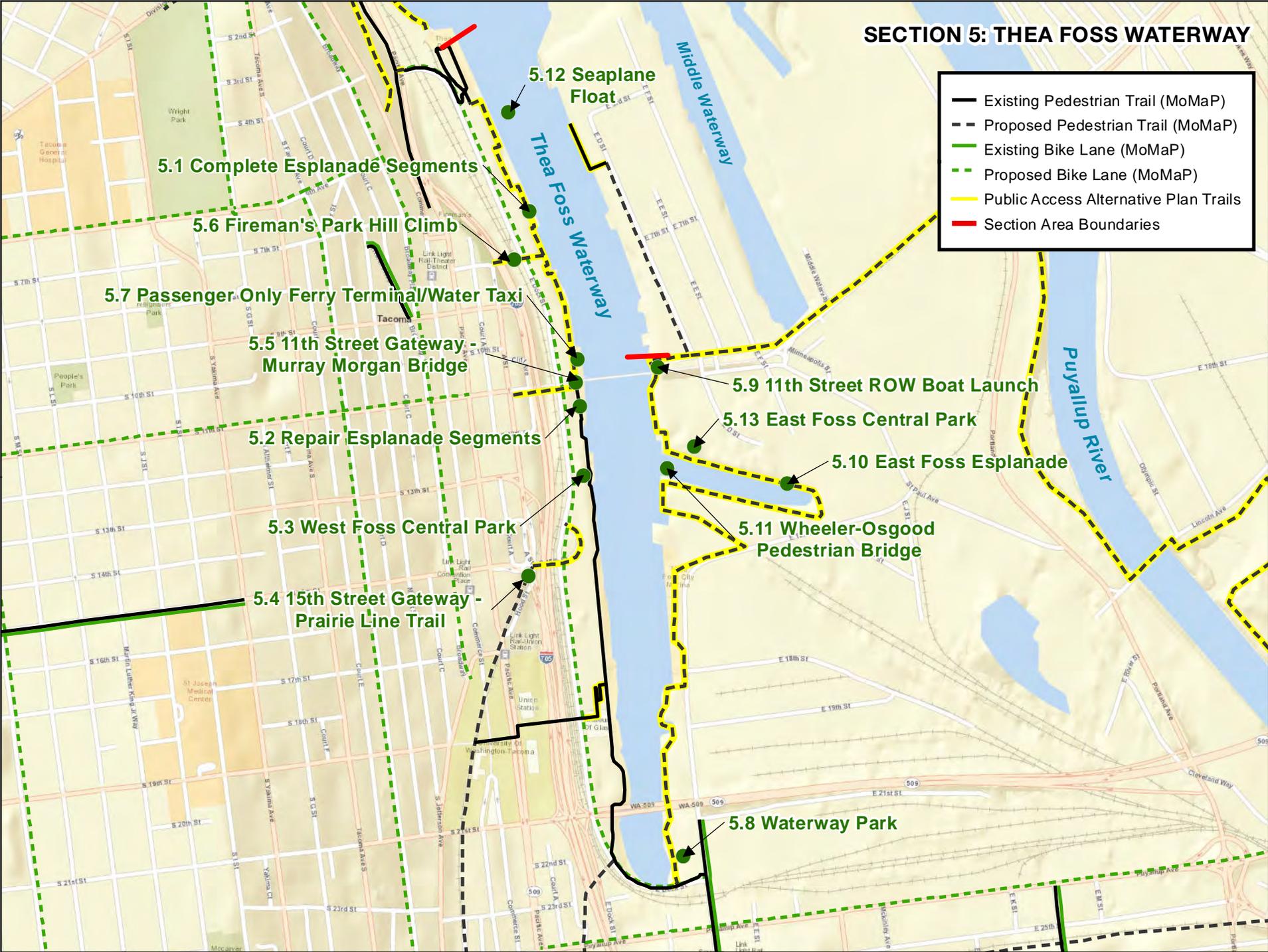
- 7.1 NE Tacoma Trail Network
- 7.2 Scenic Drive
- 7.3 11th Street Blue Trail Access Point and Beach
- 7.4 View Platforms and Interpretive Elements



### 8 Wapato Lake and Park



**SECTION 5: THEA FOSS WATERWAY**



The public access projects identified in the PAAL are closely aligned with the vision of the Foss Plan: They support the ABC's of waterfront development. The access priorities for the Foss Waterway will primarily be undertaken on public properties, but may also be implemented on private properties as redevelopment occurs.

Projects on the west side of the Foss Waterway emphasize completion of the public esplanade and boardwalk with improved linkages to and from Downtown Tacoma. Additional open space is sought along the central waterfront area.

Projects on the east side of the Foss Waterway emphasize boating and recreation. Park development is planned at the south end of the Waterway and the 11<sup>th</sup> Street right-of-way could be utilized as a public boat launch. Where feasible, and consistent with public safety and private

security requirements, a waterfront walkway should be implemented to link uses and public access together to facilitate pedestrian and bicycle access.

Improvements to East D Street should be implemented wherever access cannot be provided along the shoreline.



Above: Thea's Park provides multiple public access amenities: Public artwork; views of TEMCO and the container ships coming into the Port of Tacoma; a public beach where visitors can get their feet wet; and a walking trail connecting to the public esplanade. Below: The public esplanade on the West Foss links gathering areas, restaurants, and recreational boating activities. The historic Murray Morgan Bridge spans the Waterway.



The Shoreline Master Program policies highlight the industrial and maritime history of the Waterway. This history can be commemorated through site design and through architectural or artistic elements of public access. Specific waterfront locations or walkway segments could be designated as part of a maritime “Heritage Trail” that provide educational, artistic and cultural learning opportunities for the public.

The east side of the Foss Waterway is home to several industrial and water-dependent uses and is adjacent to an industrial area. Where these uses are located, access should be routed around rather than through these properties, until such time as the properties redevelop or change uses. As improvements to East D Street occur, policy guidance in the Shoreline Master Program directs improvements to provide a separation of recreation and industrial traffic and to protect those businesses and industrial uses that are east of East D Street.



The Puyallup River once flowed into the Thea Foss Waterway through what is now the Wheeler-Osgood Waterway.



Waterway Commerce: The City of Tacoma literally grew up from the waterfront, where the deep-water port and western terminus of the Northern Pacific Railroad attracted business and the employees to work them.



Environmental Challenges: Shipbuilding, petroleum processing, coal bunkers and manufacturing operations left a legacy of environmental contamination. Left: The Center for Urban Waters represents the environmental vision of the Foss Waterway, combining state of the art laboratory spaces with public access, habitat, and a LEED Platinum certification.

The Foss Waterway is within Downtown Tacoma and within walking distance of the University of Washington, Tacoma, the Dome District, the Brewery District and the International Financial Services Area. However, access to the Foss Waterway is impeded by the BNSF line and I-705. The recent completion of the D Street overpass improves the Waterway's connection to the

Dome District and the planned Prairie Line Trail would improve access by developing a direct trail connection from the University of Washington Tacoma campus to the 15<sup>th</sup> Street entry to the Foss Waterway. Improved linkages to the surrounding districts should be sought when feasible.



## DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

### WEST FOSS

#### 5.1 Complete Esplanade Segments

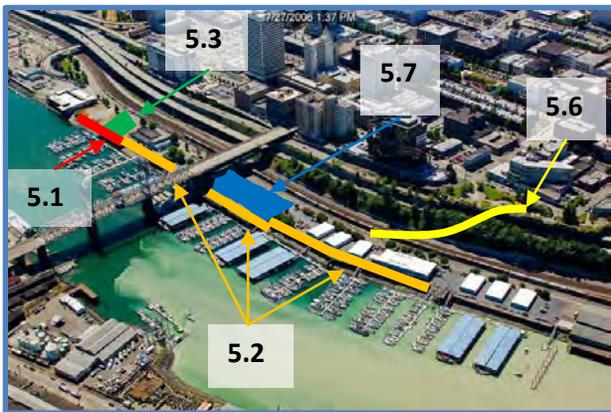
Construct public esplanade that will serve pedestrians, roller skaters, bicyclists and provide lighting, street furniture, landscaping and supporting utilities.

#### 5.2 Repair Esplanade Segments

Repair and replace deteriorated public esplanade to serve pedestrians, roller skaters, bicyclists and provide lighting, street furniture, landscaping and supporting utilities.

#### 5.3 West Foss Central Park

Acquire and develop a 1 acre park and recreation area for large events on the central Foss Waterway.



#### 5.4 15<sup>th</sup> Street Gateway – Prairie Line Trail

This project will design and construct a Class 1 trail along the BNSF railroad track through downtown Tacoma. The new trail segment will connect the Foss Waterway to the Water Ditch Trail project along South Tacoma Way.

#### 5.5 11<sup>th</sup> Street Gateway – Murray Morgan Bridge

This project will improve way-finding and install design details to create a gateway from 11<sup>th</sup> street to the Foss Waterway, including improvements to the Murray Morgan Bridge.

#### 5.6 Fireman's Park Hill Climb

Construct an overpass or funicular railway from Fireman's Park to Dock Street on the Foss Waterway.

#### 5.7 Passenger Only Ferry Terminal/Water Taxi

Improve the Municipal Dock site to accommodate the necessary infrastructure for a passenger-only-ferry that could serve both local water taxi and regional POF service.

## EAST FOSS

### 5.8 Waterway Park

Develop a park and recreation area at the 3.7 acre Berg Scaffolding site.

### 5.9 11<sup>th</sup> Street ROW

Improve existing public right-of-way on either side of the Murray Morgan Bridge for public recreation and to accommodate a recreational and/or commercial boat launch.

### 5.10 East Foss Esplanade

Establish a 15' shared use walkway adjacent to the waterway, connecting the north and south ends of the Foss Waterway. The walkway will connect the Wheeler-Osgood Waterway to the Murray Morgan Bridge.

### 5.11 Wheeler-Osgood Pedestrian Bridge

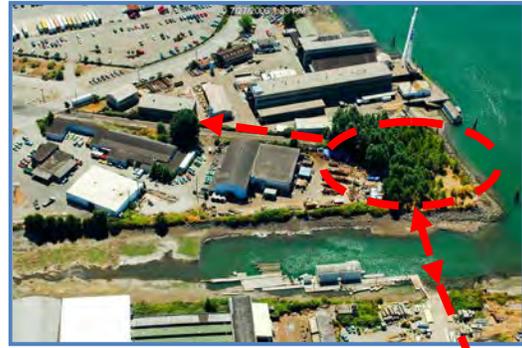
Explore opportunities to develop a pedestrian and bicycle bridge across the Wheeler-Osgood that would connect future walkway improvements and create a more direct route across the waterway and a scenic viewpoint.

### 5.13 Seaplane Float

Construct a moorage float designed to accommodate sea planes, to support diverse forms of transportation and recreation.

### 5.14 East Foss Central Park

Seek acquisition of BNSF property at the mouth of the Wheeler-Osgood for development of a nature park and preserved open space.



Above: Possible route connecting East D Street to the proposed East Foss Central Park and pedestrian/bicycle bridge across the Wheeler-Osgood Waterway. This alignment would require acquisition of properties to complete.



5.9 11<sup>th</sup> Street Right-of-Way: The arrow above indicates a potential alignment for a public boat launch within the 11<sup>th</sup> Street ROW. Other improvements and public amenities should be considered at this location.

# SECTION 6

## PORT TIDEFLATS

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### Introduction

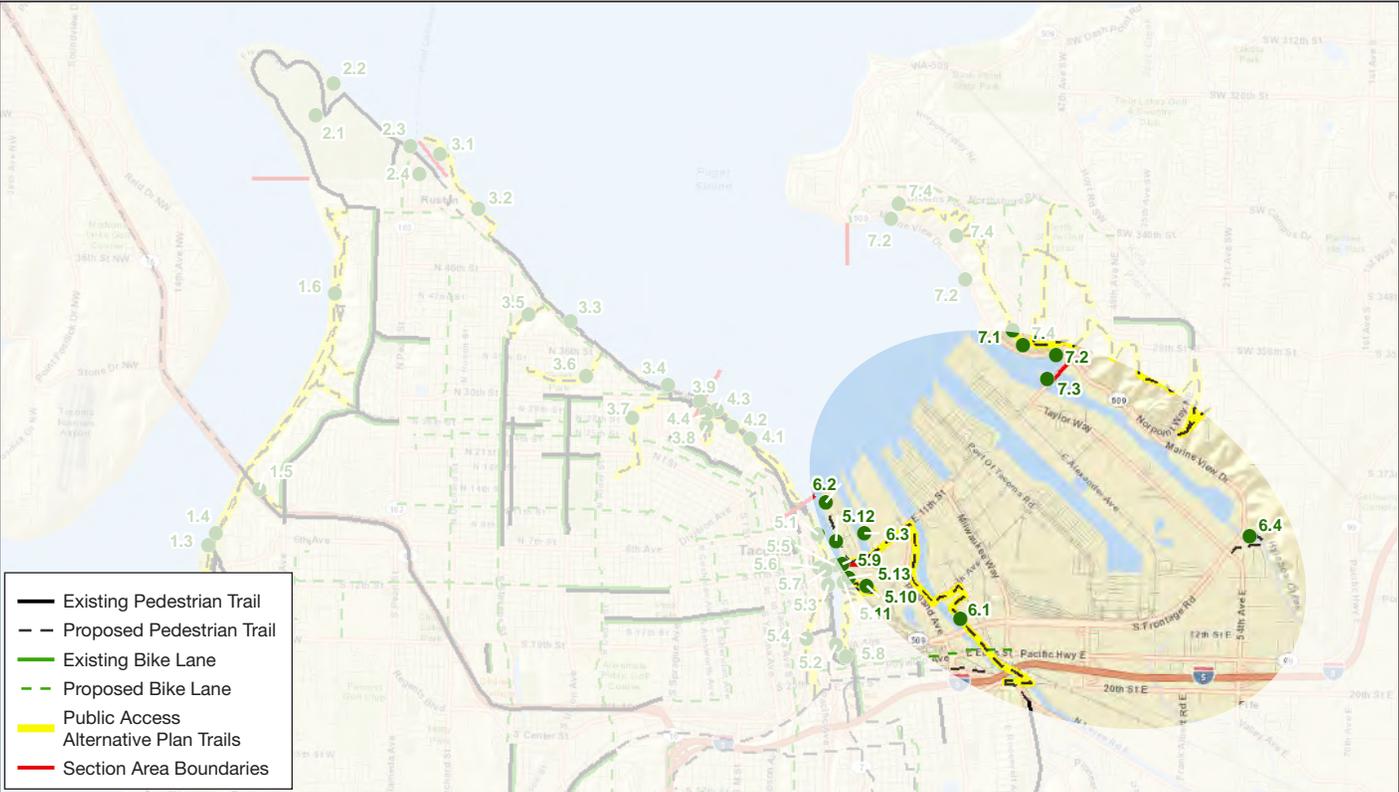
The Port Industrial shoreline is predominantly developed with heavy industrial and Port/Terminal related facilities. As a result there is very limited opportunity for the public to reach and touch the water in this area. Safety and security concerns require sensitivity in locating access in this shoreline. The Port of Tacoma office on Sitcum Waterway is an example of the type of access that is appropriate -providing a viewing platform from which the public can observe the day to day operations of the Port from a safe distance.

There is also considerable cleanup and restoration activity that has been undertaken in this shoreline area which could accommodate limited access, including natural trails, kayak hand launch sites, or separated habitat viewing platforms. For example, the Port of Tacoma has developed a viewing area at the Rhone Poulenc habitat mitigation site on the Blair Waterway that provides the public with an opportunity to observe one of many habitat restoration projects located in the Port Industrial shoreline area. Access would need to be designed sensitively to prevent

damage or harm to natural areas and mitigation sites.

Access is planned in areas that will not interfere with port operations or cause public safety concerns. Where possible, trails are planned that would link recreation and transportation systems, but these are generally located on the periphery of port/industrial operations and along existing publicly owned lands and right-of-ways.

# Tacoma Shorelines Potential Public Access Improvements Map



### PUBLIC ACCESS LEGEND

- Boat Launch Motorized
- Boat Launch Non-Motorized
- Boat Rentals
- Dock/Pier
- Float Non-Motorized
- Moorage Temporary
- Natural Areas/Wildlife
- Park
- Picnic Area
- Saltwater Trail Access Point
- Seaplane
- Shoreline Promenade
- Trail
- View Point
- Water Taxi

### Potential Public Shoreline Access Points and Features

- 1 Tacoma Narrows**
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  - 7.4 View Platforms and Interpretive Elements
- 8 Wapato Lake and Park**
  - 8.1 Wheller-Osgood Pedestrian Bridge
  - 8.2 Seaplane Float
  - 8.3 East Foss Central Park



## DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

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### 6.1 Puyallup River Levee Trail

Construct 2.5 mile trail along the Puyallup River levee, from the City limits with Fife to 11<sup>th</sup> Street.

### 6.2 Foss Peninsula View Area and Beach Access

Provide viewpoint on City of Tacoma property at the head of the Foss Peninsula, as well as public amenities, including seating, waste bins, and signage.

### 6.3 Middle Waterway Habitat Observation Point

Construct a habitat viewing platform with associated educational signage and seating area. Site could be located at head of Middle Waterway on publicly owned properties near the Fire Station or along Middle Waterway Road.

### 6.4 Hylebos Creek Trail

Construct a low impact natural trail, including educational and way-finding signage, to provide opportunities to learn about habitat and wildlife along the creek and to connect recently completed habitat observation area with the BPA Trail in Fife.



6.2 Foss Peninsula View Area and Beach Access Routes.



6.3 Middle Waterway Habitat Observation Point.



6.4 Hylebos Creek Trail: Place of Circling Waters offers impressive views of recently restored wetlands and excellent opportunities for bird watching. The site could be extended by trail through NE Tacoma and to the BPA Trail in Fife.

# SECTION 7

## NORTHEAST TACOMA AND MARINE VIEW DRIVE

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### Introduction

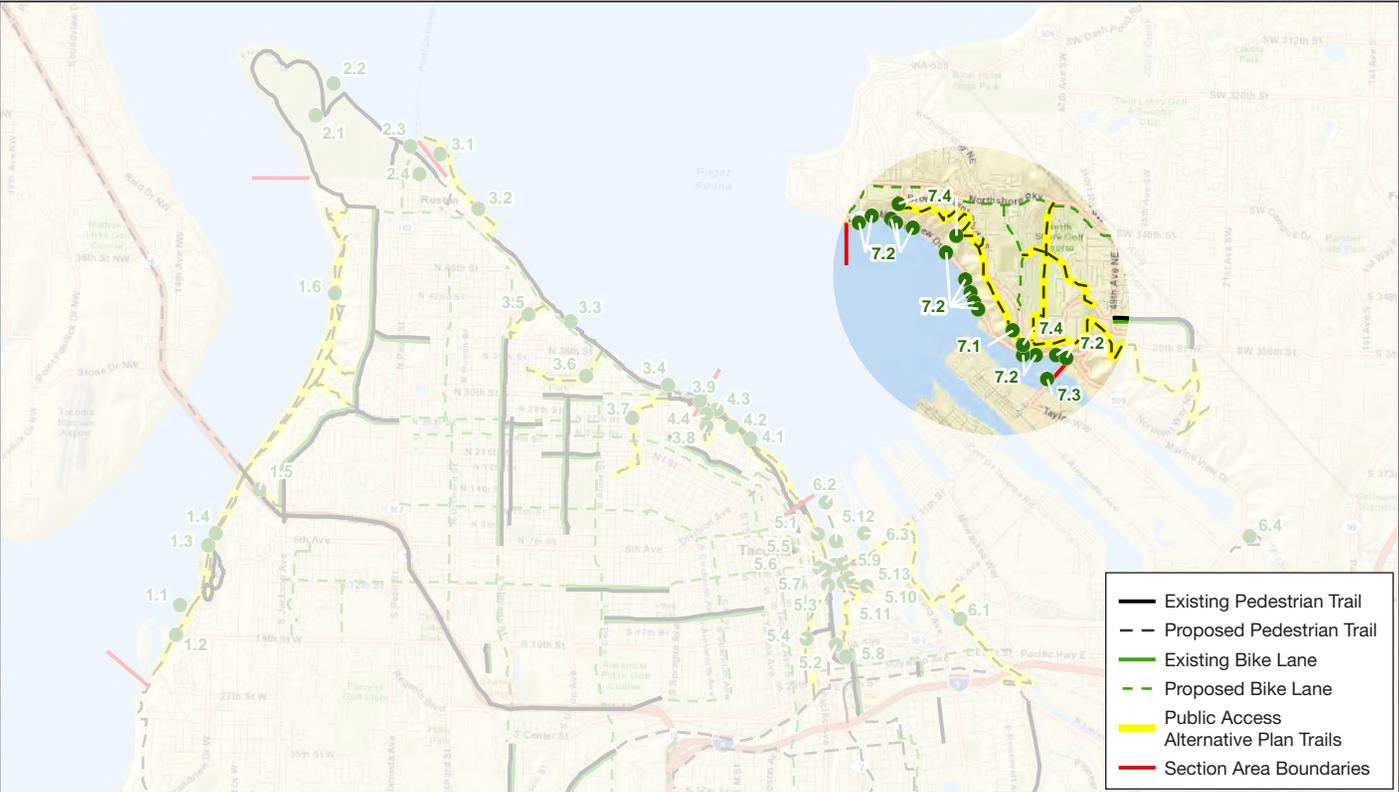
The Marine View Drive shoreline is currently characterized by a combination of water-oriented recreation uses, overwater residences, and relatively unmodified shoreline. There are large areas of public ownership (City of Tacoma and Port of Tacoma) both along the shoreline and the bluffs, but additional acquisition or easements would be necessary to establish a cohesive trail system. The Puyallup Tribe also owns considerable property along the shoreline.

Additional impediments to public access include the relatively constrained land supply along the shoreline as well as the potential for restoration activity. As this shoreline contains large areas of shoreline without structural stabilization (bulkheads), habitat preservation and restoration is a priority.

New shoreline public access should be designed and located with sensitivity for the shoreline environment and the existing and potential mitigation sites. As a result, planned access in this area is generally

located away from the shoreline, through a trail system that will traverse the bluffs overlooking Commencement Bay. However, there are several opportunities to provide beach access for the public that would facilitate non-motorized recreational boating or beachcombing. These sites should be designed to facilitate access while protecting the ecological functions of the shoreline. In addition, this shoreline area provides unique viewing opportunities looking back across Commencement Bay on Downtown Tacoma and Port of Tacoma tide flats.

# Tacoma Shorelines Potential Public Access Improvements Map



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- Dock/Pier
- Float Non-Motorized
- Moorage Temporary
- Natural Areas/Wildlife
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- Seaplane
- Shoreline Promenade
- Trail
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- 3.9 Chinese Reconciliation Park**
- 4 Schuster Corridor**
  - 4.1 Schuster Parkway Trail
  - 4.2 Bayside Trail
  - 4.3 Esplanade/Overwater Boardwalk
  - 4.4 Garfield Gulch Viewpoint
- 5 Thea Foss Waterway**
  - 5.1 Complete Esplanade Segments
  - 5.2 Repair Esplanade Segments
  - 5.3 West Foss Central Park
  - 5.4 15th Street Gateway - Prairie Line Trail
  - 5.5 11th Street Gateway - Murray Morgan Bridge
  - 5.6 Fireman's Park Hill Climb
  - 5.7 Passenger Only Ferry Terminal/Water Taxi
  - 5.8 Waterway Park
  - 5.9 11th Street ROW Boat Launch
  - 5.10 East Foss Esplanade
- 5.11 Wheller-Osgood Pedestrian Bridge**
- 5.12 Seaplane Float**
- 5.13 East Foss Central Park**
- 6 Port Tidelands**
  - 6.1 Puyallup River Levee Trail
  - 6.2 Foss Peninsula Viewpoint
  - 6.3 Middle Waterway Habitat Observation
  - 6.4 Hylebos Creek Trail
- 7 Northeast Tacoma and Marine View Drive**
  - 7.1 NE Tacoma Trail Network
  - 7.2 Scenic Drive
  - 7.3 11th Street Blue Trail Access Point and Beach
  - 7.4 View Platforms and Interpretive Elements
- 8 Wapato Lake and Park**

**SECTION 7: NORTHEAST TACOMA AND MARINE VIEW DRIVE**



- Existing Pedestrian Trail (MoMaP)
- - - Proposed Pedestrian Trail (MoMaP)
- Existing Bike Lane (MoMaP)
- - - Proposed Bike Lane (MoMaP)
- Public Access Alternative Plan Trails
- Section Area Boundaries

# DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

## 7.1 NE Tacoma Trail Network

Construct 6 mile trail along the slope top of Marine View Dr. from Slayden Rd. to Norpoint Way, with an extension from Browns Pt. Blvd. to Northshore Parkway and a connector between Crescent Heights and Alderwood Parks.

## 7.2 Scenic Drive

Improve a series of turnouts and scenic viewpoints for automobiles along Marine View Drive. Provide signage and public amenities.

## 7.3 11<sup>th</sup> Street Blue Trail Access Point and Beach

Provide signage and access for a nonmotorized boat launch and picnic area.

## 7.4 View Platforms and Interpretive Elements

In conjunction or in advance of trail



An example of the types of views available along the Northeast Tacoma bluffs – looking down on the Port of Tacoma and across the Bay to Downtown Tacoma.

development, provide view platforms along the top of the bluff and along the shoreline where possible to facilitate public views of the water. Provide way-finding and educational signage where appropriate.

A series of viewpoints and pullovers can be provided along Marine View Drive that offer casual picnic and rest areas with tremendous views of the Port of Tacoma and Downtown Tacoma along with educational materials highlighting the cleanup and restoration of Commencement Bay. Below are examples of potential site locations. Identified sites are in the public right-of-way or public



# SECTION 8

## WAPATO LAKE AND PARK

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### Introduction

The Wapato Lake shoreline is situated within a single family residential area and adjacent to a commercial area in south Tacoma. The lake shoreline is approximately one (1) mile in length, but there are additional wetlands associated with the Lake - the Park itself encompasses 88 acres in and around the lake. Wapato Park is a family oriented, resort style park reminiscent of its founding in the late 1800's. A Parks Improvement Bond Measure was approved in 2005 to fund infrastructure and water quality improvements. The Metro Parks Master Plan has completed the following phases:

- Bathhouse Reconstruction
- Demolition of Existing Residences
- Phase 1a: Lake Water Quality Treatment
- Phase 1b: Initial Lakeshore Development
- Phase 2: Park Capital Improvements

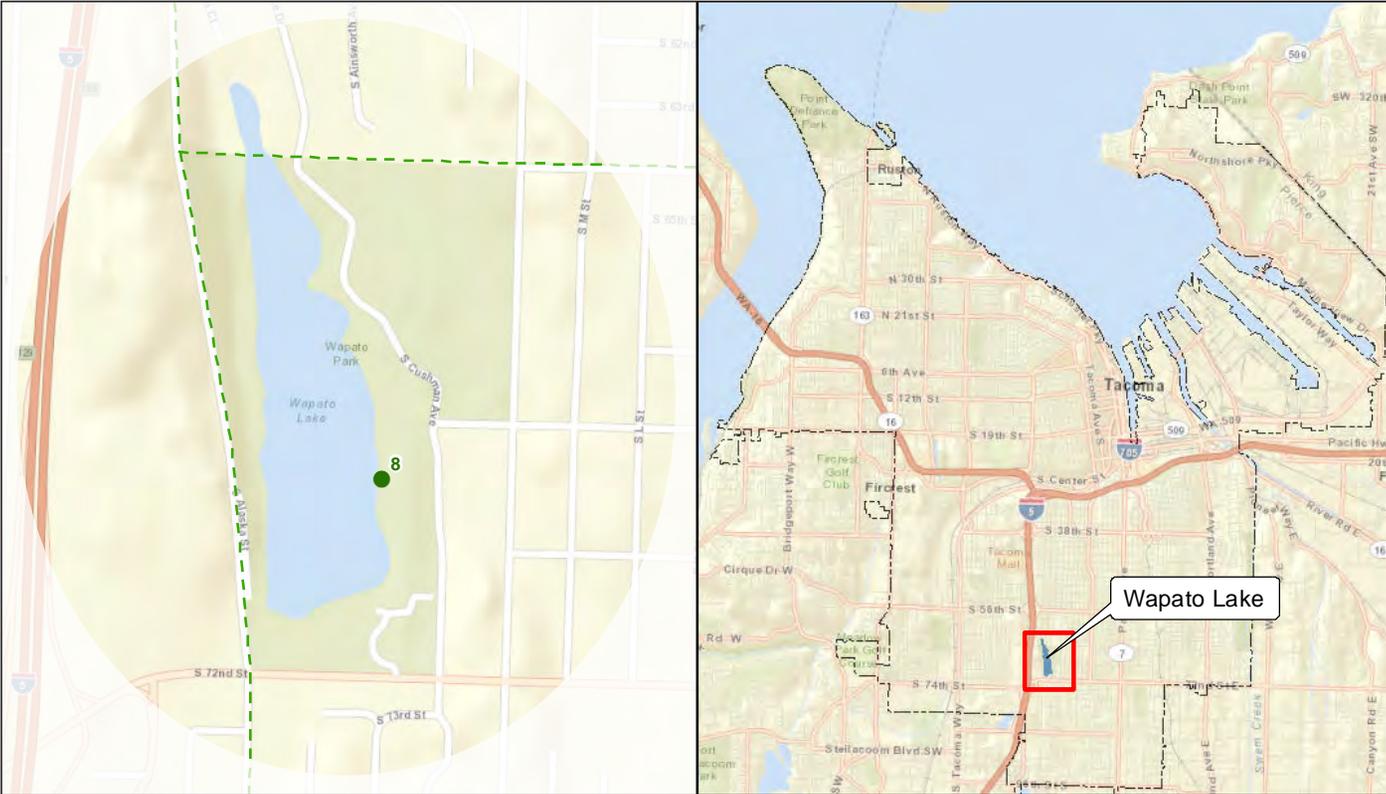
Public access improvements include new and upgraded trails and viewpoints, picnic shelters, and paddle boat dock.

Wapato Park is one of Tacoma's signature parks and will continue to be a focal point, of not only the South Tacoma Neighborhood but also the surrounding region as a vital urban park and green space. Developed over the years as a family oriented "resort" style park, Wapato Park will continue to be a destination for those seeking a high quality leisure experience in a close to home natural setting.

The Master Plan provides a long-range view for uses and activities that might best occur at Wapato Park.

The Master Plan carefully balances the historic qualities of the park with the current and future needs of the community with a central goal of serving as a guide for future development and improvements to the park.

# Tacoma Shorelines Potential Public Access Improvements Map



## PUBLIC ACCESS LEGEND

- |  |                           |  |                              |
|--|---------------------------|--|------------------------------|
|  | Boat Launch Motorized     |  | Picnic Area                  |
|  | Boat Launch Non-Motorized |  | Saltwater Trail Access Point |
|  | Boat Rentals              |  | Seaplane                     |
|  | Dock/Pier                 |  | Shoreline Promenade          |
|  | Float Non-Motorized       |  | Trail                        |
|  | Moorage Temporary         |  | View Point                   |
|  | Natural Areas/Wildlife    |  | Water Taxi                   |
|  | Park                      |  |                              |

## Potential Public Shoreline Access Points and Features

### 1 Tacoma Narrows

- 1.1 Blue Access Trail Point
- 1.2 West Slope Trail - Crystal Springs Creek Segment
- 1.3 Public Boat Launch
- 1.4 West Slope Trail - Titlow Park
- 1.5 West Slope Trail - War Memorial Park Segment
- 1.6 West Slope Trail - Gold Creek Gulch Segment



### 2 Point Defiance Park

- 2.1 Point Defiance Trail System
- 2.2 Passenger Only Ferry Service/Water Taxi
- 2.3 Guest Moorage
- 2.4 Promenade 'Missing Link'



### 3 Ruston Way

- 3.1 Peninsula Park
- 3.2 Point Ruston Waterwalk
- 3.3 Transient Moorage
- 3.4 Old Town Dock
- 3.5 Mason Gulch Trail
- 3.6 Puget Gulch Trail

### 3.7 Buckley Gulch Trail

- 3.8 Garfield Gulch Trail
- 3.9 Chinese Reconciliation Park



### 4 Schuster Corridor

- 4.1 Schuster Parkway Trail
- 4.2 Bayside Trail
- 4.3 Esplanade/Overwater Boardwalk
- 4.4 Garfield Gulch Viewpoint



### 5 Thea Foss Waterway

- 5.1 Complete Esplanade Segments
- 5.2 Repair Esplanade Segments
- 5.3 West Foss Central Park
- 5.4 15th Street Gateway - Prairie Line Trail
- 5.5 11th Street Gateway - Murray Morgan Bridge
- 5.6 Fireman's Park Hill Climb
- 5.7 Passenger Only Ferry Terminal/Water Taxi
- 5.8 Waterway Park
- 5.9 11th Street ROW Boat Launch
- 5.10 East Foss Esplanade

### 5.11 Wheller-Osgood Pedestrian Bridge

- 5.12 Seaplane Float
- 5.13 East Foss Central Park



### 6 Port Tidelands

- 6.1 Puyallup River Levee Trail
- 6.2 Foss Peninsula Viewpoint
- 6.3 Middle Waterway Habitat Observation
- 6.4 Hylebos Creek Trail



### 7 Northeast Tacoma and Marine View Drive

- 7.1 NE Tacoma Trail Network
- 7.2 Scenic Drive
- 7.3 11th Street Blue Trail Access Point and Beach
- 7.4 View Platforms and Interpretive Elements



### 8 Wapato Lake and Park



**SECTION 8: WAPATO LAKE AND PARK**



## DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

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### 9.1 Wapato Park Improvements

Coordinate with Metro Parks Tacoma and the City of Tacoma Environmental Services Department to undertake water quality improvement measures such that direct water access, including public swimming, is possible. Continue to support capital improvements that enhance park amenities and recreation.

## 4.0 PRIORITIES FOR PROVIDING NEW SHORELINE PUBLIC ACCESS

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Priorities for providing new shoreline public access in Tacoma are derived from existing goals and policies. Common themes from the Comprehensive Plan and Metro Parks

Strategic Plan are emphasized, including:

- Connecting existing public lands and facilities to and along the shoreline;
- Balancing shoreline restoration and public access;
- Improving views;
- Meeting demonstrated demand for new shoreline access and providing a variety of water-oriented types of access; and
- Maximizing public access funds.

Public access prioritization criteria below are organized according to the five themes; they are not listed in order of importance.

Implementation criteria from the 2006 Metro Parks Strategic Plan were used as the basis for this guidance.

### 5.1 Connecting existing public lands and facilities to and along the shoreline

- Does the project facilitate additional access to existing parks?
- Is the project appropriately located and accessible to residents?

- Does the project promote an interconnected system of parks, greenspaces, trails, and community facilities?
- Does the project improve access to Tacoma’s valued water resources?
- Is public transportation available?
- Is the project connected to pedestrian and non-motorized transportation?
- Does the project help facilitate the completion of the ‘Dome to Defiance’ trail system?

### 5.2 Balancing shoreline restoration and public access

- Would the project inhibit a moderate or high priority restoration action?
- Would the project incorporate shoreline protection or restoration elements?
- Does the project include a management plan to protect or restore shoreline resources?

### 5.3 Improving views

- Does the project provide a new view point of the shoreline?
- Would the project enhance an existing view point or view corridor?

### 5.4 Meet demonstrated demand for new shoreline access and providing a variety of water-oriented types of access

- Is the project consistent with identified shoreline use demands?
- Is the project accessible to diverse community members, including diverse cultures, ages, abilities, income levels, and individuals and families?
- Would the project provide recreation opportunities that would bring residents, businesses, and tourists to the City?
- Would the project increase the diversity of public access opportunities in the given shoreline district or shoreline reach?

### Maximizing public access funds

- Is the site already in public ownership and underutilized (such as a public street end)?
- Does the project include improvements to an existing park or facility such that its lifecycle is extended or its recreation value is increased?
- Does the project add recreational or educational value to other projects underway or planned?
- Does the project expand fiscal resources by leveraging other funding resources? Would funding this project attract additional funds, such as matching grant funds or special donations?
- Are funds identified for the maintenance and operations of the park or facility?
- Does the project provide opportunities for community sponsorship, education and/or volunteerism?

## 5.0 IMPLEMENTATION STRATEGY

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This section discusses strategies for implementing the priority projects identified in the City of Tacoma Shoreline **Public Access Alternatives Plan (PAAL)**, an implementation timeline, and performance measures.

Implementing the projects identified in this Plan will require a broad base of community support, cooperation between public and private property owners, financial assistance from federal, state and local sources and City staff resources. Several factors will affect development of these projects and the full build-out of the public access system, such as funding availability, property acquisition, timing and sequencing of projects, permit activity, and public commitment.

Substantial capital expenditures will be required to accomplish and complete the overall system. Additional acquisitions or development which may be desirable or necessary for public benefit will increase these expenditures. All improvements identified in this plan will not occur simultaneously, but rather, strategically, depending upon funding sources and availability, environmental conditions, permitting, and community support.

It is also important to note that the Metropolitan Park District is the primary provider of public recreation and open space facilities. The District owns, operates and maintains parks, playgrounds, playfields, and other recreation facilities within the City

limits. The City of Tacoma is responsible for serving the overall needs of the community, which includes public access and waterfront recreation. Therefore, close cooperation between the City and Metro Parks is essential to the implementation of this Plan.

The Shoreline Public Access Alternatives Plan (PAAL), including the guiding policies and proposed access projects, will be implemented through four primary methods. These are: 1) public funds and grants; 2) shoreline permit requirements; and 3) public access fund contributions; and 4) Public Agency Master Planning. The following section describes each of these implementation methods.

### 5.1 Public Funds and Grants

Funding the Shoreline Public Access Alternatives Plan will likely require funding from multiple sources. Some elements of the Shoreline Public Access Alternatives Plan may compete very well for some funding sources, but not be competitive, or eligible, for other funding sources. Also, some funding sources can be used for both capital improvement and maintenance needs while others are restricted for capital projects only. Generally, the PAAL will be implemented via existing park and recreation programs. The following is a brief description of potential funding sources.

### **5.1.1 General Fund – Available for both capital improvement and maintenance**

Typically the General Fund has been used to fund operational expenses such as maintenance. The City’s operational expenses for enhancement programs, such as the non-motorized plan, urban forestry, and traffic calming are funded from the General Fund. However, the General Fund could also be used as a source of funding for public access projects if desired by the City Council.

### **5.1.2 Real Estate Excise Tax (REET) – Available for capital improvement**

Real Estate Excise Tax has been used to help fund a limited number of transportation and recreation projects in Tacoma, such as some of the Foss Waterway development projects and repairs on both the Puyallup and Lincoln Avenue Bridges.

### **5.1.3 Grants – Available for capital improvement**

There are a variety of grant funds which could be used for elements of shoreline public access projects. The City has been successful in the past securing grant funding for trails, including the Foss Waterway esplanade, boating facilities, park acquisition and development, and other transportation projects. Funding has been secured in the past from PSRC, Conservation Futures, WSDOT, RCO, and Congressional earmarks. Typically the various grant programs target

particular access elements, which requires partial funding from a number of these sources to assemble full funding for a public access project.

### **5.1.4 Bond issue – Available for capital improvement**

The City has utilized internal bonding capacity, as well as voter approved bonds, for public improvements. Build Tacoma Together is a good example of the use of voter approved bonds for major capital improvements. A similar bond issue could be used to fund, or partially fund, public access to the shoreline.

### **5.1.5 Metro Parks bond issue – Available for capital improvement**

Many of the City of Tacoma shoreline parks and recreation facilities are owned or maintained by Metro Parks Tacoma. Metro Parks maintains a 6-year comprehensive capital projects list to implement recommendations in the Metro Parks Strategic Plan; this capital program includes public access projects located along the shoreline. Most funding resources for these projects are limited in scope and can only be used to fund specific types of projects or improvements. Metro Parks continues to investigate all available funding options, including maintaining and expanding general fund support, aggressively seeking grants, partnerships and donations, and being prepared to act as opportunities arise.

### 5.1.6 Gas Tax

Revenue generated from the gas tax is distributed to counties, cities and state accounts. The state receives about half of the total revenues collected. These are the funds which support the WSDOT highway programs as well as the Washington State Ferry System, which is deemed a state highway system by constitution. Highway construction, maintenance, preservation, administration and debt service on highway construction bonds are all funded by these revenues.

The other half of the fuel tax revenues are distributed directly to cities, counties and other agencies for roadway programs that are not part of the state highway system.

The City of Tacoma receives a proportionate share of the State Motor Vehicle Fuel Tax (Gas Tax), based on population. The amount varies depending on the amount of fuel consumed. In 2005, the State Legislature approved a gas tax increase to replace the City's transportation revenues lost as a result of Initiative 776.

Projected future gas tax revenues for Tacoma are estimated at \$2.7 million for years 2008 through 2014.

### 5.1.7 Open Space Fund

The City Open Space Fund is utilized for the acquisition, restoration and management of open space lands and facilities. The fund is primarily generated from the sale of vacated City rights-of-way, as directed by Ordinance

20606 adopted in 1975. The Open Space Fund is utilized principally for habitat-related purposes. Property acquired vis-à-vis the Open Space Fund may also provide a low impact public access function.

### 5.1.8 Impact Fee – Parks

The Growth Management Act ("GMA") provides a mechanism for local governments to impose impact fees on all new development to defray a portion of the costs arising from "new growth and development" for certain types of system improvements. Case law indicates that the nexus and rough proportionality requirements do not apply if local governments use this type of mechanism to collect incremental impact fees (as opposed to requiring dedications of land or easements). However, the statutory authorization for these fee programs imposes several limitations that are similarly designed to match required contributions with project impacts.

If the City decided to pursue this option, it would need to follow the process outlined in the GMA impact fee statutes to make sure that any fee imposed satisfies the statutory limitations and protections.

Because this type of fee program would have to be based on a determination that new development imposes new demands for public shoreline access, and because it would likely be difficult to distinguish the public shoreline access generated by new shoreline development as distinguished from new non-shoreline development, it is likely that any

such shoreline access impact fee program would have to be applied to new

development throughout the City and not just to new shoreline development.

## 5.2 Permit Requirements

The Shoreline Public Access Alternatives Plan (PAAL) will also be implemented on a project-by-project basis through standard shoreline permit requirements. The TSMP requires public access for the following types of projects, when a shoreline permit is required:

1. Public projects;
2. Water-enjoyment and non-water-oriented uses and development;
3. Private water-dependent and water-related use or development when one of the following conditions exists:
  - a. The project increases demand for public access;
  - b. The project impacts or interferes with existing access by blocking access or discouraging use of existing access;
  - c. The project impacts or interferes with public use of waters subject to the Public Trust Doctrine.

The type, amount and location of public access is determined on a case-by-case basis during review of shoreline permit applications (including land division). The public access requirement for any proposed shoreline development or use is determined by the Land Use Administrator based on a

review of the specific proposal. The Land Use Administrator reviews the proposed uses and developments and makes specific findings demonstrating the essential nexus between the use or development and the permit conditions requiring public access. The findings will also include a determination that the permit conditions requiring public access are roughly proportional to the impacts caused by the proposed use or development. The public access requirement may be satisfied through the preservation of shoreline views, the establishment of public access easements to and along the shoreline, enhancement of an adjacent street-end or park or other consideration commensurate with the degree of impact caused by the development.

Typically, the preference is to have public access provided on-site. For development that occurs in areas with planned shoreline trail segments, the on-site preference contributes towards the completion of these systems. However, under certain circumstances, the Administrator may approve alternatives to on-site, physical access to the shoreline under the following circumstances. For example, new water-oriented uses and development occurring within the S-10 Port Industrial Area, or that are covered under a Public Agency's adopted public access plan, are not subject to on-site public access preferences. The S-10 Shoreline District is not a preferred location for most

types of public access. Therefore, the off-site flexibility in meeting permit requirements allows permit applicants to provide access in a way that is consistent with public safety, Homeland Security requirements, and the planned access system.

The map on the following page depicts these preferences based upon the Shoreline District. The “On-Site” preferences correspond to areas with a planned trail system either along the shoreline or immediately adjacent. For example, the trail may have to be located within or on top of a bluff along the Tacoma Narrows or Northeast Tacoma. Areas identified as having an “Off-Site” preference are typically areas where land has been given priority for water-oriented industrial uses.

### **5.3 Contributions to a Public Access Fund**

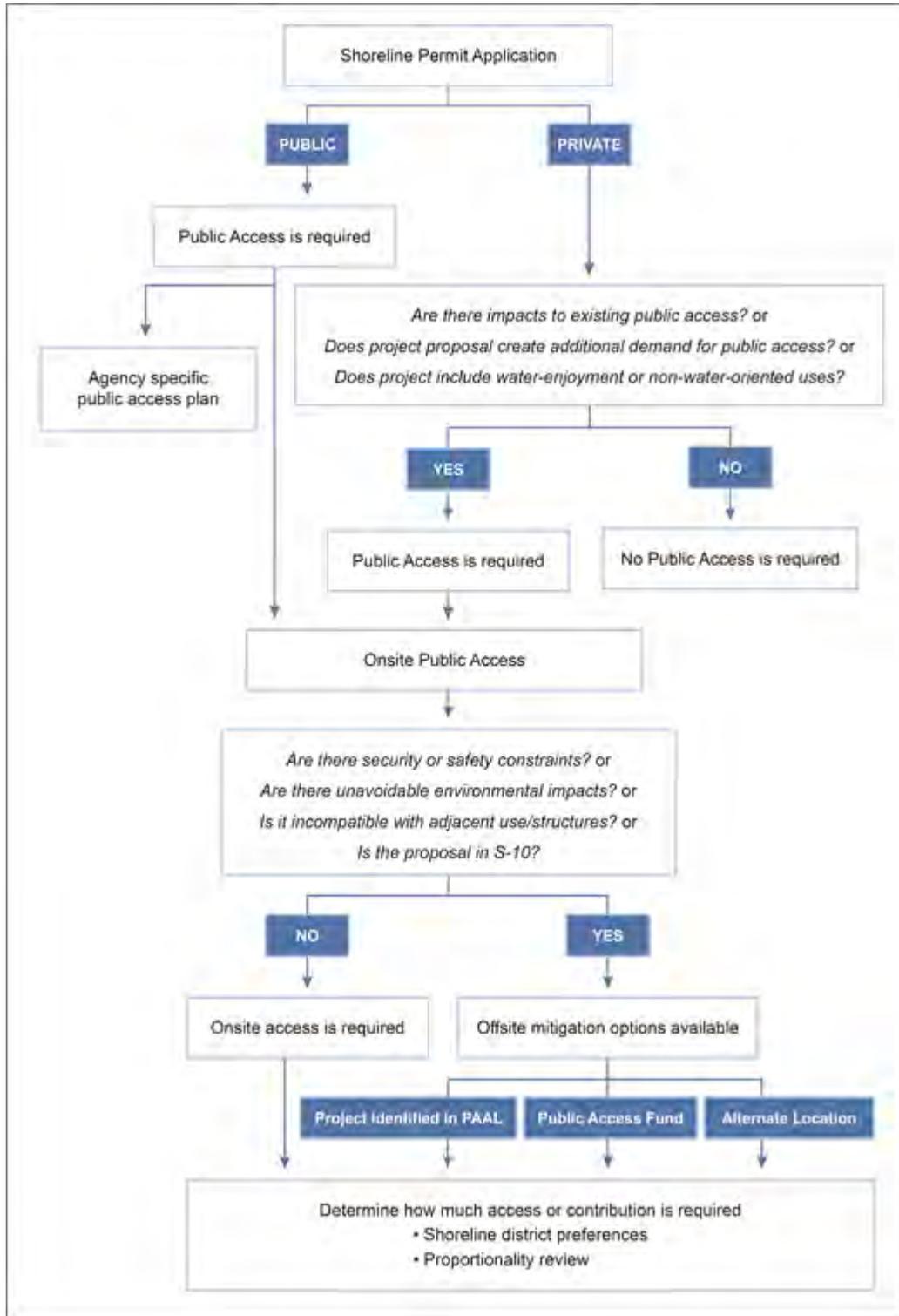
The Shoreline Master Program allows permit applicants, in limited circumstances, to contribute to a public access fund in-lieu of developing public access on-site. This fee-in-lieu is an innovative strategy for more effectively implementing public access objectives in a way that provides certainty for the development community while directing new access to areas that support the community’s vision for its shorelines.

The public access fee-in-lieu will be most applicable in two circumstances: 1. In the S-10 Port Industrial Area Shoreline District,

where off-site public access is preferred, and 2. In other Shoreline Districts when public access cannot be provided on-site due to one of the conditions identified in 6.5.2 (C) (6) of the SMP. These conditions include unavoidable health or safety hazards, security requirements of the site, environmental impacts from the public access, or where the access is incompatible with the adjacent uses.

Projects which meet these criteria and are eligible to participate in the fee-in-lieu option are required to contribute funds to an established City Public Access Fund, comparable to the value of the public access that would otherwise have been required on-site. The Public Access Fund will be used to enhance system capacity consistent with the access preferences of the SMP and in accordance with the project prioritization criteria of this plan.

## Public Access Permit Procedure Flow Chart



## 5.4 Public Access Master Plan – Limited to public agencies

The Washington Administrative Code provides additional flexibility for public agencies to plan for and incorporate public access and recreation as part of an agency master plan.

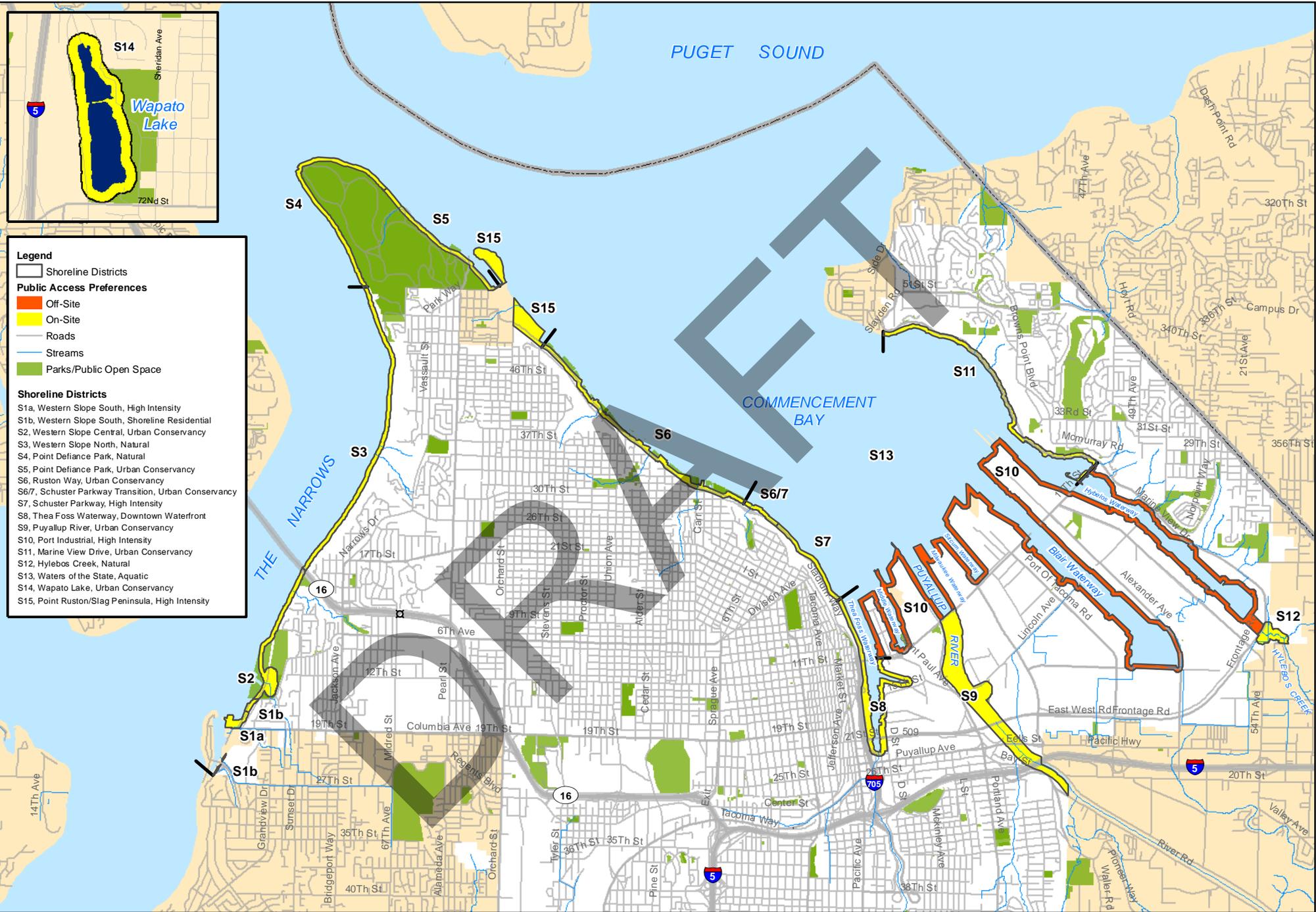
WAC 173-26-221(4)(c) states that “Where a port district or other public entity has incorporated public access planning into its master plan through an open public process, that plan may serve as a portion of the local government’s public access planning, provided it meets the provisions of this chapter.”

Public agencies’ public access plans should be consistent with both the policies and regulations of the Shoreline Master Program and the goals, objectives, and opportunities identified in the Public Access Alternatives Plan. Depending on the intended use of the plan and the level of detail, different mechanisms may be appropriate in different circumstances for adopting the master plan. The following are two options, but not the exclusive options, for adopting a public agencies public access plan:

1. Shoreline Amendment: A public agency can apply to the City of Tacoma seeking to amend the Shoreline Master Program and Public Access Alternatives Plan to incorporate said agencies public

access master plan, either in its entirety or via reference. This option shall be processed according to the requirements outlined in the Shoreline Master Program, Chapter 1.5.

2. Inter-local Agreement: Consistent with RCW 39.34, a public agency could enter into an inter-local agreement with the City of Tacoma to adopt a public access master plan. Unlike a shoreline amendment, the inter-local agreement process does not require Department of Ecology approval. In addition to the joint powers identified in RCW 39.34.030, the agreement should identify anticipated levels of future use and development of the shoreline including the scope, scale, location and intensity of use and development, potential impacts to existing and proposed public access, proposed public access and recreation projects that are commensurate with the anticipated use and development of the shoreline under the duration of the agreement, procedural requirements for monitoring and reporting, and a review and finding by City staff that the proposed agreement is consistent with the City of Tacoma Shoreline Master Program and TMC 13.10.

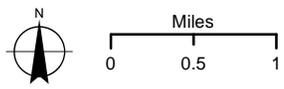


**Legend**

- Shoreline Districts
- Public Access Preferences**
  - Off-Site
  - On-Site
- Roads
- Streams
- Parks/Public Open Space

**Shoreline Districts**

- S1a, Western Slope South, High Intensity
- S1b, Western Slope South, Shoreline Residential
- S2, Western Slope Central, Urban Conservancy
- S3, Western Slope North, Natural
- S4, Point Defiance Park, Natural
- S5, Point Defiance Park, Urban Conservancy
- S6, Ruston Way, Urban Conservancy
- S6/7, Schuster Parkway Transition, Urban Conservancy
- S7, Schuster Parkway, High Intensity
- S8, Thea Foss Waterway, Downtown Waterfront
- S9, Puyallup River, Urban Conservancy
- S10, Port Industrial, High Intensity
- S11, Marine View Drive, Urban Conservancy
- S12, Hylebos Creek, Natural
- S13, Waters of the State, Aquatic
- S14, Wapato Lake, Urban Conservancy
- S15, Point Ruston/Slag Peninsula, High Intensity



Map data are the property of the sources listed below. Inaccuracies may exist, and ESA implies no warranties or guarantees regarding any aspect of data depiction.  
 SOURCE: City of Tacoma GIS, 2009; King County, 2005; Pierce County, 2005-2008.

**Public Access Implementation Preferences for New Use and Development Within the Shoreline**  
**TACOMA, WASHINGTON**

## 6.0 MEASURING PERFORMANCE

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To gain an understanding of its effectiveness, the PAAL calls for ongoing monitoring and reporting of progress towards goals, in coordination with the Open Space Habitat and Recreation Plan. This practice will provide information to be used to refine the plan and improve results. In addition, monitoring will increase the accountability of the City and its partner agencies and help build public understanding of issues, goals and challenges.

Data used to measure success is organized according to these goals. In general, the types of data to be used include public participation in or use of shoreline recreational resources, revenue/costs, facility and property type and condition, customer satisfaction and staff assessment. Measuring the City's performance in implementing the PAAL will be coordinated with the Metro Parks Open Space Habitat and Recreation survey and monitoring efforts.

### 6.1 Provide accessible, convenient, safe, and attractive parks and facilities

- Percentage of community members and customers who rate shoreline park/facility safety, cleanliness and maintenance as good or excellent on customer satisfaction surveys.

- Percentage of shoreline parks and facilities with a staff condition assessment rating of good or excellent.
- Percentage of shoreline parks accessible via pathways, sidewalks and bike lanes.

### 6.2 Foster stewardship of community assets and historical/cultural resources

- Number of shoreline recreation opportunities that promote awareness, appreciation or stewardship of historical or cultural resources.
- Number of participants attending shoreline events or programs that promote or celebrate customs, traditions, arts/culture and history.
- Number of interpretive signs and facilities provided to inform residents about shoreline cultural and historical resources.

### 6.3 Provide affordable and high-quality recreation and educational experiences for a diverse community

- Percentage of customers or program participants reporting that they are "satisfied" or "very satisfied" with

shoreline recreation opportunities in customer satisfaction surveys.

- Numbers of seniors, youth, members of diverse ethnic groups and people with disabilities participating in shoreline recreation programs and activities.

#### **6.4 Partner in responsible economic and community development**

- Number of total visitors visiting shoreline parks and recreational sites.
- Percentage of visitors who rate visits, services and programs at shoreline parks as good or excellent on customer satisfaction surveys.

## 7.0 PUBLIC ACCESS PROJECT LIST

#	Segment Name	Cost	Status	Issues to Resolve				Facility Type	Phasing					
				Environmental	Right-of-Way	Railroad	Design		1	2	3	D	CFP / TIP	
<b>Section 1: Tacoma Narrows</b>														
1.1	Blue Trail Access Point	\$	~				X			2				
1.2	West Slope Trail - Crystal Springs Creek Segment	\$\$	P	X		X					3			X
1.3	Public Boat Launch	\$\$\$	~			X							D	
1.4	West Slope Trail - Titlow Park Segment	\$\$	P	X							3			X
1.5	West Slope Trail - War Memorial Park Segment	\$\$	P	X							3			X
1.6	West Slope Trail - Gold Creek Gulch Segment	\$\$	P	X	X	X	X				3			X
1.7	View Platforms/Outlooks	\$	~				X				3			

#	Segment Name	Cost	Status	Issues to Resolve				Facility Type	Phasing				
				Environmental	Right-of-Way	Railroad	Design		1	2	3	D	CFP / TIP
<b>Section 2: Point Defiance Park</b>													
2.1	Point Defiance Trail System	\$	P							2			
2.2	Passenger Only Ferry Terminal/Water Taxi	\$\$\$\$	~	X			X					3	
2.3	Guest Moorage	\$\$\$	~	X								3	
2.4	Promenade 'Missing Link'	\$\$\$	P				X		1				
<b>Section 3: Ruston Way</b>													
3.1	Peninsula Park	\$\$\$\$	P	X								3	
3.2	Guest Moorage	\$\$\$\$	~	X.								3	
3.3	Point Ruston WaterWalk	\$\$\$\$	C						1				
3.4	Old Town Dock	\$\$\$\$	F/C	X			X		1				X
3.5	Mason Gulch Trail	\$\$	~	X	X		X					3	
3.6	Puget Gulch Trail	\$\$	P/C	X	X		X					3	
3.7	Garfield Gulch Trail	\$\$	~	X	X		X					3	

#	Segment Name	Cost	Status	Issues to Resolve				Facility Type	Phasing				CFP / TIP
				Environmental	Right-of-Way	Railroad	Design		1	2	3	D	
3.8	Buckley Gulch Trail	\$\$	~	X	X		X				3		
3.9	Chinese Reconciliation Park	\$\$\$\$	P/C				X			2			X
<b>Section 4: Schuster Corridor</b>													
4.1	Schuster Parkway Multi-modal Trail	\$\$\$\$	P			X	X			2			X
4.2	Bayside Trail	\$\$\$\$	P	X						2			
4.3	Esplanade/ Boardwalk	\$\$\$\$	P	X	X	X	X					D	X
4.4	Garfield Gulch Viewpoint	\$	P				X			2			
<b>Section 5: Thea Foss Waterway</b>													
<b>West Foss Shoreline</b>													
5.1	Extend Esplanade	\$\$\$\$	P/F	X	X				1				X
5.2	Repair Esplanade	\$\$\$\$	P/F	X					1				X
5.3	West Foss Central Park	\$\$\$	P	X			X			2			X

#	Segment Name	Cost	Status	Issues to Resolve				Facility Type	Phasing				CFP / TIP	
				Environmental	Right-of-Way	Railroad	Design		1	2	3	D		
5.4	15 <sup>th</sup> Street Gateway – Prairie Line Trail	\$\$	P		X		X		1					X
5.5	11 <sup>th</sup> Street Gateway – Murray Morgan Bridge	\$\$	~						1					X
5.6	Fireman's Park Hill Climb	\$\$\$\$	~		X	X	X				3			
5.7	Passenger Only Ferry Terminal/Water Taxi	\$\$\$\$	~	X			X				3			
<b>East Foss Shoreline</b>														
5.8	Waterway Park	\$\$\$\$	P	X						2				X
5.9	11 <sup>th</sup> Street ROW Boat Launch	\$\$\$	P				X				3			
5.10	East Foss Esplanade	\$\$\$\$	~		X		X						D	
5.11	Wheeler-Osgood Pedestrian Bridge	\$\$\$\$	~	X	X								D	
5.12	East Foss Central Park	\$\$\$	~		X						3			
5.13	Sea Plane Float	\$\$	P				X		1					X

#	Segment Name	Cost	Status	Issues to Resolve				Facility Type	Phasing				
				Environmental	Right-of-Way	Railroad	Design		1	2	3	D	CFP / TIP
<b>Section 6: Port Tidelats</b>													
6.1	Puyallup River Levee Trail	\$\$\$	P			X	X				3		
6.2	Foss Peninsula Viewpoint	\$	~		X		X				3		
6.3	Middle Waterway Habitat Observation	\$	~	X							3		
6.4	Hylebos Creek Trail	\$\$\$	~	X	X							D	
<b>Section 8: Northeast Tacoma</b>													
8.1	11 <sup>th</sup> Street Blue Trail Access Point	\$	~							2			
8.2	Scenic Drive	\$\$\$	~	X							3		
8.3	NE Tacoma Bluff Trail System	\$\$\$\$	P	X	X						3		
8.4	View and Interpretive Elements	\$	~				X				3		
<b>Section 9: Wapato Park</b>													
9.1	Wapato Park	\$\$\$\$	E/P							2			

LEGEND:

<u>Cost</u>		<u>Status</u>	
\$	\$0-\$250,000	P	Planning
\$\$	\$250,000-\$500,000	F	Funded
\$\$\$	\$500,000-\$1 million	C	Construction
\$\$\$\$	\$1 million +	E	Completed
		~	Action not initiated

Phasing

- 1 0-3 years
- 2 3-6 years
- 3 6+ years
- Depends on development
- D site

Issues

Environmental	Substantial environmental mitigation
Right-of-Way	Property or easement acquisition necessary
Railroad	Adjacent or over railroad
Design	Substantial design issues (e.g. structured path, steep grade)

CFP/TIP

X	Project is identified in the Capital Facilities Program or Transportation Improvement Program
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## 8.0 PERMITTING PUBLIC ACCESS PROJECTS

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If you intend to develop a public access, recreation, or site amenity within a shoreline of the state as defined in TSMP 4.1, consult first with Building and Land Use Services to determine if you need a shoreline permit; they will also tell you about other necessary government approvals.

To find out if your proposal is permitted by the Program, first determine which shoreline district and shoreline environment designation applies to your site. Then check TSMP 2.3 to determine if your proposal is exempt from a shoreline permit. If not, refer to Table 9-2 to see if the proposed use is allowed outright, allowed as a conditional use or prohibited. Then refer to the policies and shoreline district regulations in TSMP Chapters 6 through 9. In some cases your proposal or specific attributes of the proposal may be prohibited, but because of dimensional or other constraints, may be eligible for a shoreline variance (TSMP 2.3.5).

Typically, only water-oriented recreation is permitted within the shoreline.

Although your proposal may be permitted by Program regulations or even exempt from specific permit requirements, all proposals must comply with all relevant policies and regulations of the entire Program as well as the general purpose and intent of the SMP.

For development and uses allowed under this Program, the City must find that the proposal is generally consistent with the applicable policies and regulations, unless a variance is to be granted. When your proposal requires a Letter of exemption, submit the proper application to the City's Permit Intake Center. Processing of your application will vary depending on its size, value, and features.

Contact Planning and Development Services staff for additional information.

## 9.0 MANAGEMENT ISSUES

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Most shoreline substantial development permits (SSDP) usually contain “special conditions” that ensure development complies with the TSMP and other regulations. One of the common conditions is that the authorized public access areas will be used properly, managed for the public’s safety and enjoyment, and reasonably maintained. The following are some common requirements for managing public access areas along the shoreline:

### 9.1 Reasonable Rules and Restrictions

Reasonable rules and restrictions may be imposed on the use of the public access areas to correct particular problems that may arise, such as lack of public safety protections or increased vandalism. Rules may include restricting hours of use and delineating appropriate behavior. Such limitations, rules and restrictions typically have to be approved by the Land Use Administrator upon a finding that the proposed rules would not significantly affect the public nature of the area, would not unduly interfere with reasonable public use of the area, and would tend to correct a specific problem that has been both identified and substantiated.

### 9.2 Responsibility for Public Access Areas

Once a SSDP is issued, the permittee is typically responsible for ensuring that the public access area and associated improvements are installed, used and maintained in accordance with the permit. Public access areas are required to be permanently guaranteed, usually through a legal instrument, for use by the public.

### 9.3 Uses within Public Access Areas

Shoreline spaces that are dedicated as public access areas are typically made available to the public for uses, such as walking, bicycling, sitting, viewing, fishing, picnicking, kayaking and windsurfing. If someone wishes to use the public access area for uses other than those specified by the SSDP, prior written approval by the Land Use Administrator is usually required.

### 9.4 Maintenance of Public Access Areas

Public access areas and improvements along the shoreline are required of to be maintained by and at the expense of the permittee(s). Exceptions may include situations where the off-site mitigation for public access is accomplished on publicly-owned lands or at existing publicly owned access areas. In such cases, the responsibility

for ongoing maintenance may be assumed, by authorized agreement, by the appropriate public agency. Such maintenance usually includes: repairs to all path surfaces; replacement of any landscaping that dies or becomes unkempt; repairs or replacement of any public access amenities such as seating areas, restrooms, drinking fountains, trash containers and lights; periodic cleanup of litter and other materials deposited within the access areas; removal of any hazards in or encroachments into the access areas and assuring that public access signage remains in place and is clearly visible. To reduce ongoing maintenance requirements, public access areas should be built with durable materials using high-quality construction methods.



# TACOMA WATERFRONT

## Design Guidelines

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*Tacoma waterfront study area*

# INTRODUCTION

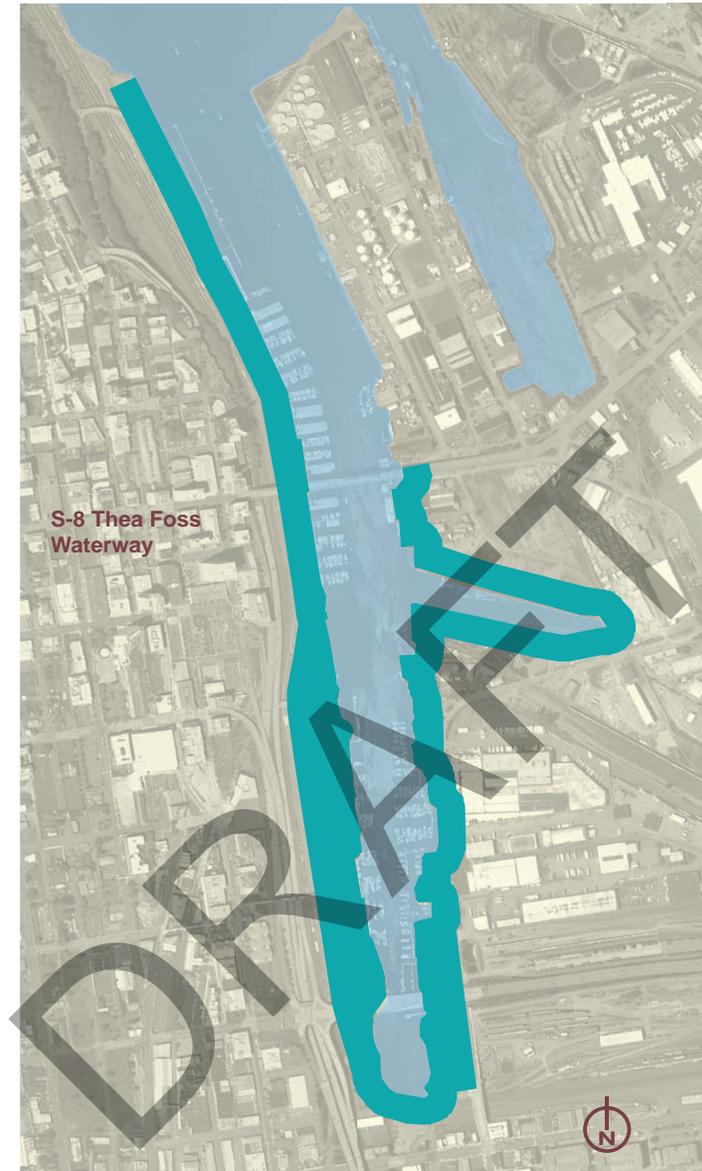
Communities throughout the nation develop and implement design guidelines to promote the historic, scenic, architectural, and/or cultural values of a particular area. Design guidelines are broad statements that indicate how development in an area should take place. Design guidelines are intentionally broad: they are meant to allow considerable creative latitude when designing projects. While not mandatory, the guidelines in this document should be followed by project developers and designers to the greatest extent practicable. The focus is on the design of public spaces and the public realm and to implement the over arching goals and objectives of the Shoreline Master Program. In addition, the guidelines are intended to mediate the interaction between public and private spaces, by looking at the relationship/interaction between the building site and the public realm.

## VISION

### General

The City of Tacoma has prepared these Waterfront Design Guidelines to illustrate how new development and redevelopment of the Dome to Defiance Waterfront can preserve and improve environmental quality; facilitate public access; create walkable, people-oriented public and private spaces; maintain an attractive, maritime aesthetic; and promote the overall quality of life for both residents and visitors. Implementation of these design guidelines will promote the use of identifiable, unifying design elements that will allow the Dome to Defiance Waterfront to be viewed as a whole, rather than a series of disconnected spaces.

Public access and recreation is not limited to the Dome to Defiance Waterfront – The City’s Public Access Alternatives Plan outlines a comprehensive network of public access trails and recreational facilities. These Guidelines will ensure that new public access facilities are being designed to consider site context, public safety, a variety of user groups, and appropriate public amenities. Ultimately, strong design standards will build a common identity for public access sites throughout the City’s waterfront, while providing opportunities for creative site specific design innovations that will allow for a sense of serendipity as visitors explore Tacoma’s rich waterfront environment.



### Thea Foss Waterway

The Thea Foss Waterway is a unique urban waterway with existing commercial and water-related uses adjacent to an intensely developed business area, with the potential for people and water-oriented development. The vision for the Foss is to improve environmental quality; encourage the reuse and redevelopment of the area for mixed-use development, cultural facilities, marinas and related facilities, water-oriented uses, and waterborne transportation.



### Schuster Parkway Corridor

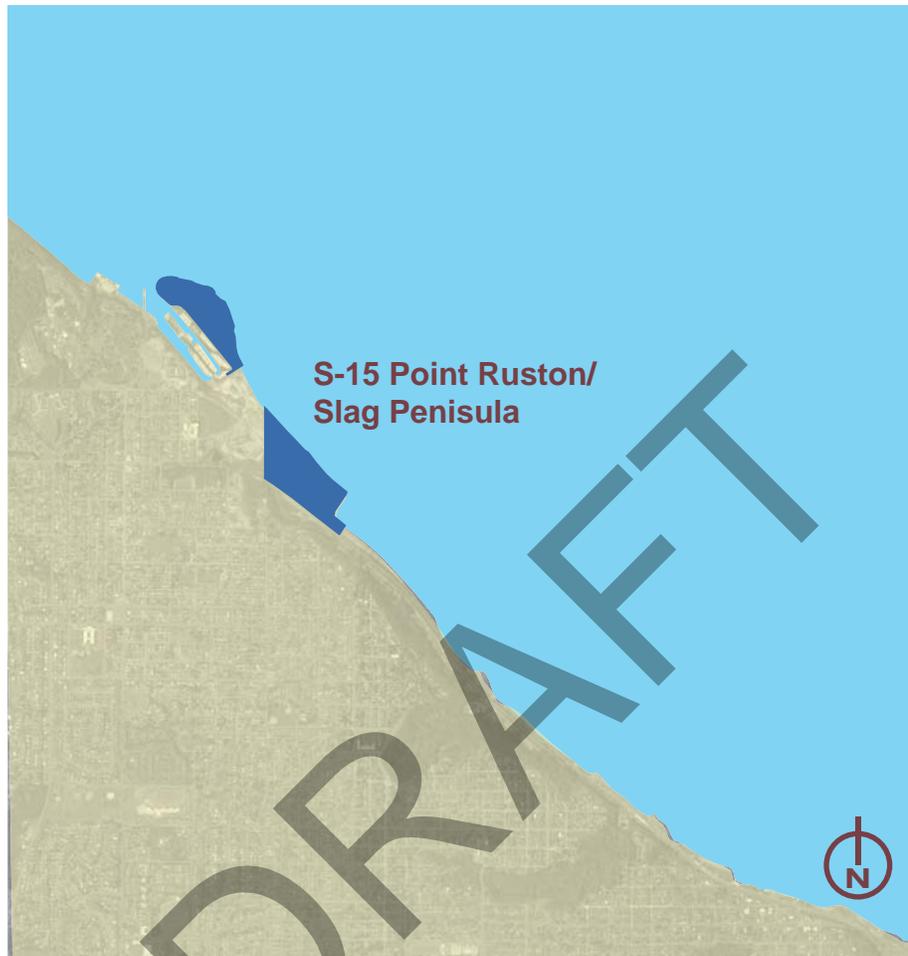
The Schuster Parkway Corridor is an active industrial area fronting on deep water and bisected by the mainline BNSF railroad. The vision for the Schuster Corridor is to establish a multi-use trail system that will integrate adjacent hillside neighborhoods with the shoreline; improve the connectivity of the shoreline with Ruston Way and Downtown Tacoma; enhance visual access of the water; accommodate multiple modes of transportation including bicycle and pedestrian facilities; incorporate stormwater as a design feature; and include design treatments that promote public safety and legible public spaces.



### Ruston Way Shoreline

The Ruston Way shoreline is comprised of a mix of public and privately owned land, is close to existing dense residential neighborhoods and business districts, and is served by the local street network. The area is characterized by distinct physical features including gulches, steep slopes, intertidal beaches, and a salt water bay. Slopes rise steeply from sea level, offering spectacular views of the water and mountains. Residential neighborhoods are found at the base and on top of the steep slopes. The shoreline area is developed with a mixture of public and private uses including restaurants, offices, public facilities, and public recreation areas.

The vision for Ruston Way is to develop an active and attractive urban waterfront of mixed public and private development that meets community recreation needs and emphasizes the shoreline for public use. It is intended that the Ruston Way shoreline be developed as a unified waterfront that utilizes consistent landscaping, signs, materials, and design details to provide visual continuity and a sense of place.



### Point Ruston/Slag Peninsula Shoreline

The vision for Point Ruston/Slag Peninsula is the development of a mixture of residential, commercial, and light industrial uses with an open space system that builds on the rich heritage of Ruston. This new neighborhood will be a regional destination. A robust open space system with parks, plazas, tree-lined streets, view corridors, and a waterfront promenade will offer recreation opportunities and reconnect the public with the Point Ruston shoreline.

### Point Defiance Shoreline

This 702-acre park is a popular destination for about two million people each year. Natural forest, saltwater beaches and spectacular views offer numerous possibilities for recreation, education and communing with nature.

The intent of the Point Defiance Park waterfront is to provide for perpetual utilization for park and recreational uses and encourage the creation and enhancement of view areas and trail systems, while allowing development of marinas, boat launch facilities, and low intensity water-oriented commercial uses in appropriate locations.

# OBJECTIVES

## **OBJECTIVE #1: Make public access USABLE**

Shoreline access areas are most enjoyed when they are designed and built to encourage diverse, water-related activities along the shoreline. The varied conditions of the Tacoma waterfront and each site's historical, cultural and natural attributes provide opportunities for creating projects with a "sense of place" and a unique identity. View opportunities, shoreline configuration and access points are factors that determine a site's inherent public access opportunities.

Public access improvements should be designed for a wide range of users. While some shoreline areas are best suited for quiet and contemplative public spaces, others lend themselves to be used for large public gatherings, such as festivals, outdoor markets or exhibits. In remote natural locations, simple trail systems may be all that is needed. Public access should be designed to respect all visitors' experiences of Puget Sound and the Tacoma Waterfront. Highly active uses should always be balanced with opportunities for passive activities, such as strolling, viewing and relaxing.

## **OBJECTIVE #2: Enhance VISUAL ACCESS to Commencement Bay, Tacoma Narrows and the shorelands**

The shoreline and waters of Commencement Bay and Tacoma Narrows are a scenic resource that contributes to the enjoyment of daily life in the Tacoma and the region. As a special kind of 'blue' open space, Puget Sound acts as a unifying element of the entire region. The wide surface of Commencement Bay and the distant views it affords offer relief from the crowded, often chaotic, urban scene and help to create a sense of well-being. Probably the most widely enjoyed "use" of the Sound is simply viewing it from the shoreline, from the water or from a distant viewpoint. For this reason alone, the Sound is a major visitor attraction for the tourist industry and a Bay view can add substantially to the value of a home, office or commercial use.

### **OBJECTIVE #3: Maintain and enhance the VISUAL QUALITY of the water, shoreline, and adjacent developments**

The visual quality of any shoreline development proposal should relate directly to a set of site-specific factors. Incorporating design principles such as human scale, architectural diversity and varied building massing can lead to well-designed waterfront buildings and shoreline access areas. The design character of public access areas should relate to the scale and intensity of the proposed development. For example, projects in high-intensity areas may include a complex and varied shoreline and dynamic water experiences. Conversely, in a natural setting or park setting, the serene visual quality of the Sound can be preserved and maintained by focusing on the site's natural characteristics. Other factors can also contribute to the visual quality of the shoreline and adjacent developments. For example, landscaping with native and drought tolerant plants can provide texture and interest to the waterfront. Existing degraded shoreline edges and substandard shoreline erosion protection can be improved as part of new shoreline developments. Unsightly debris that mars the appearance of the shoreline such as plastic bottles, old tires and other refuse should be removed. Over time, the elimination of inappropriate uses and poor quality shoreline conditions and the implementation of well-designed developments will enhance the visual quality of Commencement Bay and the Tacoma Narrows.

### **OBJECTIVE #4: Provide CONTINUITY along the shoreline while also enhancing the UNIQUE SENSE OF PLACE of distinct sub-districts and shoreline areas**

Access areas are utilized most if they provide direct connections to public rights-of-way such as streets and sidewalks, are served by public transit and are connected to adjacent public access or recreation areas. To create a comprehensive system of waterfront access, safe bicycle and pedestrian routes to the shoreline should be planned in collaboration with local governments. In addition, a variety and diversity of design features can create interest and 'serendipitous' moments. Public access design features should strike a

balance between the unifying design elements that create a common identity for the Tacoma Waterfront, while also using the inherent character and attributes of shoreline sites and context of specific shoreline areas to promote a unique sense of place for subareas within the access system.

### **OBJECTIVE #5: Take advantage of the PUGET SOUND SETTING**

Development along the shores of Commencement Bay and Tacoma Narrows should take maximum advantage of the attractive setting that the water provides. Over time, it is expected that more projects will take full advantage of the scenic water setting.

### **OBJECTIVE #6: Ensure that public access is COMPATIBLE WITH WILDLIFE through siting, design, and management strategies**

In many locations around Commencement Bay and Tacoma Narrows, the shoreline edge is a vital zone for wildlife. Access to some wildlife areas allow visitors to discover, experience and appreciate the shoreline's natural resources and can foster public support for resource protection. However, in some cases, public access may have adverse effects on wildlife (including flushing, increased stress, interrupted foraging or nest abandonment), and may result in adverse long-term population and species effects. The type and severity of effects, if any, on wildlife depend on many factors, including site planning, the type and number of species present and the intensity and nature of the human activity.

## USE OF THE PLAN

The Tacoma Waterfront Public Access Design Guidelines have been developed for use by:

- **Development Teams** – Developers, land planners, landscape architects, engineers, architects and other members of project teams. Development teams should be aware that, while this document covers issues dealt with in other City of Tacoma regulatory documents, this document is a supplement to—and not a replacement of—those other documents. Therefore, project developers and designers are responsible for complying with all other applicable regulatory documents, such as the Tacoma Municipal Code.
- **The Public**
- **Public Agencies** – City, county, special district, regional and state agencies involved in resource protection, land use planning, transportation and recreation.
- **FWDA Design Committee** – Foss Waterway Development Authority projects in the S-8 Thea Foss Waterway Shoreline District will use these guidelines when submitting a shoreline permit as part of the Foss Waterfront Development Authority (FWDA) design review process. Private or non-FWDA projects in the S-8 Thea Foss Waterway are encouraged to utilize the FWDA Design Committee for project review but are not required.
- **City of Tacoma Building and Land Use Services and Public Works** – City staff will use these guidelines as a reference when evaluating shoreline permits for new projects within the applicable shoreline areas defined below and/or where public access is being provided in accordance with TSMP 6.5 and the Public Access Alternatives Plan. In addition, City staff will utilize these guidelines when expending public funds for the acquisition, development, or improvement of public access projects that are within shoreline jurisdiction or identified in the Public Access Alternatives Plan.

# APPLICABILITY

The design guidelines are organized around three primary elements: Public Realm, Site Details and Building Sites. These guidelines apply in distinct ways.

1. Design guidelines associated with the Public Realm and Site Details apply to new public access facilities when required by the Shoreline Master Program and Tacoma Municipal Code 13.10, and for projects identified and implemented under the Public Access Alternatives Plan. In some cases, public access projects may be implemented that are outside the jurisdiction of the Shoreline Master Program, but which further the connectivity of the access system or enhance public views of the water. Where identified in the PAAL, these projects will be subject to design review.

2. The design guidelines associated with Building Sites shall only apply to that area defined as the “Dome to Defiance” Waterfront, from Point Defiance in the north, to the 4th Street Ramp off Schuster Parkway, and continuing onto the east and west sides of the Thea Foss Waterway in the south. The Building Site Element establishes design guidelines to mediate the interaction and relationship between public and private development sites and the integrated public access facilities.

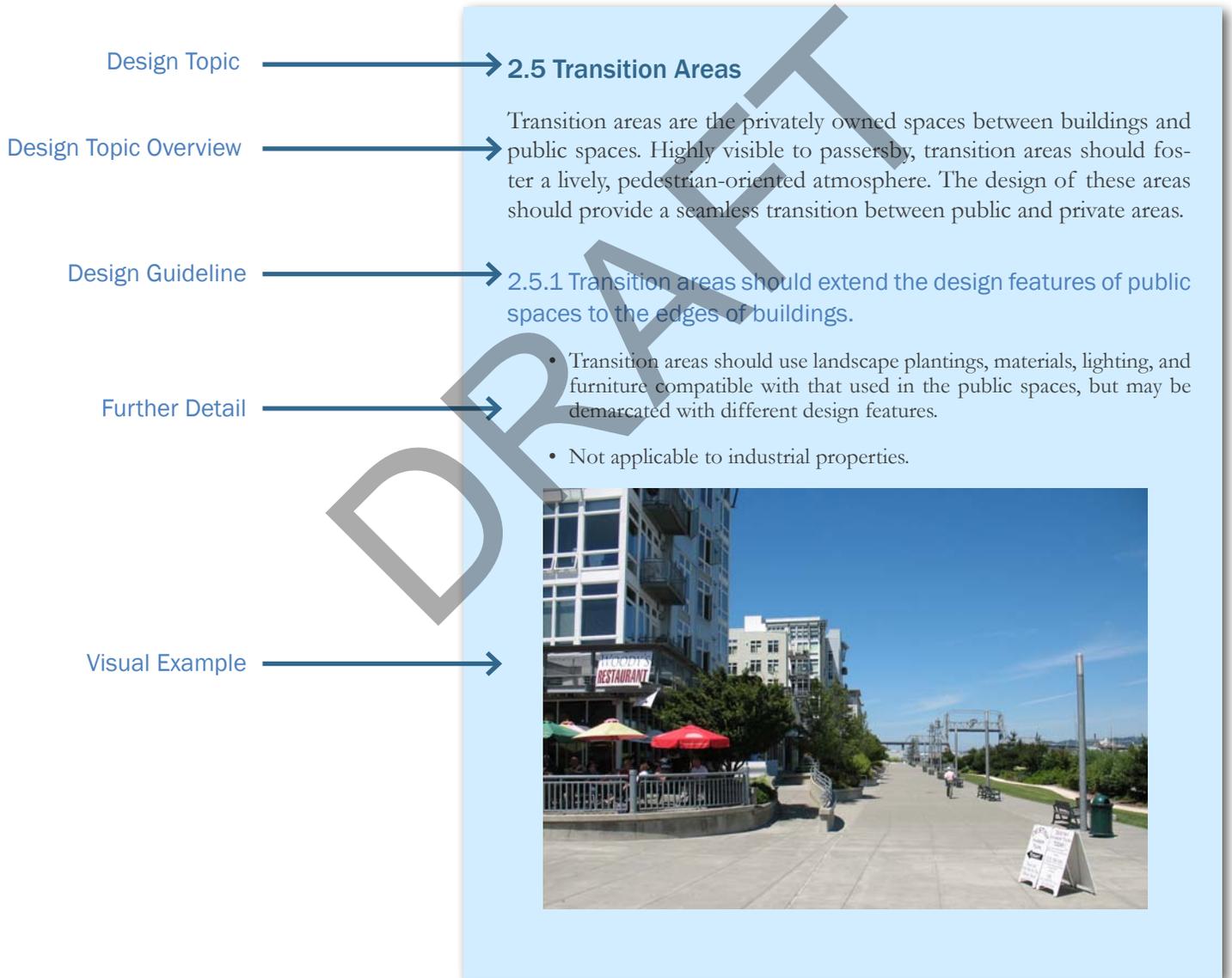
For the purposes of these guidelines, the Dome to Defiance subject area is divided into five distinct subareas:

- o Thea Foss Waterway (which is split into West Foss and East Foss): Comprised of the S-8 Shoreline District
- o Schuster Parkway shoreline: Comprised of the S-7 and S-6/7 Shoreline Districts
- o Ruston Way shoreline: Comprised of the S-6 Shoreline District
- o Point Ruston/Slag Peninsula shoreline: Comprised of the S-15 Shoreline District
- o Point Defiance: Comprised of the S-5 Shoreline District

# HOW TO USE THESE DESIGN GUIDELINES

## FORMAT

The design guidelines address three primary elements: Public Realm, Building Sites, and Site Details. Within each element, specific guidelines are presented in a consistent fashion, according to the model described below.



# 1. PUBLIC REALM

The public realm along the Tacoma Waterfront serves numerous purposes. Besides providing public shoreline access and circulation, public spaces are needed for recreation, contemplation, and inspiration—not to mention a nice spot for lunch!

Spaces within the public realm should have some design features in common to provide identity and continuity. Continuity may also be expressed through the regular placement of site details. The Public Realm guidelines apply city-wide.

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The Walkway should be an inviting, lively, and safe public space that is enjoyable all year, in all kinds of weather.



*The Walkway should accommodate a variety of users including walkers, joggers, bicyclists, and roller bladers.*



*While it is preferred to have similar site details along the entire Waterfront Walkway, these details may be adapted adjacent to specific development like this portion of the path next to the Chinese Reclamation project.*

## 1.1 Waterfront Walkway

The term “Waterfront Walkway” refers to the walkway that is envisioned to encircle the Tacoma Waterfront from the East Foss to Point Ruston in the north. The primary intent of the Waterfront Walkway is to provide public shoreline access, with opportunities for active and passive public recreation. The Waterfront Walkway may sometimes be referred to as a “promenade” or “esplanade” in some specific shoreline areas.

The design of the Walkway should create a linear shoreline park that unifies the Tacoma Waterfront shoreline, joins larger public spaces, and relates to the designs and activities of upland and in-water facilities. The Walkway should be an inviting, lively, and safe public space that is enjoyable all year in all kinds of weather.

On the west side of the Thea Foss Waterway, the Walkway will primarily consist of an esplanade that runs immediately adjacent to the shoreline. Elsewhere, it is expected that the Walkway may not always be immediately adjacent to the shoreline due to site constraints. Indeed, the Walkway may at times need to head away from the shoreline and run adjacent to an inland street.

**1.1.1** The Waterfront Walkway should be compliant with the Americans with Disabilities Act (ADA) and designed to safely accommodate a variety of users, including walkers, joggers, bicyclists, and roller bladers.

- Where space constraints only allow for suboptimal walkway width, the primary walkway can be designated for foot traffic and remain ADA compliant, while bicyclists and other wheeled users are diverted to a secondary route (such as a route along an adjacent street).

**1.1.2** To bring continuity to the Walkway and ensure that it is easy to follow, similar site details can be provided such as the consistent use of active-use surfacing specified in Section 3.8, Surfacing Materials.

- Site details may be adapted adjacent to a specific development where it can be demonstrated that they continue the design theme of the development and are compatible with the site details provided along the Walkway on the other sides of the development site.

**1.1.3** The design of the Waterfront Walkway should be flexible to allow the division of space for different types of paths, and for different users.

1.1.4 The location of the Waterfront Walkway should be flexible to allow location next to the water, where possible, or bypassing existing uses, where necessary.

1.1.5 Provide seating of various types along the waterfront.

## 1.2 Wooded Trails

In addition to the Waterfront Walkway, a system of wooded pedestrian and bicycle trails exists and will be further expanded in the Schuster Parkway and Ruston Way areas. Informal paths and trails in the gulches and along slopes in these areas permit pedestrian access to the waterfront from nearby residential neighborhoods. Part of the City's designated bike path system runs along a portion of the waterward side of Ruston Way, from Alder Street to Marshall Street.

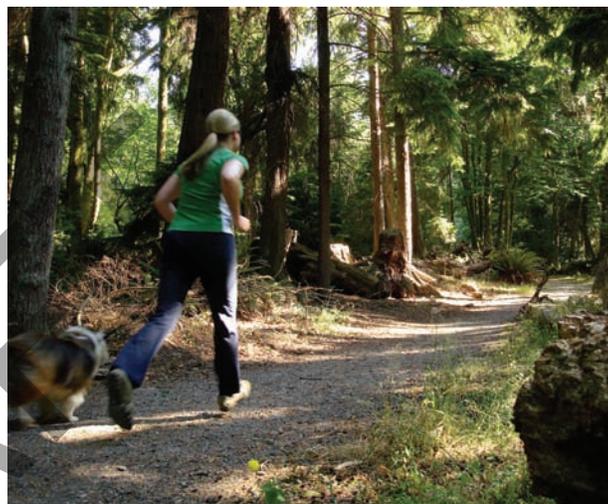
Improved pedestrian facilities in the adjacent slope and gulch areas will provide a greater opportunity for a more intimate contact with the shoreline environment for more people. A linking of the various areas of the shoreline by a system of paths will create a more continuous environment for pedestrians.

The following guidelines promote the development of an organized trail system on the slopes and in gulches, while ensuring that the trails are developed in a manner that preserves the natural wooded setting of the hillsides as much as possible.

1.2.1 Natural trails should consist of pervious surfaces such as packed cinder fine crushed gravel, wood fiber, or hogged fuel.

1.2.2 Carefully design and locate trails to preserve the natural wooded setting, maintain soil stability, minimize erosion, and avoid adverse effects on wildlife.

- Use design elements such as varying trail widths, paving materials, and site amenities to encourage or discourage specific types of activities.
- Use durable materials to reduce erosion impacts on adjacent habitats and to keep users from creating informal access routes.
- Provide spur trails to reduce informal access into and through more sensitive areas.
- Locate night lighting away from sensitive habitat areas.
- Use physical design features to buffer wildlife from human use.
- Manage the type of public use to reduce adverse effects.



*This wooded trail in Point Defiance Park consists of pervious surface of packed cinder fine crushed gravel.*



*Wooded trails should be carefully designed to maintain the natural wooded setting while maintaining soil stability, minimizing erosion, and avoiding adverse effects on wildlife.*

1.2.3 Bridges and raised boardwalks over waterways and tributaries can help maintain water flow for creeks, seeps, and wetlands.

1.2.4 To address safety concerns, multiple points of access can be provided with improved trailheads incorporating signage and lighting.

1.2.5 Trailheads should be improved and include parking to avoid conflicts with surrounding land uses.

1.2.6 Trailheads should include common design elements and amenities to improve their appearance and function.

Include common elements:

- Interpretive display
- Sign bollard with identification/distance sign
- Trash receptacle

Optional common elements:

- Picnic table – single post, wooden top
- Bench

1.2.7 Provide shelters and seating along the nature trails for user comfort and convenience.

1.2.8 Design and locate informational and directional signs for the trail areas that are compatible with the waterfront.

1.2.9 Consider safety needs when designing and locating bicycle and pedestrian paths.

1.2.10 Separate pedestrian paths from bikeway routes wherever possible and feasible to ensure the greatest amount of safety for both.

1.2.11 Where separate paths are not possible, combined bicycle/pedestrian paths should be of sufficient width to allow safe passage of both pedestrians and cyclists.

1.2.12 Landscape the bicycle/pedestrian path to define the path's edge.

## 1.3 Community Gathering Places

Community gathering places are areas along the Waterfront Walkway intended for public assembly. Community gathering places should be flexible spaces that can be used either casually or for formal public events. Gathering places should be a range of sizes and provide a variety of user experiences, from communal spaces for larger group activities (such as plazas, open-air amphitheaters, or concert stages) to amenities that allow for smaller groups and individuals (such as picnic tables, children's play areas, waterfront viewpoints, and a variety of seating).

Gathering spaces should also encourage a broad range of activities such as volleyball courts, bocce courts, game tables, play areas, and contemplative viewpoints at intervals along the waterfront. These spaces should be designed so that they are suitable for a range of these diverse types of activities.



*Community gathering places should offer a range of activities, from active uses such as sports facilities or performance spaces to passive places for seating or views.*

**1.3.1 The preferred location for community gathering places is in areas where public access, view corridors, and major streets intersect the Waterfront Walkway and pier heads.**

- These locations provide increased depth and width, receive ample natural light, are highly visible, and offer views of the Thea Foss Waterway, Downtown Tacoma, Mount Rainier, or Commencement Bay.
- Public gathering spaces can help define locations where an activity focus is desired.
- Linkages to surrounding open spaces and buildings can be created through passages, bridges, steps/ramps, paving patterns, and planting.



*Community gathering places can focus activity and define key nodes along the waterfront. They should be located at frequent intervals.*

**1.3.2 To facilitate public access, community gathering places should be located at frequent intervals along the waterfront.**

**1.3.3 Community gathering places can be made easily identifiable through the use of significant visual structures (such as art, fountains, or viewing towers) or trees.**

- The construction of significant visual structures is encouraged, particularly in primary public access/view corridors where such structures would not obstruct public access and might be visible from Downtown Tacoma or surrounding neighborhoods.
- Trees can help to spatially define a community gathering place, buffer a community gathering space from adjacent uses, and provide shade for users.



*Shelters should maximize the public's use of the waterfront in all seasons.*



*Gathering places should offer views of Commencement Bay, Mount Rainier, downtown Tacoma, or the Thea Foss Waterway.*

1.3.4 The design of community gathering places should allow for unobstructed circulation along the Waterfront Walkway.

1.3.5 Shelters can be considered a design element for community gathering places to maximize the public's use of the Waterfront Walkway throughout all seasons.

- Shelters should be strategically located and respond to sun, wind, and rain.
- Shelters can be provided through built structures or through the planting of trees to provide a canopy or wind break.



*Gathering places should include play areas that reflect the maritime character of the Tacoma waterfront.*

1.3.6 Gathering areas can include a variety of play areas that may reflect the location through themes, such as maritime or working waterfront. Specific use areas require specific materials to comply with applicable codes and standards.

- Children's play areas and playgrounds should include elements to stimulate interactions, creativity, and imagination, such as play structures and materials that foster social play.
- Play areas can be designed so that they are universally accessible for children with physical disabilities.
- Tot lots can be provided for toddlers (ages 1–3) that offer age-appropriate play areas with different types of play components, allowing parents or guardians to interact or assist. These tot lots should be separated from other children's play areas to prevent incidental accidents while still within sight distance so parents or guardians can oversee different age children simultaneously.



*An example of an identifiable gathering place along the Thea Foss Waterway located to improve access and views between upland and the waterfront.*

## 1.4 Public Access Corridors

On the west side of the Thea Foss Waterway, 14 public access/view corridors run between Dock Street and the inner harbor line. These corridors provide visual and physical access to and from the Foss, as well as additional natural light to its west side. While public access/view corridors may, in limited circumstances, be the only feasible option for other functions (such as providing access to temporary marina loading and unloading areas), such functions should be accommodated in other locations when practical.

Along the Ruston Way shoreline, continuous uninterrupted panoramic views should be maintained to the extent possible as new development occurs. Existing views of the shoreline should be emphasized and integrated into proposed developments. In addition, viewpoints along the waterfront and at selected locations in sloped areas can create opportunities for scenic views.

Six public access/view corridors are designated along Point Ruston. While the location of these corridors may shift along the shoreline, they should maintain the established dimensions to ensure adequate corridors to the water. Weather protection features, public areas, and areas for public access are allowed in the corridors.

**1.4.1** The entire width of public access corridors should be improved with appropriate site details and amenities, such as landscape plantings.

**1.4.2** Public access corridors should provide internally consistent site details that complement those of adjacent public spaces in materials, colors, and design.

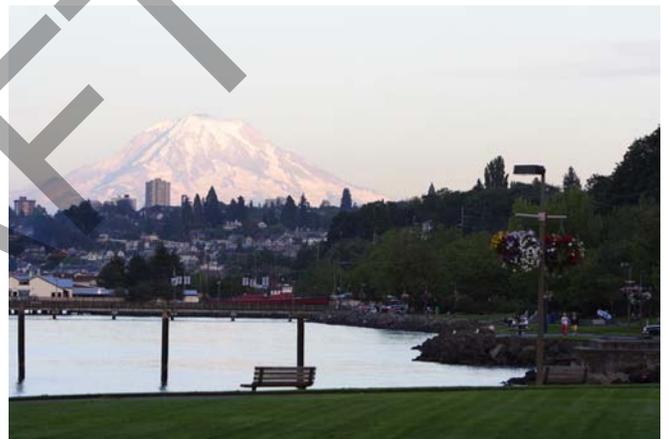
**1.4.3** Where feasible, the in-water portion of a public access/view corridor should be improved with public facilities including piers, viewing platforms, and other such structures.

**1.4.4** Outlooks at the end of a public access/view corridor should feature a walkway light, at least one bench or picnic table, a waste receptacle, a bike rack, and the design standard railing (if necessary).

**1.4.5** Outlooks should be situated as close as possible to the shoreline ordinary high water mark to maximize views of the waterway.



*A public access corridor along the Thea Foss Waterway offers site details consistent with those of the adjacent public walkway.*



*Public access corridors should be improved with public facilities, such as this seating, and offer outlooks that maximize views of the waterway.*

Streets are one of the major tools through which the City can implement its design vision for the Tacoma Waterfront.



*Space permitting, the Walkway should include design amenities such as waste receptacles, bike racks, benches, lighting, and landscape.*

## 1.5 Streetscapes

Streetscapes along the Tacoma Waterfront should do more than just transport vehicles. Typically, streets occupy approximately 25 to 35 percent of any dense urban environment. Being publicly owned, streets are one of the major areas that a city has to implement the design vision for a given area. As the Tacoma Waterfront is intended to be inviting to the public and open to pedestrian and bicycle use (as well as other forms of non-motorized transportation), the streets along the waterfront are intended to be a place for people. Of course, this needs to be balanced with a street's vehicular function, but it is important that the street be seen as a space intended for moving people, in all forms of transportation, be it people in cars, people on foot, people on bicycles, people in trucks, or people on skateboards. Street design should accommodate all forms of moving people and produce what have come to be called "complete streets."

More specifically, it is desirable that streetscapes along the waterfront be improved with a sidewalk that adjoins properties. In some cases, the sidewalk will serve as the Waterfront Walkway, where the Walkway cannot be accommodated on private property due to constraints such as hazardous material use or high security needs. Standards for the sidewalk in this case will need to be adjusted to accommodate the City of Tacoma street standards, give continuity to the Walkway design, and provide safety and clarity for the public user. Design guidelines and amenities, as outlined in this document, should be incorporated wherever possible. Additionally, the Downtown Element of the City of Tacoma Comprehensive Plan provides guidance for developing complete streets. Streetscape projects along the Tacoma Waterfront should follow this guidance.

Streetscapes also provide the opportunity for scenic views along the Waterfront. Ruston Way, Schuster Parkway, and East Dock Street offer exceptional vistas for not only pedestrians and bicyclists but also daily commuters and weekend sightseers. It is desirable to have shoreline drives with low speeds and attractive landscaping that affords scenic viewing. These shoreline drives place continued focus on the water as an attraction and emphasize the uniqueness of the Foss Waterway, juxtaposed with the Downtown skyline.

### 1.5.1 Where necessary, the street should be reconfigured to allow for a continuous Waterfront Walkway.

- Coordinate this with the appropriate City of Tacoma departments and public and private landowners.

1.5.2 Where the Waterfront Walkway runs adjacent to the street, the Walkway should feature landscape plantings at its edge to buffer Walkway users from vehicle traffic.

- In areas without enough room for landscape plantings, railings or bollards should be used for buffering.

1.5.3 Where the public sidewalk is identified as the Waterfront Walkway, where appropriate and where space permits, design amenities such as waste receptacles, bike racks, and walkway lights should be located on or adjacent to the public sidewalk.

1.5.4 Where there is no practical alternative to having the Waterfront Walkway cross a street or driveway, the path should be clearly marked to ensure continuity of the Walkway and to notify vehicles of pedestrian and bicycle crossing.

- Treatments such as different paving surfaces, textured paving, lighted crosswalks, or painted surfaces can be used alone or in combination to alert users and vehicles of the Walkway's presence. The trail may also be raised to increase visibility.
- The number of crossings should be minimized.

1.5.5 Public parking should be reconfigured, where possible, to allow the Walkway to locate on the shoreline side, except where the parking is intended for a vehicle viewing area.

1.5.6 Provide for safe, well-lit bicycle and pedestrian traffic in both directions.

1.5.7 Bicycle and pedestrian bridges over waterways and tributaries can be used to close gaps in the Waterfront Walkway.

- Design bicycle and pedestrian bridges to be compatible with surrounding land uses, habitats, and adjacent developments.
- The appropriate width of a bicycle and pedestrian bridge will depend, in part, on the level of use that is likely to occur at the site. However, multi-use bridges are usually at least 10 feet wide.



*Where there's not enough room for a landscape buffer, bollards or a railing can be used as found here along Schuster Parkway to ensure pedestrian safety.*



*Where the Walkway crosses streets or driveways, it should be clearly marked. The crossing above could be better marked with a different paving or painted surface. It is elevated, which alerts drivers they are crossing the path.*



*Bicycle and pedestrian bridges not only improve connections along the waterfront but also function as iconic design features.*



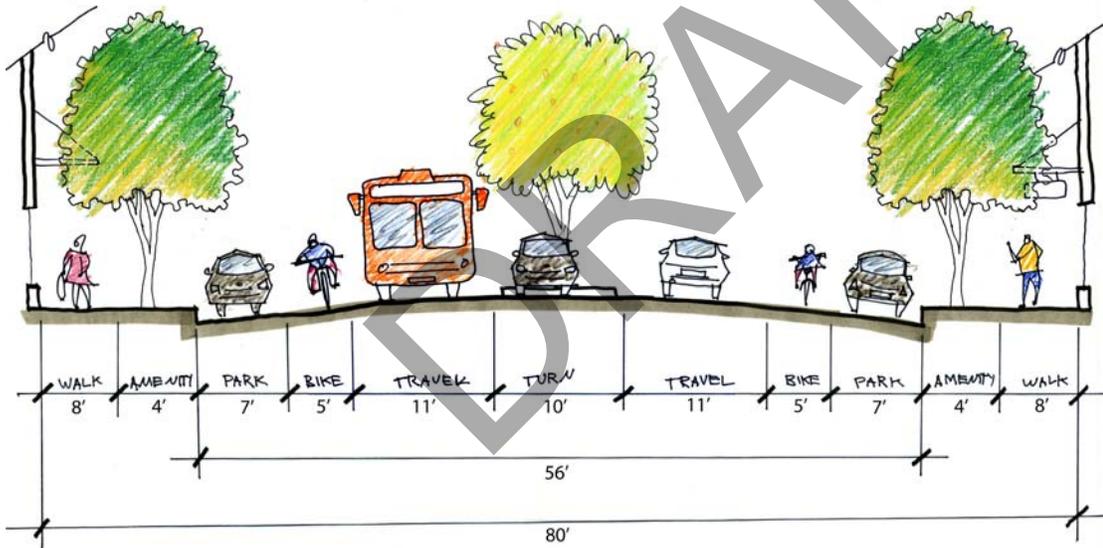
Motorists enjoy waterfront views along scenic shoreline drives. It is important to keep this in mind when designing improvements, re-aligning, or widening streets.

1.5.8 Where possible, streetscape projects should be consistent with the transportation element of the City's Comprehensive Plan and the Bicycle and Pedestrian Design Guidelines within the Strategic Mobility Master Plan (MoMaP) and connect pedestrian and bicycle circulation routes with other like routes to create a continuous multi-modal trail network.

1.5.9 Streetscape projects should be consistent with the Mixed-Use Centers Complete Street Guidelines, provided in the Downtown Element of the City of Tacoma Comprehensive Plan.

1.5.10 When designing improvements, realigning, or widening streets, consider the scenic shoreline drives and try to preserve motorists' views of the water.

- Use landscaping to balance pedestrian and vehicular views.



Example of a "complete street" from the Tacoma Complete Streets Manual

### 1.5.11 Public access at shoreline street ends should be designed to balance public access with private land uses.

- Where safety and/or liability concerns exist, visual access can be provided as an alternative.
- A clear delineation should be made between public and private land, and all public access should be provided on public land.
- Access may include non-motorized boating docks or floats, viewing platforms, seating, and other forms of uses that are not a nuisance to adjacent private uses.
- Public access can be formal (such as paved walkways, identification signs, and interpretive panels) or informal (such as a small footpath to the water or bench by the water).

### 1.5.12 Emphasize the use of Ruston Way as a low speed, scenic urban parkway that provides access to shoreline properties, accommodates through traffic, and offers viewing opportunities for the motoring public.

## 1.6 View Areas/Viewpoints

Tacoma's relationship to the water is an important part of its distinct character and history. Significant views include those to Puget Sound, Mount Rainier, and back toward Downtown Tacoma and along the waterfront. These natural panoramas and views of the urban skyline enhance the aesthetic quality of the Waterfront Walkway and provide a connection to the water. Views of industrial areas allow users to see and understand Tacoma's working waterfront.

Vantage points should be incorporated throughout the length of the Waterfront Walkway to support and enhance the public realm. Viewpoints should be understood as extensions of the Walkway but should not impede movement along the Walkway. These viewpoints often benefit from the incorporation of short-duration stop facilities that facilitate stopping, gathering, and viewing activities. These types of facilities could include seating, interpretive kiosks or educational signage, integrated water features, public art, and water access. These facilities also provide an opportunity to adaptively reuse building materials and elements from existing structures to reflect the historic and maritime character of the waterfront.



*Vegetation at this viewpoint balances providing views with creating habitat along the shoreline.*



*A meandering trail along the Wapato Lake shoreline provides an example of how to alternate areas of vegetated shoreline with public access and view areas.*



*This viewpoint along Ruston Way functions as an extension of the Waterfront Walkway without conflicting with movement along the trail. It is defined as a separate space through stairs, changes in landscaping, and public art.*



*Viewpoints should incorporate site amenities like seating and shade and be oriented to major view corridors.*



*Views should also be provided back down the Waterfront Walkway.*

### 1.6.1 Incorporate viewpoints and view areas along the Waterfront Walkway.

- Integrate public access with viewpoints/view areas.
- Define viewpoints that are understood as extensions of the Waterfront Walkway without conflicting with the trail's movement functions. Viewpoints can be clearly defined as spaces separate from the Walkway through the use of different materials, public art, stairs or other changes in elevation, and landscaping.
- Incorporate short-duration stop facilities such as moveable seats, space for vending carts, and/or access to the water.
- Viewpoints and view areas can be elevated above the walkway to enhance views. This can be paired with the incorporation of a flexible open space that can accommodate small events or gatherings.

### 1.6.2 Orient views with any key view corridors and/or major streets and street ends.

### 1.6.3 Emphasize panoramic waterfront views from the roadway, slopes, and shoreline areas.

### 1.6.4 Consider the residents' view from the upper neighborhoods when designing and locating new developments along the shoreline or the hillside.

### 1.6.5 Balance viewpoints and view areas with shoreline vegetation and native plantings.

- Provision of views needs to be balanced with the need for habitat and erosion prevention when considering removing existing vegetation.
- To preserve more vegetation, view areas or viewpoints can be small.

### 1.6.6 Outlooks should be situated to provide public views of significant Port and industrial operations. Recognize the aesthetic and educational value of port/industrial operations.

### 1.6.7 Consider the view of the motorist when designing improvements, realignment or widening of the Ruston Way roadway in order to provide the passerby with views of the water.

1.6.8 Provide small bayside parking areas or pull-offs for limited in-car viewing, where compatible with existing roads and adjacent uses.

## 1.7 Public Access in Industrial Areas

While fulfilling the mandate of expanding public access and improving habitat, Tacoma must also remain sensitive to the need of supporting the economic development of industrial uses. The Port and other maritime and industrial uses are valuable assets.

In some instances, these dual goals may seemingly be in conflict. Providing public access may pose some hazard to public users given the industrial nature of uses. Likewise, public access may interfere with private operations, increase liability for owners, and pose issues of security. This is not to say that public access cannot be provided in industrial areas but that it must be carefully designed to address competing needs.

Physical public access can be provided in a way that is inviting and safe for the public while remaining compatible with industrial activities. The design of access should address concerns regarding liability, interference with industrial activities, and security of facilities.

1.7.1 Security can be accomplished without negatively affecting the aesthetics of public access through careful, subtle, and sensitive design; the use of clever separation; and avoidance of obvious or harsh features such as chain-link fencing, guard houses, or razor wire. The best security will be imperceptible to users or the general public unless trespassed.

1.7.2 Public access to industrial areas can be limited through the use of fences, grade changes, or retaining walls.

- Transitional security strips may be used on the landside to separate the public Waterfront Walkway from private industrial spaces. This strip should be in harmony with the Walkway and not interrupt continuity.
- Fences and walls can be landscaped to reduce their visual impact on the Walkway and provide minimal visual obstructions.



*Views should be provided of significant Port and industrial operations.*



*While these fences distinguish public and private areas of use, the chainlink fence and barbed wire detract from the appearance of this public access. Fences can be landscaped to reduce their visual impact.*



*Public access is successfully provided at this site adjacent to industrial uses through the use of attractive fencing separating users and a viewpoint that offers visual access without interfering with industrial operations. The low key design of the space reflects the site's industrial character.*

1.7.3 The safe observation of industrial and maritime facilities and visiting vessels in operation can be provided for reasonable casual visitation when facilities are not being used for active loading/off-loading functions through overlooks, belvederes, decks, or piers. This will allow views of the working waterfront.

1.7.4 Convenient and attractive alternative routes through or around the maritime facilities should be provided for the general public and passersby when security and safety dictate that certain areas be cordoned off from the public. Where reasonable, the facility should accommodate safe pier-side pedestrian access and recreational fishing opportunities.

1.7.5 Public access can be designed so as not to interfere with existing industrial activities.

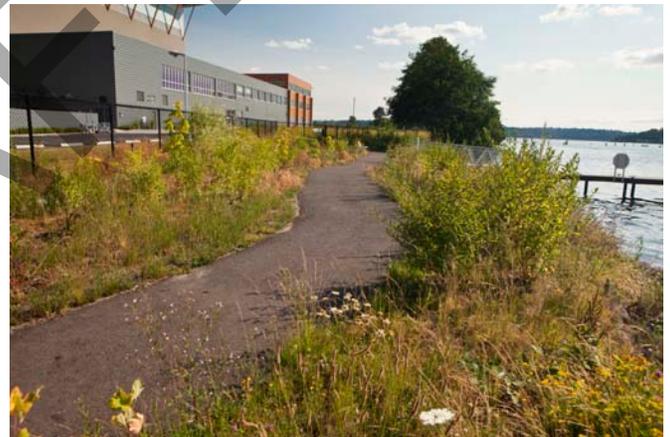
- Separate incompatible uses on site. Visitor vehicle circulation and parking should be separated from industrial traffic so as not to negatively affect work activity.
- Visitor attractions can be concentrated in one part of the site.
- Clear signage/wayfinding and strong attractions will direct visitors and keep them out of private areas.
- Reinforce signage with design cues such as paving, crosswalks, lighting, and site amenities to distinguish areas of public access from private uses.
- Provide elements that benefit workers and existing uses such as better circulation and parking, convenient commercial services, improved lighting, and new site amenities.

1.7.6 Opportunities exist for the design of architectural and site elements that reflect and reinforce the site's industrial character. Low-key design can preserve the working waterfront character.

1.7.7 Provide public access across boat yards and launch ramps in locations where safety precautions can be implemented.



*This park in Oakland, CA provides opportunities for visitors to safely view the Port without interfering with operations or posing a security risk.*



*Public access is provided here with landscaping buffering industrial uses from the public and new site amenities such as a boat dock that workers can benefit from.*

## 2. BUILDING SITES

When being redeveloped, building sites, whether publicly or privately owned, should be developed in such a way as to take into consideration the special nature of the Tacoma Waterfront. Design teams for sites on the waterfront must recognize that a successful building will not only account for patterns of development on the actual site but will also successfully implement and contribute to the larger goals of the Tacoma Waterfront as a whole. It is desirable that the sites surrounding the Tacoma Waterfront acknowledge the larger patterns of development in the area, public access goals (as exemplified by the Waterfront Walkway), and view considerations (such as the public access/view corridors). Public spaces should be prioritized to minimize shadow impacts, and building massing and form should strengthen the existing public rights of way, including streetscapes and the Walkway. The building site guidelines focus primarily on the impact of building sites on public access rather than the style or materials of buildings.

The following guidelines primarily apply to the redevelopment of new mixed-used, residential, and commercial buildings along the “Dome to Defiance” portion of the waterfront. These types of land uses offer more opportunities for public access and therefore should be designed to improve public access. Industrial uses can still provide some limited public access, but given the character of this land use, many of the following guidelines may not apply.

### 2.1 General Considerations

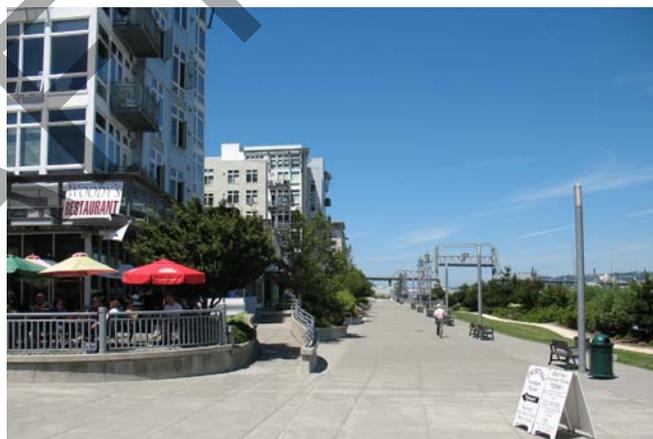
**2.1.1** New development of individual sites should enhance the shoreline’s positive and distinct features, unify shoreline areas visually, and give definition to subareas.

**2.1.2** Development should improve the appearance of the shoreline for those who live and work there, making it a more attractive and interesting place to visit.

**2.1.3** New development should be oriented to the water and relate to public access along the Waterfront Walkway.



*The newly developed Chinese Reconciliation Park along the Waterfront Walkway enhances the larger shoreline while also defining a unique sub-area.*



*A cafe on the ground floor of Thea's Landing is oriented to views of the water and relates to public access along the Waterfront Walkway.*



*A building along Thea Foss is oriented to the water, providing views for residents and relates to public access, providing easy access to the Walkway.*



*Balconies along the Thea Foss shoreline take advantage of views out to the water and toward Mount Rainier. A rooftop space increases residents visual access to these same amenities.*



*New development should avoid shading the Waterfront Walkway, like this existing building does, through careful site design and building design.*

## 2.2 View Considerations

The topography and structures in and around the Tacoma Waterfront provide numerous view opportunities, particularly of Mount Rainier, the Cascades, the Olympics, the Thea Foss Waterway, waterfront activities, Commencement Bay, Union Station and the Washington State Historical Museum, the Port of Tacoma industrial area, and Downtown Tacoma. While City regulations are in place to mitigate view impacts, the guidelines below are intended to maximize views to and from the Tacoma Waterfront.

2.2.1 Design and locate new shoreline uses to take full advantage of the waterfront views and location using design elements such as building orientation, windows, decks, and rooftop spaces.

2.2.2 Incorporate design elements such as transparency and preservation of view corridors to minimize view impacts on surrounding areas.

2.2.3 Building designs should explore creative ways of incorporating public access, such as through roof access points.

2.2.4 Views should be balanced with vegetation.

## 2.3 Shading Considerations

The intent of these guidelines is to minimize the shading of public spaces to ensure that the Waterfront Walkway remains a well-used public resource. The shading of public spaces is of particular concern on the west side of the Tacoma Waterfront because its location, topography, and north-south orientation result in early afternoon shadow conditions nearly year-round.

2.3.1 Buildings should minimize the shading of public spaces as much as practical.

- Techniques to minimize shading include the manipulation of building orientation, location, and shape.

2.3.2 In public spaces subject to early shading, sufficient artificial lighting should be provided.

- See the Lighting section of Chapter 3, Site Details.

## 2.4 Site Layout

Buildings should be thoughtfully positioned, programmed, and detailed to maximize the impact of the Tacoma Waterfront public experience. Considerations include: strengthening the profile of streetscapes by locating the building closer to the street, especially on streets parallel to the Tacoma Waterfront; providing more open space on the water side of a building; locating uses with the most public access on the streetscape or Waterfront Walkway sides of a building; and accentuating the pedestrian-friendly nature of a building at ground-level sides facing the streetscape and the Walkway.

2.4.1 To give the appearance of building façades being a similar distance from the streets, awnings, landscape plantings, entrance markers, modulation, and other design elements are encouraged.

2.4.2 Location of activities within a building should consider surrounding uses and activities both inside and outside the building. Potential conflicts arising from light, glare, noise, odors, or hours of operation can be avoided by separating uses and activities (vertically and/or horizontally), or by providing physical screening between uses and activities.

- Physical screening can be accomplished through landscape plantings, building construction, or other techniques.

2.4.3 The preferred location for open space is the waterward side of a building site.

2.4.4 Combine vehicular access points to minimize the interruption of pedestrian traffic and adverse visual impacts.

2.4.5 No parts of buildings should protrude into public spaces; however, weather protection features benefiting the public, art visible from public spaces, or building areas provided primarily for public access may be located in or over these areas.

Buildings should be sited to maximize the impact of the public experience along the Waterfront Walkway.



*This building along Thea Foss provides stairs that offer public access through the site, connecting pedestrians on the upland side to the waterfront. They also provide opportunities for views given their orientation to the water and Mount Rainier and slight elevation gain.*

Buildings and building sites should be designed to create a comfortable and interesting pedestrian environment.



*The large facade of Tbea's Landing is broken up through the use of vertical modulation and changes in color and materials that create an interesting pedestrian environment.*



*The Albers Mill Lofts adaptively re-uses an historic building along the waterfront and reflects the area's industrial character through the use of materials, including steel and large timbers.*

## 2.5 Pedestrian Orientation

Buildings along the Tacoma Waterfront are intended to feature design individuality, not to portray a strong unifying theme. Design continuity should primarily be established by the cohesive linear design of the Waterfront Walkway and streetscapes.

At the same time, the shoreline has a rich maritime heritage. The design and remodeling of structures should reflect the northwest marine character. To be compatible, design elements from public spaces, existing structures, and surrounding districts should be incorporated into all new developments. It is not intended that portions of existing buildings be replicated; instead, the creative, subtle integration of these elements is the objective. Additionally, the exterior appearance of buildings and building sites should incorporate treatments that make for a comfortable and interesting pedestrian environment.

The pedestrian orientation guidelines apply to the “Dome to Defiance” portion of the waterfront and do not apply to industrial uses.

2.5.1 Strong individual design is encouraged along the Tacoma Waterfront, especially design that creatively reflects the northwest marine character of the area, befitting the Waterfront Walkway's value as a public resource. These characteristics can include integration or reference to proportions, materials, forms, textures, or colors from existing buildings. Continuity between buildings is encouraged, especially through logical transitions in building bulk, shape, and height, or by significant physical separation.

2.5.2 Buildings should be constructed of high quality, long lasting materials, particularly concrete, masonry, metal, or wood wherever possible, to preserve resources and reflect the long-term community values embedded in the Tacoma Waterfront. Wherever possible, the adaptive reuse of existing buildings and the use of historic building materials as part or whole of new building or development projects is encouraged.

2.5.3 When several buildings are proposed for a single development, the buildings should demonstrate internal compatibility while maintaining strong individual design. While buildings are not required to look identical, they should provide continuity of design through the use of such elements as building bulk, shape, and height.

- Common design themes should be demonstrated in materials, roof pitches, colors, building separation, and orientation of buildings.

2.5.4 Buildings should be oriented to existing public spaces such as plazas or courtyards. New buildings should be clustered so as to define active public spaces that relate to the Waterfront Walkway (see guidelines in Section 2.5, Transition Areas).

2.5.5 Whenever possible, buildings along the Waterfront Walkway should be oriented to the Walkway and create an inviting and interesting pedestrian environment; locate active uses such as retail, public activities, and employee gathering along the Walkway.

- Visible industrial uses and processes can highlight Tacoma's working waterfront character.
- Windows and displays can provide visual interest and a connection between the Walkway and activities within buildings, particularly on the ground-level.
- Street furniture for ground floor retail and stoops and ground floor balconies for residential uses allow for opportunities for pedestrian social interactions.

2.5.6 The human-scale design of ground-level exteriors of buildings at a pedestrian level is encouraged to improve the quality of public access, encourage pedestrian activity, and provide visual interest/engagement.

- These details could include regularly spaced windows that establish a pattern or tall ceilings and display windows on the ground floor.
- Features that define the ground floor include trim, awnings or canopies, arbors or trellises, or overhangs.
- Façades can be articulated through the use of recessed entrances, columns, scoring, change in materials, transom windows, roll up doors, arcades, decorative kickplates or belt courses, and/or signage.



*The Albers Mill Lofts building is oriented to the Walkway and helps define the public gathering space adjacent to the Glass Museum with large ground floor windows and a semi-private open space facing the plaza.*



*A human-scaled ground level along Thea Foss has design details including large display windows, transom windows, recessed entries, awnings, and lighting.*



*This transition area at Thea's Landing extends some of the design features and materials of the Walkway but demarcates a transition with stairs to delineate private from public space.*



*These two examples of transition areas demonstrate how to design for social interaction. Fences, changes in elevation, and landscaping separate private from public use while still allowing people to interact.*

2.5.7 Modulation (horizontal and vertical) and architectural features are encouraged to create interest and avoid long, flat façades along the Waterfront Walkway so that the space continues to feel safe and interesting to users. Generally, blank walls longer than 20 feet should be avoided.

- The use of blank walls should be minimized by the incorporation of architectural features of interest and utility, such as windows, building entries, and weather protection.
- Long walls that do not require windows or entries should be articulated in a way so as to break up long, monotonous planes. Building articulation can include changes in the roof line, building materials, facade setbacks, or fenestration pattern. Blank wall treatments include planter boxes, trellises, artwork, awnings, bay windows, and columns.

## 2.6 Transition Areas

Transition areas are semi-private zones where privately owned buildings abut public spaces. These spaces provide physical and visual separation between public and private spaces. The separation indicating the transition between public and private users can be made with seating areas, landscaping, artwork, or walkways. Transition areas should clearly delineate public and private spaces to provide greater legibility and help the public navigate what areas are appropriate for them to use. Their design, however, should provide a continuity of site details and provide a seamless transition from public to private areas. Highly visible to passersby, transition areas should foster a lively, pedestrian-oriented atmosphere.

2.6.1 Transition areas can be used to extend the design features of public spaces to the edges of buildings.

- Transition areas can use landscape plantings, surfacing materials, lighting, and other site details that are compatible with those used in adjacent public spaces to provide a continuity of site details but may demarcate the transition area with different design features to discern public from private space.
- Not applicable to industrial properties.

2.6.2 Transition areas are encouraged to be enhanced with artwork, fountains, landscape plantings, plazas (for public or private use), or other features promoting public enjoyment (active or visual).

### 2.6.3 Transition areas can be designed to allow for social interaction.

- Transition areas are the preferred location for activities such as outdoor dining or outdoor display.
- Fences, walls, and gateways in transition areas should be designed so that they visually separate but do not hide semi-private spaces.
- Low or stepped down planting areas and terraces or bioswales can be used to visually separate private and public development.

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### 3. SITE DETAILS

Site details bring continuity and identity to the Tacoma Waterfront. The following guidelines are designed to ensure that the public realm and development sites remain functional for a range of users. Site details should have a clear function and exhibit a simple utilitarian design. Site details are encouraged to reflect the maritime character of the waterfront. Historic site details may be appropriate when related to historic structures. Exceptional care should be taken in the design, construction, and installation of all site details.

Where a specific model is called out in the following details, it is intended that model be used. However, should a specific model not be available or if another model that meets similar design intent is defined, a comparable product should be used.

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Softer shoreline edges provide additional access while conserving habitat and natural features and functions.



*This soft shoreline along Ruston Way increases public access while also maintaining shore stability through the use of a naturally sloped backshore and anchored logs that stop erosion and allow sediment to travel along the coast naturally.*



*Microhabitat is created in Puget Sound with habitat panels and troughs attached to the sea wall to provide rough textured surfaces for organisms to attach to despite the hard shoreline.*

### 3.1 Green Shorelines

Beyond the important economic and social benefits provided by shorelines, they are essential ecological resources. Shorelines include habitats for diverse species of plants and animals, foraging and spawning habitats for marine species, and breeding and feeding areas for birds. The vast majority of the Puget Sound has hard or immobilized edges. Bulkheads and other seawall armoring have been used to make shorelines static, but this treatment actually destabilizes the shore processes and functions and is generally harmful to marine ecosystems. It also disrupts the sediment supply, impacting the nature and composition of nearby shorelines, and changes wave energy, increasing wake and washing away fine materials needed for habitat. To ensure that the region's coastal resources are sustained, the integrity of shoreline ecosystems should be protected.

As population in the region continues and pressure to redevelop and modify waterfront property grows, impacts on the shoreline will increase. Additionally, current models of climate change suggest that sea levels will increase along with more severe episodic storm events. Instead of continuing to fortify the shorelines, design should seek softer, more natural edges that take into account impacts on coastal processes, adjacent properties, and nearshore habitat. Buildings, roads, and other development can be moved from bluffs or beaches to allow for natural shorelines. Large wood or gravel berms can provide protection from waves, while vegetation and improved drainage can stabilize slopes. This softer edge will have the added benefit of providing additional access to the water's edge, offering places to set in a kayak, go for a swim or wade and build sand castles, and create a softer, natural aesthetic.

#### 3.1.1 Replace existing bulkheads or design new shorelines with green shorelines that substantially improve habitat, maintain shore stability, and improve water access.

- Set back development including buildings, roads, and other development to reduce the need for shore protection and decrease the negative impacts from storm surges, flooding, and other episodic events.
- Natural riparian vegetation plantings offer a dual function as landscape design features and shore protection.
- Where erosion is a concern, consider using naturally sloped backshore, berms, or anchored logs to provide shore protection to allow sediment transport along the coast. Offset erosion with periodic beach nourishment, adding gravel roughly every 5 to 10 years.

3.1.2 Mowed turf areas should not be extended to the top of shore embankments.

3.1.3 Where possible, critical and/or sensitive habitat and natural features and functions of the shore zone should be conserved and rehabilitated.

- Avoid filling in intertidal and subtidal areas that offer critical habitat. Instead, use these habitat features as part of the landscape design and shore protection.

3.1.4 Native plants can be used to provide shade for juvenile fish, facilitate the food web by providing homes to insects that fish and birds can eat, provide refuge for animals, and help filter run-off. Non-native plants can be used where they are advantageous, or when native species cannot be found.

3.1.5 Where hard shorelines are used, they can be designed to provide habitat and mitigate wake energy through the use of porous, sloped, gentle, or terraced embankments or through a combination of horizontal and vertical surfaces.

- Create microhabitat to encourage the formation of a crust of filter-feeding marine organisms that function as a living water filtration system through the incorporation of cavities or crevices that retain water during low tide; the use of rough textured and porous surfaces such as mussel, oyster, and clam shells that facilitate the attachment of organisms; and/or integrated ecosystem-enhancing treatments such as oyster baskets.



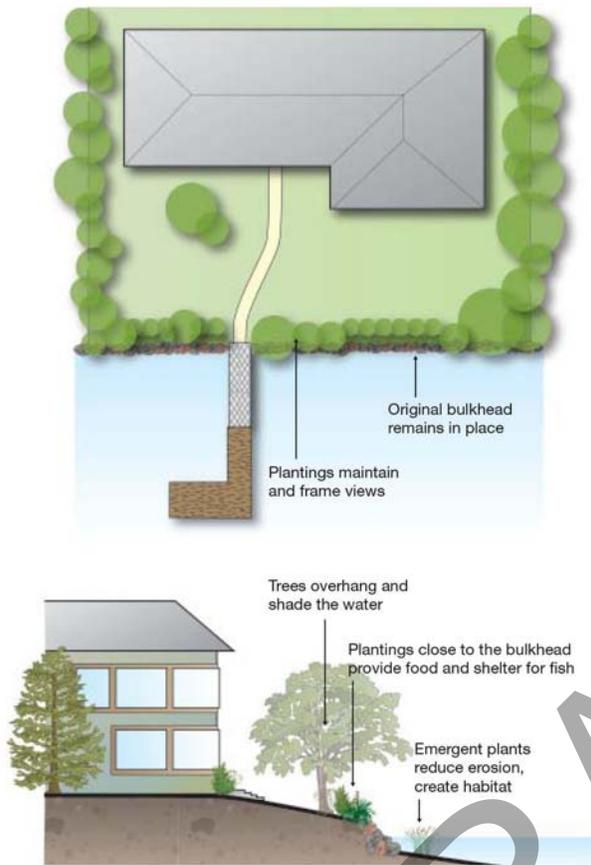
*Extending mowed turf to the edge of a shore embankment should be avoided. Use native vegetation along the shoreline instead.*



*The use of native vegetation and natural shoreline features should be used to provide a buffer between the water and the waterfront walkway.*

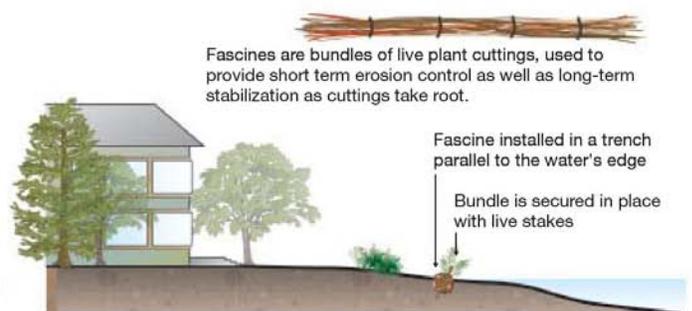


*Instead of filling in an intertidal area, the Chinese Reconciliation Park conserves this natural feature and uses it as a centerpiece of the design.*



Riparian vegetation can be used to improve fish habitat in areas structural shoreline stabilization currently exists.

Source: Green Shorelines. City of Seattle. 2009.



Examples of "soft" shoreline stabilization techniques.

Source: Green Shorelines. City of Seattle. 2009.



*Tidal stairs allow this family to get close to the water along Ruston Way.*



*A soft shoreline along Ruston Way allows visitors to walk along the beach. Riprap can incorporate seating elements.*



*A low-profile float along the Tacoma waterfront allows a kayaker to launch.*

## 3.2 Shoreline Edge Treatments that Provide Closeness to the Water

Shoreline treatments that provide closeness to the water are desired. While trails, waterfront promenades, and viewpoints facilitate access, shoreline edge treatments that allow the public to experience and appreciate the water offer more meaningful access. Access to the water can allow people to touch the water in various ways. Beaches offer the chance to dip your toes in the water or take a swim. Boat docks, floats, and launches let kayaks or canoes to set in. Tidal stairs or ramps allow people to discover the riparian ecosystem. Many of these treatments, such as a boat float or beach, do not require a large investment and can facilitate access at a marginal cost. The design of these waterfront elements should reflect guideline 3.1, Green Shorelines.

### 3.2.1 Provide diverse public experiences that allow visitors to touch the water first and foremost.

- Tidal stairs provide an easy way to get close to the water while also reducing wake energy. Given potential algae growth causing slippery conditions, tidal stairs should be proposed lower than where algae normally occurs. Likewise, grooved, pitted, and or roughened surfaces and handrails can be used to reduce the risk of slipping.
- Tidal ramps provide means for access to the water, allowing people to put in hand-powered boats or fish.
- Riprap can incorporate seating elements that provides closeness to the water.
- Beaches and coves provide simple, convenient access to people and human-powered watercraft.
- Low-profile floats, docks, and launches provide a safe point for launching and landing for human-powered watercraft.
- Piers provide closeness to the water and facilitate fishing and the discovery of nearshore ecosystems.

## 3.3 Wildlife Habitat

While improving public access along the Tacoma shoreline is a primary objective of these guidelines, often access can have negative impacts on wildlife habitat. These impacts may include flushing, increased stress, interrupted foraging, and/or nest abandonment.

Over the long term, these effects may adversely affect the wildlife population. The shoreline edge is a rich and often critical habitat zone for wildlife. Therefore, providing new means and points of access should be balanced with the goal of providing high-quality habitat.

In areas determined to be key habitat, access should be designed sensitively. Careful design can accomplish both objectives. For example, observation decks, boardwalks, and viewing platforms can provide public access with minimal negative impact on habitat. This type of public access will have the added benefit of allowing visitors to explore and appreciate Tacoma's natural resources and foster public support for their protection. It should be noted that areas of critical habitat may provide visual access rather than physical access, or in-lieu access may be explored.

### 3.3.1 Wherever possible, retain existing marsh and tidal flats and restore or enhance wildlife habitat.

### 3.3.2 Plan public access in a way that balances the needs of wildlife and people, reducing or preventing adverse human and wildlife interactions while still providing public access to the shoreline where possible.

- Employ appropriate siting, design, and management strategies such as buffers or use restrictions.
- Use design elements such as varying trail widths, paving materials, and site amenities to encourage or discourage specific types of human activities.
- Provide spur trails to reduce informal access into and through more sensitive areas.
- Use durable materials to reduce erosion impacts on adjacent habitats and to keep users from creating alternate access routes.
- Periodic closures can be implemented to avoid effects on wildlife during sensitive periods such as breeding seasons.

### 3.3.3 Physical design features such as bridges and boardwalks that confine public use and provide predictability for wildlife can buffer wildlife from human use while still providing physical and visual access.

- Viewing platforms and fencing can allow some visual access while preventing physical access to both people and pets.



*Bridges and boardwalks can confine public use to certain areas and provide predictability for wildlife.*



*This bird blind provides a viewing platform that offers the public visual access while minimizing the impact on animals.*

## Washington Native Plants for Saltwater Habitats

Latin Name	Common Name	Height	Type
<i>Achillea millefolium</i>	Yarrow	4 inches - 3 feet	Deciduous
<i>Amelanchier alnifolia</i>	Serviceberry, Saskatoon	Up to 15 feet	Deciduous
<i>Aquilegia formosa</i>	Red Columbine	Up to 3 feet	Deciduous
<i>Arctostaphylos uva-ursi</i>	Kinnikinnick, Bearberry	Up to 8 inches	Evergreen
<i>Armeria maritima</i>	Sea-Thrift	Up to 18 inches	Deciduous
<i>Aster subspicatus</i>	Douglas Aster	Up to 32 inches	Deciduous
<i>Carex obnupta</i>	Slough Sedge	1 - 5 feet	Deciduous
<i>Castilleja miniata</i>	Red Paintbrush	8 - 32 inches	Deciduous
<i>Cerastium arvense</i>	Field Chickweed		Deciduous
<i>Crataegus douglasii</i>	Black Hawthorn		Deciduous
<i>Deschampsia cespitosa</i>	Tufted Hairgrass	Up to 4 feet	Deciduous
<i>Eleocharis palustris</i>	Creeping Spikerush	Up to 3 feet	Deciduous
<i>Eriophorum chamissonis</i>	Chamisso's Cotton-grass	8 - 28 inches	Deciduous
<i>Festuca rubra</i>	Red Fescue	Up to 4 feet	Evergreen
<i>Fragaria chiloensis</i>	Coastal Strawberry	Up to 10 inches	Deciduous
<i>Galium trifidum</i>	Small Bedstraw	Up to 28 inches	Evergreen
<i>Gaultheria shallon</i>	Salal	3 - 7 feet	Evergreen
<i>Grindelia integrifolia</i>	Entire-leaved Gumweed	Up to 32 inches	Deciduous
<i>Hordeum brachyantherum</i>	Meadow Barley	Up to 3 feet	Deciduous
<i>Lupinus polyphyllus</i>	Large-leaved Lupine	3 - 6 feet	Deciduous
<i>Malus fusca</i>	Pacific Crabapple	16.5 - 40 feet	Deciduous
<i>Myrica gale</i>	Sweet Gale		Deciduous
<i>Picea sitchensis</i>	Sitka Spruce	Up to 200 feet	Evergreen
<i>Pinus contorta</i>	Shore Pine	Up to 100 feet	Evergreen
<i>Potentilla anserina ssp. Pacifica</i>	Silverweed	Up to 16 inches	Deciduous
<i>Potentilla gracilis</i>	Graceful Cinquefoil	Up to 32 inches	Deciduous
<i>Rubus parviflorus</i>	Thimbleberry	Up to 10 feet	Deciduous
<i>Scirpus maritimus</i>	Seacoast Bulrush		Deciduous
<i>Sisyrinchium californicum</i>	Golden-eyed Grass		Deciduous
<i>Solidago canadensis</i>	Canada Goldenrod	Up to 5 feet	Deciduous

### 3.4 Low Impact Development

Low impact development (LID) is an approach to stormwater management that emphasizes the conservation and use of existing natural site features integrated with distributed, small-scale stormwater control features to more closely mimic natural hydrologic conditions (Puget Sound Action Team, 2005. Low Impact Development Technical Guidance Manual for Puget Sound). The use of LID techniques is highly encouraged along the Tacoma Waterfront, where feasible. Due to environmental constraints from industrial uses, however, LID will not be practicable for various sites along the shoreline. Please consult with the City of Tacoma Public Works Department before embarking on a LID project.

3.4.1 Reduce the amount of impervious surfaces by minimizing the building footprint, planning and grading the site to maintain natural drainage patterns and encourage the sheet flow of stormwater runoff over permeable areas, and using impervious surfaces such as permeable pavers or pervious concrete.

3.4.2 Whenever possible, preserve existing and provide new vegetated areas.

3.4.3 Direct stormwater runoff from impervious areas into vegetated or pervious areas on the site rather than into the City stormwater system.

- Soils used in stormwater control features should be appropriate for their intended function such as runoff infiltration, flow control, or water quality treatment.

3.4.4 Small-scale stormwater control features that use natural systems, processes, and materials are preferred.

- Such features include, but are not limited to: dry wells, filter strips, swales, infiltration trenches, permeable pavements, soil amendments, tree-box filters, vegetated buffers, and green roofs.

3.4.5 Green (vegetated) roofs and green walls are highly encouraged along the Tacoma Waterfront.



*A stormwater control feature along Ruston Way that directs stormwater runoff from impervious areas and incorporates native plants and artwork.*



*Permeable pavement allows stormwater runoff to percolate back to the aquifer.*



*This green roof in Portland, OR is an attractive LID installment that incorporates educational signage.*

### 3.5 Landscape Plantings

Landscape plantings are highly desirable along the Waterfront Walkway, roadways, and surface parking. Landscape plantings, besides just pleasing the senses, can perform many other functions. They can buffer pedestrians from passing vehicles, offer shade, provide wildlife habitat, and filter stormwater, to name but a few.

3.5.1 Native, drought-tolerant plantings are preferred (see list of native plants in Section 3.1, Green Shorelines).

3.5.2 Retaining existing trees in healthy condition and of appropriate species is encouraged.

3.5.3 Select plant varieties that require little maintenance for public improvements.

3.5.4 Landscape planting areas adjacent to the curb can buffer pedestrians from passing vehicles with street trees, low-growing landscape plantings, and groundcover.

3.5.5 Buffer parking areas from adjacent properties, the roadway, and the bicycle/pedestrian path with landscaped separators, where possible.

3.5.6 Encourage the use of plant materials within parking areas, provided views are not blocked.

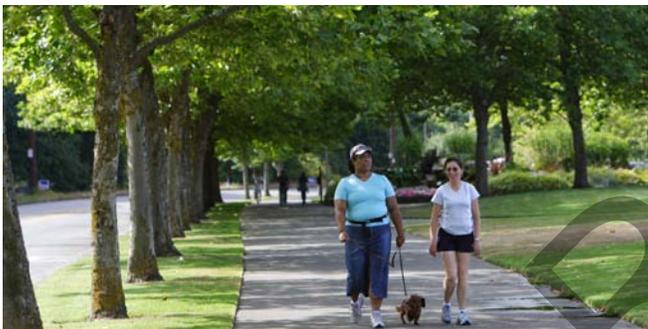
3.5.7 Landscape plantings can be balanced with views by contemplating planting trees that, when mature, will not have canopies that significantly block pedestrian sight lines.

- Avoid planting trees that would require periodic topping to maintain views.

3.5.8 Use landscaping to enhance views and vistas and to screen undesirable features.



*Drought-tolerant plants are used along with art that reflects the waterfront's maritime character along Thea Foss.*



*Landscape plantings and street trees buffer pedestrians along Ruston Way and offer an attractive public amenity. The canopies of these street trees do not obstruct views to the water.*



*A tree along the Thea Foss is planted in a tree well flush with the pavement that allows for adequate root growth and additional landscape planting.*

3.5.9 Trees are highly encouraged where appropriate.

- Trees should not block lighting fixtures.
- Evergreen trees provide enhanced year-round wildlife habitat, stormwater management, and protection from inclement weather.
- Deciduous trees provide fall color and allow for increased light penetration in winter.

3.5.10 Tree roots should be protected where they may be subject to damage.

- Tree wells should be flush with the paving and a minimum of 4 feet by 4 feet to allow adequate soil area for root growth.
- Structural soil should be installed under paving to allow tree roots to grow out of the tree well under the adjacent walkway without causing the pavement to heave or buckle.
- While not preferred, tree grates can be utilized for decorative purposes.

3.5.11 Coordinate public and private landscaping improvements to create a unified visual character and appearance.

3.5.12 Strongly encourage landscaping the Ruston Way roadway, where appropriate, to create a parkway imagery.

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Art greatly enhances public spaces and brings people together.



*Public art at the Chinese Reconciliation Park is incorporated with a gathering space along the Walkway and reflects the history of Tacoma's waterfront.*



*This art display along the Thea Foss functions as an activity generator and is located in a highly visible portion of the Walkway that receives heavy users.*

### 3.6 Art

The Tacoma Waterfront vision embraces public art projects, particularly at public access/view corridors, community gathering places, outlooks, and along the Waterfront Walkway. As many of the nation's most successful public art programs have demonstrated over the past decades, public spaces that bring people together are greatly enhanced by the introduction of art. The Tacoma Waterfront Design Guidelines seek to integrate art that is clearly discernible as art, yet may also have a variety of other qualities, which may include:

- FUNCTION, such as shelter, safety, or lighting.
- PLAY, such as playground equipment, skateboard areas, bicycle racks, and objects for pets or children to interact with.
- EDUCATIONAL, engaging the history of the Tacoma Waterfront, its environmental state (both past and present), or the evolving functions of the shoreline.
- ENVIRONMENTAL, engaging sustainable materials/systems, such as bioswales, permeable paving, cisterns, solar, or wind.
- SENSORY/ACTIVE, engaging all or as many of the senses as possible of those interacting with the artwork.

An important value for the Tacoma Waterfront is to strive to incorporate deeper levels of meaning into the art pieces that may or may not be discernible upon first glance. Of particular importance is to engage deeper levels of meaning in the waterfront area, including:

- HISTORY, especially maritime history.
- TRANSPORTATION, multi-modal and evolving.
- KINETICISM, especially regarding the rich marine movements of both natural and human systems.
- EXCHANGE and TRADE, as an international port.
- ENVIRONMENT, especially the rich and varied marine life present in the Foss and Commencement Bay.

3.6.1 The use of public art is highly encouraged, particularly at public access/view corridors, community gathering places, outlooks, and along the Waterfront Walkway.

3.6.2 Art, particularly when interactive or kinetic, should be sited at a location appropriate for its function and expected active and visual use.

### 3.7 Site Furnishings

According to the Tacoma Municipal Code, all public access sites city wide shall provide site furnishings appropriate for the intended use of the access site, the estimated demand, site context, and hours of use. The following specific site furniture models are preferred for the Thea Foss Waterway, Ruston Way, Schuster Parkway, and Point Ruston Shoreline Districts. A palette of preferred site furnishings is presented below. Used together, these elements will define a unique and discernible identity for the Waterfront Walkway. It is preferred that the specified site furniture be used. However, alternative models can be used if they are of equivalent or better quality, design, or function. These alternative site furnishings can be used to create unique subdistricts within the larger Tacoma Waterfront.

Site furnishings define a unique and discernible identity for the Waterfront Walkway.

#### Benches

3.7.1 Benches should be considered for public access/view corridors, community gathering places, parks, and at various locations along the Waterfront Walkway.

- At certain locations, benches are required. Please see the Tacoma Municipal Code.

3.7.2 One of the two design standard benches specified below should be used.

- The preferred reversible-back bench is FairWeather model TF-3.
- The preferred bench backless bench is FairWeather model TF-1.3.
- For both benches, arms should be forest green and galvanized. All other metal surfaces should be galvanized steel. Wood slats should be sustainably harvested ipe or cumaru, or other sustainably harvested wood.
- East Foss benches should be 4 feet in length.



Bench:  
FairWeather Model TF-3, reversible-back bench

#### Lighting



*Waterfront Walkway Lighting:  
Se'lux MRTC - 17 - GV*



*Waterfront Pedestrian Street Lighting:  
Se'lux MRTC - 19 - GV*

In times of limited visibility, artificial lighting has a tremendous influence on visual character and human activity. The lighting guidelines are intended to:

- Provide safe, well-lit pedestrian surfaces 24 hours a day.
- Reduce light pollution.
- Reinforce the marine industrial history and character of the waterfront.
- Address night lighting.

3.7.3 Coordinate public and private lighting standards to achieve a unified effect.

3.7.4 Areas specified below should provide the corresponding minimum average light level.

- Waterfront Walkway: 1 foot candle.
- Commercial areas: 1 foot candle.
- High-volume pedestrian areas (such as bus stops): 2 foot candles.
- Parking areas, entries: 2 foot candles.
- Parking areas, internal: 0.5 foot candles.

3.7.5 Encourage the use of energy-saving lighting methods.

3.7.6 Light levels, direction, and shielding can be used to avoid impacts on the shoreline environment and to reduce impacts on residential units.

3.7.7 The lighting fixture specified below should be used along the Waterfront Walkway, along public access/view corridors, and at outlooks.

- Se'lux MRTC-17-GV.
- In portions of the Walkway designated as esplanade, lights should be located on the waterward side of the esplanade at a maximum spacing of 60 feet on center.
- Walkway lights are not required at public access/view corridors or other public spaces where special location lighting may be provided.



*Special location lighting along Thea Foss that reflects the Walkway's maritime character*



3.7.8 Special location lighting can be used to identify prominent features, gathering spaces, or intersections.

3.7.9 Parking areas and pedestrian walkways should be illuminated to ensure user safety.

3.7.10 The following pedestrian streetlight guidelines should be used.

- Se'lux MRTC-19-GV
- Pedestrian streetlights should be located on the waterward side of the street at a maximum spacing of 80 feet on center.

3.7.11 Vehicular street lighting should be consistent per City standards.

3.7.12 In parking areas, lighting should be provided by non-glare, full cutoff, controlled-source fixtures per City standards.

3.7.13 Where lighting is appropriate along wooded trails, low-wattage or special area lighting should be used to reduce impacts on wildlife.

- Use lighted bollards or low-mounted fixtures for path lighting, as appropriate to minimize glare or unwanted shadows resulting from conflicts with vegetation.
- The following average light level should be used for wooded trails: 0.5 foot candles.

## Bollards

Use bollards where they would facilitate the safe and efficient movement of vehicles and pedestrians.

3.7.14 The bollard shown should be used for typical applications.

- A 36-inch-tall, 8-inch-diameter, steel-pipe bollard with a conical steel top. All painted forest green (Pantone #5605C).
- Removable bollards are encouraged where appropriate.

3.7.15 For East Foss public access/view corridors or for special applications, the lighted bollard shown should be used.

- Louis Poulsen DOCK-B, natural aluminum.



*Standard Bollard: used for typical applications  
36" tall, 8" diameter steel-pipe bollard with conical steel top painted forest green (Pantone 5605C)*



*Lighted Bollard: can be used for special districts  
Louis Poulsen Dock - B, natural aluminum bollard.*



*Picnic Table:  
Fairweather Model F - 4*



*Drinking Fountain:  
Haws 3500D, evergreen*

### Drinking Fountains

3.7.16 Public drinking fountains are encouraged to be adjacent to or integrated with buildings.

3.7.17 Where applicable, the drinking fountain shown should be used.

- Haws 3500D, evergreen.

### Picnic Tables

3.7.18 Where applicable, the picnic table shown should be used.

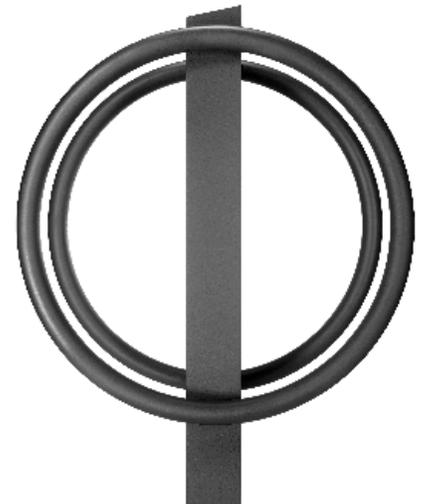
- FairWeather model F-4



*Waste Receptacle: used in most cases  
Timberform Profile Series, Model 2894 - P with evergreen  
powder coat*



*Alternative Waste Receptacle used at the Chinese  
Reclamation Park.*



*Bike Rack:  
Hess Tendo, galvanized steel*

## Bike Racks

3.7.19 The bike rack shown should be used.

- Hess Tendo, galvanized steel.

## Waste Receptacles

3.7.20 The design standard recycling container should be used.

3.7.21 The waste receptacle shown should be used in most cases.

- TimberForm Profile Series model 2894-P, with evergreen powder coat.

## 3.8 Surfacing Materials

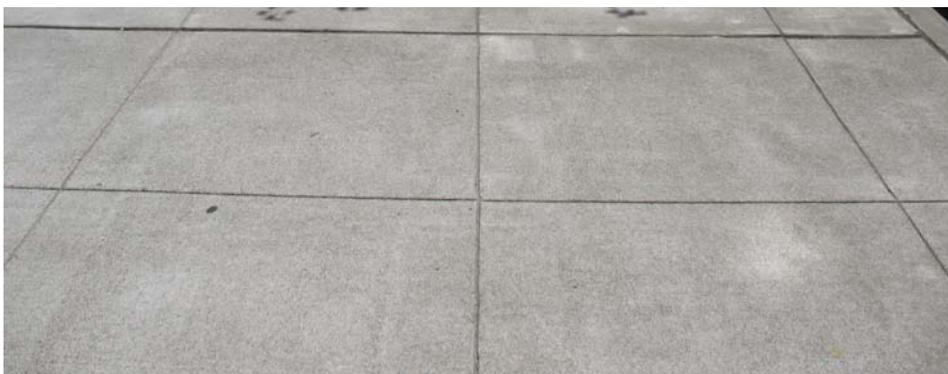
Surfacing materials provide both continuity and variety for the Tacoma Waterfront. In general, surfacing should feature a higher design and construction quality than more typical projects. Special surfacing materials, such as cobblestones, decomposed granite, or pervious materials, are encouraged, with consideration for color and low impact development techniques (please see the Low Impact Development section of this chapter).

3.8.1 Active-use areas, such as the Waterfront Walkway and sidewalks, should typically use the surfacing specified below.

- Cast-in-place concrete with broom finish, hard-screed joints in a 4-foot by 4-foot grid pattern.



*Special surfacing materials above are used to distinguish portions of the Walkway. The materials are appropriate for the intended use of the spaces.*



*This cast-in-place concrete with a broom finish in a four-by-four foot grid along the Walkway is the standard surfacing material for active-use areas.*

3.8.2 For boardwalks, the surfacing materials specified below are preferred.

- Six-inch-wide planks made of ipe or cumaru or other sustainably harvested wood.

3.8.3 Special surfacing materials, such as granite, cobblestones, and gravel may be used where the materials are appropriate for the intended use.

- Special surfacing materials are especially appropriate at crosswalks where the Waterfront Walkway must cross a street or driveway, and to distinguish the Walkway from adjacent private spaces.



*An example of successful screening of utilities in Tacoma. Screening is provided through the combination of a fence of wood and iron, not chain link, and landscape planting.*

### 3.9 Fences/Screens

3.9.1 It is preferred that permanent fences erected to separate public from private areas are made of concrete, brick, metal, or other approved materials (not chain link) and maintain views rather than create a wall effect.

- Green (vegetated) fences are highly encouraged.
- Not applicable to industrial properties.



*Several examples of permanent fences that are more attractive alternatives to chain link fences. The first two fences maintain views and incorporate landscape materials and artwork to improve the aesthetics of the site. The last fence is an example of how industrial properties can maintain site security without negatively impacting the adjacent sidewalk.*

3.9.2 At industrial properties, the creative treatment or screening of chain-link fences and alternatives to chain-link fences are encouraged.

3.9.3 Permanent refuse, utility, or service installations should be screened with fences of wood, iron, concrete, landscape plantings, or other approved materials (not chain link) to the minimum height necessary.

- These installations should be located away from public spaces, particularly the Waterfront Walkway.
- Not applicable to industrial properties.

### 3.10 Marina Gates

3.10.1 Marina security gates should be located on access ramps or other locations where they do not impede public circulation, particularly circulation on the Waterfront Walkway.

3.10.2 Marina security gates should be transparent.

3.10.3 Provide safety and security without the use of industrial materials, such as razor wire, barbed wire, and chain-link fences.

### 3.11 Guardrails

Views of the water are an invaluable public resource along the Waterfront Walkway. The design of railings should therefore reflect the character of access along the Waterfront Walkway. Public access to the water should be provided for all people regardless of age or physical abilities. While sometimes necessary for safety, railings should, to the extent possible, not obstruct views. Railings can be reduced in height to allow children or those in wheelchairs unobstructed views. Railings can also be designed to increase transparency, limiting the width of rails and stanchions and reducing the amount of opaque materials. In some areas along the Walkway, it may be preferable to use low walls that serve a dual function of safety and providing seating.



*This marina gate along the Thea Foss is located so that it does not impede public circulation. It is also transparent so as not to impede views of the water.*



*Another example of a marina gate that is transparent and incorporates artwork. This gate provides security without the use of unattractive industrial materials.*



*This guardrail along Ruston Way ensures safety while still providing visual access.*

3.11.1 Where possible, guardrails should be designed to provide visual access, encourage interaction with the water's edge, and promote diverse shoreline treatment.

- To design guardrails that allow maximum views of the water, guardrails should not exceed 3.5 feet in height and should use no more than 30% opaque or solid elements.
- If under 2 feet, walls may be solid to encourage seating along the water.

3.11.2 Guardrails and handrails that relate to the architectural or landscape style of the public access area are preferred.

3.11.3 Materials that are high-quality, durable, and suitable for the marine environment that will resist rust over time should be used whenever possible.



*Along the Portland waterfront, a low wall is used instead of a guardrail to provide seating and encourage interaction with the water's edge.*

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### 3.12 Signs

Clear and consistent signs should direct the public to locations of interest along and adjacent to the Tacoma Waterfront.

#### Logos

3.12.1 The Thea Foss or Ruston Way design standard logos should be used on area signage, bike racks, waste receptacles, benches, and other Waterfront Walkway site details.

3.12.2 Where applicable, the logos shown here should be used.

#### Building Sites

3.12.3 Whenever possible, signs should be similar to the building and/or building site in design, color, and materials. Strong signage that clearly calls out the identity of users is encouraged.



*An example of strong signage clearly calling out the identity of the building user.*

*Area logos*



*State-approved sign indicating access*



*City-approved sign indicating access*

### Directional

3.12.4 Signs should be located, oriented, and scaled primarily for pedestrians.

3.12.5 Directional and location signs should identify civic buildings, community gathering places, public parks, and other locations of public interest.

3.12.6 Directional and location signs should identify the Waterfront Walkway. Such signs should use the City-approved Walkway signage.

- A directional sign should be posted where a public access corridor leading to the Walkway intersects a public street.
- A location sign should be posted where a public access corridor intersects the Walkway intersects, and at any other locations where a sign would assist the public in understanding the intended Walkway route.

3.12.7 Directional and location signs should identify shoreline public access locations not associated with the Waterfront Walkway. Such signs should use the state-approved shoreline public access signage shown at right.

### Educational/Interpretive

3.12.8 Where appropriate, informational, educational, and interpretive signs relating to the history of the Tacoma Waterfront and Tacoma's maritime history are encouraged.



*An educational sign along Ruston Way with interpretive information.*

### 3.13 Parking and Staging Areas

To improve the continuity of the waterfront, enhance public access, and ensure an attractive shoreline, parking and staging areas should be redeveloped over time. In general, no new surface parking lots should be developed, with the exception of industrial uses. New parking should be provided in structures as opposed to surface lots and should be located on the upland side from the Waterfront Walkway so as not to negatively impact the public realm.

#### 3.13.1 Areas devoted to parking should be minimized and their visual impacts should be mitigated through siting, design, and careful planning.

- Parking can be provided in structured garages on the upland side of the Waterfront Walkway.
- Where appropriate, surface parking can be provided on the upland side of the Waterfront Walkway. Parking areas should be reasonably sized and adequately screened from pedestrian ways with landscaping, fencing, trellises, and/or walls.
- Large expanses of parking can be broken up visually by planted medians with shade trees. Medians should be located so that they buffer pedestrian circulation routes while still respecting views to the water.
- Rather than developing parking incrementally on a project-by-project basis, shared parking can be used to provide for the efficient utilization of valuable waterfront land.

#### 3.13.2 Signage should be used to distinguish public parking and staging areas from private parking areas to ensure proper use.

#### 3.13.3 Provide staging areas along the Waterfront Walkway for convenient access.

#### 3.13.4 Points of conflict between vehicles and pedestrians and/or bicyclists should be minimized.

- Where possible, driveways can be consolidated by interconnecting parking and sharing parking to reduce the number of curb cuts.
- The paving of the pedestrian walk should be continuous to indicate that pedestrians have priority over vehicles crossing the Walkway.
- Vehicle access should have to ascend a driveway apron to reach level of pedestrian/bicycle travel.
- Carefully design parking areas to maximize the number of stalls provided while using a minimum of the limited available space.

Parking should be provided on the upland side of the Walkway so it does not interfere with public access.



*Currently along Ruston Way, parking is often provided on the waterway side of the Walkway. This is not preferred as it reduces public access and poses points of conflict between vehicles and pedestrians and bicyclists.*



*The use of shade trees and landscaped islands should be used to break up large expanses of pavement and soften the visual impact of parking areas.*

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## **Proposed Amendments and Staff Analyses**

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### **Application #2013-06: Land Use Designations**





**2013 Annual Amendment Application No. 2013-06**  
*Land Use Intensity Designations*

STAFF REPORT

<b>Application #:</b>	2013-06
<b>Applicant:</b>	Community & Economic Development Department
<b>Contact:</b>	Brian Boudet, Comprehensive Planning Division
<b>Type of Amendment:</b>	Comprehensive Plan Text and Map Changes
<b>Current Land Use Intensity:</b>	All
<b>Current Area Zoning:</b>	All
<b>Size of Area:</b>	Citywide
<b>Location:</b>	Citywide
<b>Neighborhood Council Area:</b>	All
<b>Proposed Amendment:</b>	Amend the Land Use Designations in the Comprehensive Plan

**General Description of the Proposed Amendment:**

This proposal would amend the Comprehensive Plan’s land use designations to provide additional guidance and more specific direction. The intent for this project is to revise and update the Plan’s land use designation approach, from the current Land Use Intensities to a more simplified and easily understood classification system.

However, recognizing that this will involve an evaluation not only of the appropriate designations but of how and where they apply throughout the City, this project has been divided into multiple phases. This application represents the first phase of this overall project. This first phase involves review of the existing land use designations (“intensities”) and the creation of a new land use designation framework, the adoption of portions of this new framework into the Plan, and some limited redesignations based on the new framework.

The specific amendments proposed as part of this application include:

- Creating separate land use designations for the four different types of mixed-use centers (neighborhood, community, urban and downtown)
- Adding a new land use designation for Shoreline areas
- Modifying the land use designation for properties within the mixed-use centers and shoreline areas based on these new designations (this will effectively remove the “underlying” intensity designations in these areas, recognizing the more detailed and specific policy guidance already provided for the shoreline areas and mixed-use centers)

The second phase, to be completed next year, would involve complete incorporation of the new framework into the Plan. This will necessitate a comprehensive review of the existing and proposed land use patterns against the new designation framework, as well as substantial redesignation of properties in the City based on the new framework.

**Additional Information:**

The overall intent of this project is a complete overhaul of the land use designations contained in the Comprehensive Plan, which provide the basic structure for and policy guidance regarding the distribution of different land uses and zoning classifications within the City. Tacoma’s Comprehensive plan currently breaks down the city into four basic classifications, although it also incorporates other classifications such as Mixed-Use Centers and Manufacturing/Industrial Centers in a confusing, overlapping system. This can be tricky when determining appropriate zoning within a land use area. Determining if a use fits within an area’s vision can also be a time consuming and costly process for staff, developers and the community when the Plan does not make a single, unified statement about the desired character and uses in an area. The existing Comprehensive Plan land use designations are:

Basic Designations:

- Single-Family
- Low Intensity
- Medium Intensity
- High Intensity

Additional Designations:

- Mixed-Use Centers
- Manufacturing/Industrial Centers

The proposed new land use designation framework is based on the goal of providing understandable and intuitive designations that give policy-makers the ability to more clearly communicate the overarching goals and intended character for the various areas within the City. This revised framework will also provide a more detailed guide for determining appropriate zoning classifications for properties while ensuring reasonable flexibility exists to address unique circumstances. The proposed land use designation framework incorporates the following designations (additional information is provided in Exhibit “B”):

Proposed Land Use Designations:

- Single-Family Residential
- Multi-Family (low-density)
- Multi-Family (high-density)
- Neighborhood Commercial
- General Commercial
- Downtown Mixed-Use Center
- Urban Mixed-Use Center
- Community Mixed-Use Center
- Neighborhood Mixed-Use Center

- Light Industrial
- Heavy Industrial
- Parks and Open Space
- Shoreline

### Benchmarking

As part of this project staff have examined the approach that various jurisdictions within the region take with regards to Comprehensive Plan land use designations. This review demonstrated that the approach varies significantly by jurisdiction, with some cities utilizing relatively simple schemes with few designations and some cities using very detailed and complex systems with many, very detailed designations. However, none of the cities examined have as few designations as Tacoma currently has. Most jurisdictions have between 10 and 20 designations, while some have more than 30. Additionally, all of the surveyed jurisdictions use more intuitive terminology for their land use designations, generally based on more common land use terms like residential, commercial, industrial, open space, etc.

### **Public Outreach:**

Over the past few months, staff have discussed the 2013 Annual Amendment package with various stakeholder groups, including the Sustainability Commission, Master Builders Association (MBA), and other development industry representatives. In addition, planning staff have reached out to the Community Council, Neighborhood Councils, the Cross District Association, and Neighborhood Business Districts, informing them of the 2013 Annual Amendment process and offering presentations on the proposed amendments at their board meetings. In response to requests, staff provided overview presentations to the New Tacoma Neighborhood Council, West End Neighborhood Council, South End Neighborhood Council, and South Tacoma Business District. Additional outreach will occur through and during the Planning Commission and City Council’s public hearing and notice processes.

### **Applicable Provisions of the Growth Management Act (and other state laws):**

Washington cities and counties have prepared comprehensive plans for many years; however, growth management in Washington took on new meaning with the passage of the Growth Management Act (GMA) by the Washington Legislature in 1990. The GMA was enacted in response to rapid population growth and concerns with suburban sprawl, environmental protection, quality of life, and related issues. The GMA has been amended several times, and is codified in many chapters, but primarily in Chapter 36.70A RCW.

The GMA requires the fastest growing counties and the cities within them to plan extensively in keeping with state GMA goals on:

- |                             |   |
|-----------------------------|---|
| • sprawl reduction          | • property rights                           |
| • concentrated urban growth | • natural resource industries               |
| • affordable housing        | • historic lands and buildings              |
| • economic development      | • permit processing                         |
| • open space and recreation | • public facilities and services            |
| • regional transportation   | • early and continuous public participation |
| • environmental protection  | • shoreline management                      |

The GMA establishes the importance and primacy of the comprehensive plan. The comprehensive plan is the starting point for any planning process and the centerpiece of local planning. The comprehensive plan is the guiding policy document for all land use and development regulations in the jurisdiction, and for local and/or regional services including transit, sewers, parks, trails and open space.

Development regulations (zoning, subdivision, and other controls) must be consistent with comprehensive plans. State agencies are also required to comply with comprehensive plans and development regulations of jurisdictions planning under the GMA.

#### Required Components

Local comprehensive plans must include the following elements: land use, housing, capital facilities, utilities, transportation, and, for counties, a rural element. Shoreline master program policies are also an element of local comprehensive plans. Other elements, such as parks and economic development are optional.

The first listed component required of a comprehensive plan is to include a land use element that designates various land uses and shows, generally through maps, the geographic distribution of those planned land uses.

#### **RCW 36.70A.070(1): Comprehensive Plans – Mandatory Elements**

Each comprehensive plan shall include a plan, scheme, or design for each of the following:

(1) A land use element designating the proposed general distribution and general location and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, public facilities, and other land uses. The land use element shall include population densities, building intensities, and estimates of future population growth. The land use element shall provide for protection of the quality and quantity of groundwater used for public water supplies. Wherever possible, the land use element should consider utilizing urban planning approaches that promote physical activity. Where applicable, the land use element shall review drainage, flooding, and storm water run-off in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound. *(emphasis added)*

The intent of this proposed amendment is to ensure that the Comprehensive Plan continues to meet this GMA goal, but does so in a manner that allows the Plan and policy-makers to more clearly express the desired character, appropriate uses, and suitable zoning classifications for all of the various parts of the City. The new designation framework will improve the community's understanding of and ability to use and implement the Plan's policies.

This process will also improve alignment between the Comprehensive Plan's land use designations and the applied zoning classifications, as required by the GMA. Currently, there are many areas of the City where the existing zoning classifications do not match up with the Plan's land use designation, such as having R-2 Single-Family zoning in Medium Intensity designated areas (which is not uncommon). One of the key goals of this project is to have, at the end of the second phase, zoning and Plan designations that are aligned throughout the City.

### **Applicable Provisions of the Comprehensive Plan:**

The current Comprehensive Plan land use designations are based on a development “intensity” concept. The following excerpts from the Growth Strategy & Development Concept and Generalized Land Use Elements describe the various land use intensity designations and the type of future land uses that those designations represent.

#### **Development Intensities**

The amount and type of development allowed in an area is determined by designating development intensities on the Generalized Land Use Plan Map. Development intensities are an indication of how much influence a development has over the surrounding area. Conventional land use plans separate developments according to categories of uses such as residential, commercial and industrial. The development intensities approach in the comprehensive plan recognizes that different types of land use may be located in the same area as long as the character of the area remains consistent. This approach permits greater flexibility in land use arrangements and encourages innovative techniques of land development.

Factors that determine the intensity level of a development include size, scale, bulk, nuisance level, amount of open space and traffic generation. For example, a ten-story apartment complex and high traffic generation would be viewed as a high intensity use while a typical, single-family detached home is regarded as a low intensity development.

Although land use intensity and density are somewhat related, they are not the same concept. Density is the number of people or housing units per unit of land. The type and size of housing units and the number of occupants in these units can widely vary; therefore, density does not accurately indicate the degree of impact a given development asserts over surrounding land uses. The concept of density is further limited in that it only applies to residential development and cannot be used to assess the impacts of commercial or industrial development. Development intensities, on the other hand, apply to all land uses and provide a more accurate account of the character and nature of a given development.

Development intensities are classified as high intensity, medium intensity and low intensity.

As noted above, the overall intent of this project is a complete overhaul of the land use designations contained in the Comprehensive Plan, to shift from this “intensity” based designation scheme to a system based on more traditional and understandable land use categories. The proposed new land use designation framework will provide the ability for policy-makers and the community to more clearly express the overarching goals and intended character for the various areas while still maintaining some of the important flexibility that the existing intensity scheme provides.

#### **Amendment Criteria:**

*Applications for amendments to the Comprehensive Plan and Land Use Regulatory Code are subject to review based on the adoption and amendment procedures and the review criteria contained in TMC 13.02.045.G. Proposed amendments are required to be consistent with or achieve consistency with the Comprehensive Plan and meet at least one of the eleven review criteria to be considered by the Planning Commission. The following section provides a review of each of these criteria with respect to the proposal. Each of the criteria is provided, followed by staff analysis of the criterion as it relates to this proposal.*

**1. There exists an obvious technical error in the pertinent Comprehensive Plan or regulatory code provisions.**

Staff Analysis: Not applicable.

**2. Circumstances related to the proposed amendment have significantly changed, or a lack of change in circumstances has occurred since the area or issue was last considered by the Planning Commission.**

Staff Analysis The land use designation system currently in place in the Comprehensive Plan was originally created in the 1980's. Despite the continued use of this "intensity" based system for more than 20-years it remains one of the most confusing and difficult for staff, community members, and policy-makers to understand, interpret, and implement. This confusion makes it very difficult to relate the current growth strategy to the public and for the development community to clearly understand the vision for various parts of the City.

Additionally, the existing designation framework does not reflect the substantial policy work that has been completed over the past 20+years, particularly in the areas of the City designated as Mixed-Use Centers and its shoreline districts and open space and recreation areas. Over the past 20+ years the Comprehensive Plan has been modified substantially to incorporate more detailed policy guidance regarding these areas, but the Plan's land use map still underlies them with intensities that provide very general and often unnecessary or in some cases contrary guidance. The proposed changes will remove these unnecessary complexities and provide a designation system that can better communicate to the public the desired character, appropriate uses, and acceptable zoning classifications for all parts of the City, saving both the public and the City time and money.

**3. The needs of the City have changed, which support an amendment.**

Staff Analysis: The City is in need of a clearer and more intuitive system to better communicate the growth strategy and long-range land use goals of the community.

**4. The amendment is compatible with existing or planned land uses and the surrounding development pattern.**

Staff Analysis: The removal of the intensity designations from the Mixed-Use Centers and Shoreline areas is compatible because the Plan already contains more detailed and specific policy guidance for both of these types of areas. This proposed amendment will help remove confusion involved with the overlapping classifications that existing currently in these areas.

**5. Growth and development, as envisioned in the Plan, is occurring faster, slower, or is failing to materialize.**

Staff Analysis: Not applicable.

**6. The capacity to provide adequate services is diminished or increased.**

Staff Analysis: Not applicable.

7. **Plan objectives are not being met as specified, and/or the assumptions upon which the plan is based are found to be invalid.**

Staff Analysis: Not Applicable.

8. **Transportation and and/or other capital improvements are not being made as expected.**

Staff Analysis: Not Applicable.

9. **For proposed amendments to land use intensity or zoning classification, substantial similarities of conditions and characteristics can be demonstrated on abutting properties that warrant a change in land use intensity or zoning classification.**

Staff Analysis: This amendment will remove the existing intensity designations from the Mixed-Use Centers and Shoreline areas. The intensity designations are being replaced with designations that are more specific to these areas – either one of the four new Mixed-Use Center designations or the new Shoreline designation. However, this change will not significantly affect the policies applicable to these areas. The policies and boundaries associated with the Mixed-Use Centers are already applied in the Growth Strategy & Development Concept and Generalized Land Use Elements and through TMC Chapter 13.17 Mixed-Use Centers, and they are not being modified by this amendment. The policies and boundaries associated with the Shoreline designation are already applied through the Shoreline Master Program, including TMC Chapter 13.10 Shoreline Management, and are also not being modified through this amendment. While this amendment will modify how these areas are classified on the Generalized Land Use Plan Map, it will not significantly alter the actual policies that apply to them.

10. **A question of consistency exists between the Comprehensive Plan and its elements and RCW 36.70A, the County-Wide Planning Policies for Pierce County, Multi-County Planning Policies, or development regulations.**

Staff Analysis: Not applicable.

**Staff Recommendation:**

Staff recommends that the proposed amendment be forwarded for public review and comment as part of the 2013 Annual Amendment package. This would include review of the specific map and text amendments proposed to occur this year, as well as review of the overarching land use designation framework that will guide these and future changes to the Plan.

**Exhibits:**

- A. Proposed Amendments to the Comprehensive Plan (includes text changes and revised land use map)
- B. Proposed Land Use Designation Framework





**2013 Annual Amendment Application No. 2013-06**  
*Development Intensity Designations*

DRAFT COMPREHENSIVE PLAN CHANGES  
*February 6, 2013*

\*Note – These amendments show all of the changes to the *existing* Comprehensive Plan. The sections included are only those portions of the plan that are associated with these amendments. New text is underlined and text that is deleted is shown in ~~strikethrough~~.

## Growth Strategy and Development Element

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## **Section I – Background**

For some residents, continued growth means prosperity and a healthy city. For others, any amount of growth is undesirable. It is unrealistic to think that growth will not occur in our city. In the past several years, increasing numbers of people have been attracted to the Pacific Northwest area. With so many coming to our area, the problem the city faces is how much, when and where should growth take place.

The comprehensive plan for growth and development adopted by the City of Tacoma addresses managed, desirable growth and development and, as such, can be considered a major force for shaping and reshaping the city's urban form. The Plan is a means of managing growth in a way that is physically, socially and environmentally acceptable, while at the same time providing for the preservation, redevelopment and improvement of the City's established residential neighborhoods.

## **Section II – Assumptions**

Various trends and influences affect growth, development, and redevelopment. Certain assumptions helped form the basis for the overall growth strategy and development concept. The goals, policies and recommendations found in the comprehensive plan provide direction to implement the development concept.

### **Growth and Development Pattern**

The underlying development pattern for the city has been established. Past development will continue to influence, and to some extent determine, the pattern of future development. Future development and redevelopment will further shape the city's form. A mix of uses and higher densities concentrated in mixed-use centers will encourage more overall urbanization of the city while retaining the residential

character of established neighborhoods. Some areas will experience population and density increases that will increase demand for the improvement and expansion of public facilities and services.

Emphasis will be placed on concentrating growth and development rather than expansion. Growth will be directed toward compact mixed-use centers and in nodes along major transportation corridors including primary transit routes. The greatest concentrations of growth can be expected in regionally designated growth centers that emphasize a greater mix of land use types and regional transit access. Future development and redevelopment will be dependent on the ability to provide adequate facilities and services. The City will influence development outside of its boundaries and within its urban growth area to ensure compatible development is achieved.

### **Growth Center**

Tacoma will continue to be the major city and focal point of growth for the Tacoma/Pierce County metropolitan area. The City will accommodate a greater share of regional population and employment growth than in the past. The City's sphere of influence extends beyond its own boundaries and affects development of adjacent and nearby urban communities and the region. An efficient transportation system will be important to link Tacoma with surrounding areas and other centers throughout the region.

Expansion of the city's boundaries to adjacent areas within Tacoma's urban growth area where City services are provided or where such services can be provided efficiently may occur. Such expansion may occur over an extended period of time.

### **Population Growth and Change**

The population of the City of Tacoma is projected to increase at a slightly higher rate than the slow, steady growth experienced since 1950. The population allocation for the year 2022 is 255,240, an increase of 61,676 from the 2000 census. The populations of both Pierce County and the State of Washington are expected to increase at a higher rate than population growth within the city. The population

is expected to continue getting older and more diverse. The percentage of the non-white population will continue to increase.

## **Development Timing**

Development will be dependent on the availability and adequacy of necessary facilities and services to support development. Growth will occur first where facilities and capacities are available. Development will occur next in areas that are developed or partially developed and that can be served by a combination of existing facilities and the concurrent development of needed facilities and services. Development of a "fill-in" nature will occur on vacant lots throughout the city.

## **Residential Development**

The single-family detached house will continue to be the preferred type of housing structure. Nevertheless, the demand for multifamily residential development, including duplexes and triplexes, townhouses, condominiums and apartments, will increase due to the projected growth in population, increased housing costs, and the need for other housing options for some segments of the population.

Housing will continue to be developed in the urban growth area outside the city's boundaries where adequate facilities and services are available. Residential density is likely to increase in mixed-use centers, along some major transportation routes, near transit centers, and within or near employment and shopping centers. Preservation of existing housing stock will be emphasized. Accommodating the projected population growth will be achieved through a variety of strategies including infill housing, multifamily housing development and innovative techniques such as clustering and adding second units to existing homes.

## **Commercial Development**

Pressure can be expected for additional retail and service uses to support the growing population. It is anticipated that this demand can be accommodated through redevelopment and intensification of uses within established commercial areas. The downtown area will

continue to be a major office, financial, governmental, educational, cultural, retail and residential center. As redevelopment continues, supportive and specialty retail establishments will become more important in the downtown area. The Tacoma Mall urban center area will remain as the city's major retail center and pressure for expansion is likely. Pressure will also be exerted for development of office, supporting retail and multifamily residential uses near the Mall complex. Neighborhood shopping districts will continue to be important in meeting neighborhood needs and serving as a focal point for surrounding residential areas. Development and redevelopment will emphasize a concentration of a mix of uses including specialty retail, neighborhood services and some residential uses. Such development will be particularly likely to concentrate around major transit facilities. Increased sensitivity to neighborhood character, the pedestrian environment and design will be necessary to maintain the economic health of older shopping areas.

## **Economic Development**

Tacoma will continue to grow as an economic center. Much of this growth can be attributed to steadily increasing activity in the Port of Tacoma as it pursues a greater share of the national and international trade market. The downtown area will also continue to be a major employment center for the city. The revitalization of the downtown area depends on both public and private investment. Healthy economic growth entails not only attracting a mix of businesses in the downtown, but also encouraging diverse development throughout the city, especially within neighborhood business districts. Attention to environmental concerns will also play a major role in economic development and redevelopment.

## **Industrial Development**

The Port Manufacturing/Industrial Center will remain as one of the city's and region's major employment centers. Continued growth in marine import-export activities will cause the Port of Tacoma to increase its prominence in the local, regional, state and national economy. The South Tacoma Manufacturing/Industrial area will be designated as a Regional

Manufacturing/Industrial Center, and as such will become a priority location for future manufacturing and industrial development. Other industrial areas will continue to be viable and will undergo some expansion and redevelopment. The rate of employment growth for manufacturing will be less than for other sectors of the economy, such as retail, service industries, government, transportation, trade and education.

## Transportation

The automobile will continue to be the primary means of transportation for most people. However, other methods of transportation including transit, bicycling, and walking will be more prevalent. The movement of people and goods rather than vehicles will be emphasized in determining transportation improvements. The past dispersal of housing and employment will continue to impact travel patterns that will affect transit ridership and the ability to resolve traffic congestion in some areas. Increases in the use of public transportation will occur for daily travel between home and work as well as for travel between activity centers within the city, to other communities in Pierce County and to other cities in the region. Support of the high-capacity transit system, including light rail and commuter rail, will be a top priority of the City. Energy concerns, higher transportation-related costs, transportation demand management controls and concerns for improved air quality will curtail the use of the private automobile. New transportation facilities will be compatible with planned land use and will be developed concurrently with new growth or within six years. Since transportation problems do not respect jurisdictional boundaries, more intergovernmental coordination as well as public-private cooperation will be needed to address transportation issues in a consistent, integrated and cost-effective manner.

## Open Space/Shorelines

The City's more than 45 miles of shorelines and its many natural features are essential to defining the city's character. As development increases and certain areas within the city become denser, accessible open space will be of even greater importance. Demand for open space and land for recreational needs, such as

parks and other outdoor recreational areas, will continue to increase, as will the need for urban public spaces such as plazas and courtyards. Protection and preservation of shorelines and other natural features of the environment will be necessary to maintain the present quality of life and to protect the function and values of critical areas. Public acquisition of open space and shoreline areas will continue to be important. The identification and protection of corridors that link open spaces will be essential to ensure their continual viability. Corridors of regional significance will require multi-jurisdictional planning and protection. Environmentally sensitive lands such as geologically hazardous and steep slope areas, wetlands and stream corridors will require protection from urbanization, growth and development demands. Provision of opportunities for appropriate water-dependent or water-related development along the City's shorelines will continue. It is anticipated that pressures for development of privately owned shoreline property with non-water dependent uses will increase.

## Environment

Air, noise and water pollution will continue to be of special concern to the region. Maintaining the quality of the air we breathe, the quiet of our residential neighborhoods, and the quality of the water we drink, live around and use for recreation is essential for assuring the health and welfare of the region. The region's economic development is dependent upon water-related commerce and trade. Maintaining pollution-free waters is vital to present and future economic interests. Ensuring that the region's water resources remain relatively pollution free is paramount to its survival and continual growth and development.

Measures to control suspended particulates (dust, smoke, fumes and other liquid or solid matter) will continue to be needed to maintain air quality in the region. Reduction of the level of transportation related emissions will continue to be important in addressing air pollution problems. Transportation plans and policies concerned with traffic congestion and related air and noise pollution will focus on a multi-modal transportation system and the curtailment of single-occupancy vehicle use.

## Urban Design

Design will influence the degree to which development is attractive and appealing, comfortable and safe, whether it is compact, efficient, and encourages natural and social interaction, discourages environmentally disruptive influences, and is well connected to other areas. Greater awareness and appreciation of the value of design will continue and the demand for development that demonstrates design excellence will increase. Public participation and interest in design will continue to increase with greater emphasis on design in city projects. With increasing density in some areas, particularly within mixed-use centers, design will become an important factor in providing stylistic compatibility and privacy.

## Capital Facilities

Increased growth makes heavy demands on all forms of capital facilities and infrastructure. As growth continues, the demand for developing new facilities and maintaining and improving existing facilities will increase. Private investment will be necessary to continue to provide adequate services to growing urban areas. Growth is dependent on the provision of necessary services and facilities. Services and facilities in urban areas will need to be provided at a consistent level of service and new growth will occur only with the provision of adequate facilities and services. Tacoma must plan closely with other providers of capital facilities to coordinate the provision of services.

## Utilities

The city, for the most part, is adequately served by all utilities. As growth and development occurs, the expansion or upgrading of existing facilities may be necessary. The expansion or upgrading of utilities and services will be accomplished concurrently with new development. Extension of service areas will occur consistent with growth management goals for phasing of urban development. Many utilities have system reliability and conservation programs to efficiently use existing resources and reduce the need for new facilities that will be more aggressively pursued through governmental regulations and programs.

## Joint City/County Planning

Joint planning will be important to successfully guide orderly and timely growth within urban growth areas. Prior to any annexation, areas within the city's urban growth area will be planned jointly by the City, other jurisdictions and Pierce County to discourage sprawl, inappropriate development and to ensure the adequacy and concurrent development of public facilities and services.

## Section III – Growth Strategy and Development Concept

Tacoma's growth and development concept is derived from consideration of state goals, regional policies, factors affecting land use, the assumptions about future trends, and public opinion. The concept is entitled *Concentrations and Corridors - Designated Centers* and is shown in Maps and Figures.

The *Concentrations and Corridors - Designated Centers* concept directs future development to specified areas of the city. The concept directs new development to occur in three types of areas: mixed-use and manufacturing/industrial centers, in concentrations of similar uses, or in concentrated nodes along major transportation corridors. These elements are defined as:

### Mixed-use Centers

Mixed-use centers are compact, self-sufficient areas, identifiable as the focus of the surrounding area. The mixed-use center is a dense, well-integrated variety of development types, combined in such a way that it is pedestrian-oriented and transit supportive.

### Manufacturing/Industrial Centers

Manufacturing/industrial centers are concentrations of manufacturing, industrial and related uses and are major employment areas.

These areas need good access to local and regional transportation systems.

## Concentrations

Concentrations are broad areas of moderate to high levels of development. Various housing types, employment opportunities or commercial and industrial development may be included within these areas.

## Corridors

Corridors are major transportation routes consisting of freeways, highways, principal arterial streets and transit routes that provide access into and out of the city, act as travel ways between designated centers and concentrations and/or support high levels of transit service.

Increased growth and development in the metropolitan area has made the daily movement of people and goods a complex problem, requiring a sophisticated system of multimodal transportation facilities and services. The predominant characteristics of this system are the major transportation routes, primarily the interstate freeways and higher traffic volume arterials and the regional transit system including local feeder service. This system provides for the movement of people and goods via rail, bus, automobile, ferry, bicycle, walking and other modes at the neighborhood, community, regional and interstate levels. Major arterial streets link residential neighborhoods to the regional system and to other neighborhoods, as well as expediting movement between centers.

Transportation corridors can act as boundaries, providing a physical separation between different types of land use and as corridors for joint use activities such as public utility lines and communication networks. Compatible land use development along major corridors is important. Higher intensity development is appropriate to take advantage of access and visibility.

In addition to directing where and how growth should occur, the concept is intended to guide when growth should occur. It is intended that growth occur only when adequate needed public facilities and services are in place at the time of development. The timing of growth and development will be consistent with growth tiers

that delineate areas in the city and within its urban growth area based on the availability and adequacy of facilities and services.

## Advantages

The concept, policies, and strategies included in the comprehensive plan will guide the orderly development of Tacoma. Encouraging growth into concentrations and designated centers where development already exists will limit sprawl, reduce environmental impacts, and efficiently use land and infrastructure.

The concept and attendant policies will guide more intensive growth and development to concentrate in compact and well-defined centers. The centers will be easily accessible by both transit and pedestrian means, thereby improving convenience for residents, employees and visitors within centers and nearby areas. Growth will also be encouraged within concentrations and in nodes along transportation corridors.

Concentrating growth within mixed-use centers will alter the manner in which development has occurred in the past. It will strengthen the existing development pattern, protect neighborhoods and the environment and create attractive urban living and working environments which encourage walking, cycling and public transit.

Encouraging growth where development already exists and where adequate capacity for utilities such as sewer lines, water mains and other public facilities are in place can significantly reduce public investment costs.

The use of transit as a travel alternative will be encouraged. A well-developed transportation system will be necessary to provide efficient travel between homes and employment or retail centers.

## Section IV – Development Intensities

The amount and type of development allowed in an area is determined by designating development intensities on the Generalized Land Use Plan Map. Development intensities are an indication of how much influence a development has over the surrounding area. Conventional land use plans separate developments according to categories of uses such as residential, commercial and industrial. The development intensities approach in the comprehensive plan recognizes that different types of land use may be located in the same area as long as the character of the area remains consistent. This approach permits greater flexibility in land use arrangements and encourages innovative techniques of land development.

Factors that determine the intensity level of a development include size, scale, bulk, nuisance level, amount of open space and traffic generation. For example, a ten-story apartment complex and high traffic generation would be viewed as a high intensity use while a typical, single-family detached home is regarded as a low intensity development.

Although land use intensity and density are somewhat related, they are not the same concept. Density is the number of people or housing units per unit of land. The type and size of housing units and the number of occupants in these units can widely vary; therefore, density does not accurately indicate the degree of impact a given development asserts over surrounding land uses. The concept of density is further limited in that it only applies to residential development and cannot be used to assess the impacts of commercial or industrial development. Development intensities, on the other hand, apply to all land uses and provide a more accurate account of the character and nature of a given development.

Development intensities are classified as high intensity, medium intensity and low intensity.

## High Intensity Development

High intensity development generates high activity patterns and high traffic generation. High-density residential development, major employment centers and commercial and industrial developments of regional significance are all examples of high intensity development. ~~These include two of the City's designated mixed use centers: Downtown and the Tacoma Mall area and the regionally designated Port Manufacturing/Industrial Center.~~

## Medium Intensity Development

Medium intensity development generates moderate activity patterns and traffic generation. Commercial or industrial activity of community-wide significance and medium density residential development are examples of medium intensity development. ~~Mixed use centers other than Downtown and the Tacoma Mall area are further examples of medium intensity areas.~~

## Low Intensity Development

Low activity patterns and traffic generation characterize low intensity development. Low intensity development is predominantly single-family residential development, but can include duplexes, triplexes, and small-scale multifamily development. Supportive neighborhood convenience commercial establishments and community facilities such as churches, schools, libraries and fire stations also are considered low intensity uses. Open space areas may also be considered a low intensity use and can include recreational areas and parks. To better differentiate the range of uses within low intensity areas, single-family detached housing areas are delineated separately.

## Section V – Concentrations

The relationship of intensity and density is shown below.

Intensity Designation	Allowable Density (min – max) (dwelling units/net acre)
<u>Single-family Detached Housing Areas</u>	<u>0 – 8</u>
Low Intensity	0 – 15
<del>Single-family Detached Housing Areas</del>	<del>0 – 8</del>
Medium Intensity	0 – 45
<del>Medium Intensity in Mixed-Use Centers</del>	<del>25 – unlimited Minimum site densities should range from 25 to 60 dwelling units per net acre, with minimum densities of 25 units per net acre envisioned for areas near single-family zones where building height should be limited to ensure compatibility. Higher minimum densities are envisioned in other parts of the mixed-use centers depending on the established height limit.</del>
High Intensity	0 – unlimited
<u>Mixed Use Centers</u>	<u>25- unlimited</u>
<del>High Intensity in Mixed-Use Centers</del>	<del>25 – unlimited Minimum site densities should range from 25 to 80 dwelling units per net acre, with minimum densities of 25 units per net acre envisioned only for areas near single-family zones where building height should be limited to ensure compatibility. Higher minimum densities are envisioned in other parts of the mixed-use centers depending on the established height limit.</del>

Areas where medium to high intensity development is focused are identified as concentrations. Concentrations are generally areas of existing medium to high intensity development and are, therefore, appropriate for further infill development and redevelopment. Concentrations may be most distinguishable by their separateness from low intensity areas.

### High Intensity Concentrations

High density residential development, employment opportunities, industrial activity, entertainment-cultural centers, and office, government, shopping and medical facilities are all characteristic of developments that can be found in a high intensity area. ~~Within the mixed-use centers, there are at least two levels of residential density that are possible within high intensity areas: densities located along commercial corridors will be higher than densities found in other areas of the mixed-use centers.~~ The degree of activity generated in a high intensity area necessitates convenient access to regional transit facilities and major transportation facilities such as the interstate and principal arterial streets.

Commercial and industrial developments in high intensity areas are usually of regional scale. They are linked to the communities and neighborhoods of the immediate urban area as well as to other cities. High intensity commercial and industrial developments draw their labor force from the city's residential communities as well as provide service to these areas. Linkages outside the urban area are important for the importing of raw materials and shipping of finished goods. These same activities require strong linkages within the urban area among other manufacturers, suppliers, distributors and transportation facilities. A central location and access to major transportation facilities are crucial for high intensity commercial and industrial development due to the high volume of traffic moving into and out of the area.

## Medium Intensity Concentrations

Medium intensity areas include developments that attract people from several neighborhoods within the urban area and, in some cases, from areas outside the city. Commercial and industrial developments within these areas have a community-wide service level and are linked to both neighborhood and regional activity centers. Within medium intensity areas, office, light industrial and other medium intensity uses may be located adjacent to single-family residential uses so long as adverse impacts to residential uses are appropriately mitigated.

The business, retail and industrial establishments found in medium intensity areas usually draw their labor force from the areas that they serve. Although many business establishments may have direct linkages outside the city, linkages are stronger within the city, particularly to the surrounding neighborhoods and to nearby support activities such as suppliers, distributors and wholesalers.

Residential development in these areas consists of middle density apartments located in concentrated centers or in nodes along transportation corridors. ~~Within the mixed-use centers, there are at least two levels of residential density that are possible within Medium Intensity areas: densities located along commercial corridors will be higher than densities found in other areas of the mixed-use centers.~~ Medium intensity residential areas are strongly linked by major transportation and transit routes to community shopping centers, employment centers and other community facilities that require frequent visits.

## Low Intensity Areas

Although not a focus for growth, identification of low intensity areas is important in order to insure separation from higher intensity development. Low intensity areas are primarily characterized by single-family detached housing. Some duplexes, triplexes, and low-intensity apartments may also be present. These areas are found throughout the city and are usually referred to by particular neighborhoods such as Westgate,

Fern Hill and South Tacoma. Low intensity areas are strongly linked to neighborhood-serving commercial establishments. Linkages with the industrial area and other employment centers are present, supporting a substantial daily home-to-work movement by car and public transit.

Residential neighborhoods are also linked directly to neighborhood community facilities such as elementary schools, middle schools and parks and recreational areas. Some of these linkages involve daily movements of large numbers of people. Movement to other areas, such as parks and recreational areas, occur less frequently but periodically can involve large numbers of people. However, major parks or recreational areas that contain unique or outstanding facilities are usually linked to several neighborhood communities, sometimes drawing people from the entire urban area.

Internal linkages in low intensity residential areas involve movement between homes and local commercial establishments, libraries, neighborhood parks and playgrounds, churches and homes of friends and neighbors. Many of these internal linkages are for pedestrian travel, cycling, and public transit.

## Section VI – Mixed-use Centers

Mixed-use centers are compact, defined areas ~~of medium to high intensity development.~~ Generally, mixed-use centers are located within a larger concentration. They are distinguishable from the concentration, however, by their focus on mixed-use development, pedestrian-orientation and support of public transit.

Mixed-use centers have been designated with the following objectives in mind:

- Strengthen and direct growth with a concentrated mix of diverse uses (work, housing, and amenities) and development toward centers;
- Create a range of safe, convenient, and affordable housing opportunities and choices;

- Create walkable and transit-supportive neighborhoods;
- Build on and enhance existing assets and neighborhood character and identity;
- Foster efficient provision of services and utility;
- Reduce dependence on cars and enhance transportation connectivity;
- Support neighborhood business development; and
- Encourage sustainable development, including green building techniques, green/plant coverage, and low impact development.

The City has defined eighteen (18) mixed-use centers including one located in the urban growth area, outside of the city's limits and two manufacturing/industrial centers. The mixed-use centers have been placed into a hierarchy of different types of centers depending upon the size, scale and character of development, mix of uses, and the potential for increases in employment and resident population.

The downtown center and Tacoma Mall urban center have been additionally designated as regional growth centers in Vision 2040, the Central Puget Sound's growth, economic and transportation strategy. The Port Industrial Area also has been additionally designated as a regional Manufacturing/Industrial Area in Vision 2040.

There are four types of mixed-use centers. The Four types of Mixed-use centers and the specific centers that fit within each designation are listed below.

## Downtown Center

The downtown center is the highest concentration of urban growth found anywhere in the city. It is the focal point for the city, the center of government, cultural, office, financial, transportation and other activities. This variety of day and night activities attracts visitors from throughout the city and region. The interstate freeway, major arterials, provides access and the center has both local and regional transit connections. Larger, often historic, buildings fronting on the sidewalk characterize the area.

Pedestrian orientation is high. Parking is found along the street and within structures.

### Designated Downtown Center:

- Downtown Tacoma Mixed-Use Center

## Urban Center

The urban center is a highly dense concentration of urban development. Buildings can range from one to twelve stories and activity is greater than in most areas of the city. It is an area of regional attraction and a focus for both the local and regional transit systems. Many major city arterials connect to the urban center and nearby freeway access is present. Parking is provided both in surface lots and within structures. Internal streets and pathways provide connections among the developments within the center.

### Designated Urban Center:

- Tacoma Mall Mixed-Use Center

## Community Center

The community center is a concentration of commercial and/or institutional development that serves many nearby neighborhoods and generally includes a unique attraction that draws people from throughout the city. Some residential development may already be present, and there is a goal to have more residential development. It is directly accessible by arterials and local transit. Pedestrian accessibility is important within the center, but because of its focus on larger scale commercial development, the community center continues to provide for automobile parking, preferably within structures.

### Designated Community Centers:

- Tacoma Central Plaza/Allenmore (Tacoma Central)
- S. 72nd and Pacific Avenue
- S. 72nd and Portland Avenue
- TCC/James Center
- Westgate
- Lower Portland Avenue
- S. 34th and Pacific Avenue

- S. 121st and Pacific Avenue (Outside the city within the urban growth area)

## Neighborhood Center

The neighborhood center is a concentrated mix of small- to medium-scale development that serves the daily needs of center residents, the immediate neighborhood, and areas beyond. Development contains a mix of residential and commercial uses, and the majority of parking is provided within structures. Buildings are generally up to six stories along the commercial corridors, up to three stories at the periphery of the centers near single-family districts, and up to four stories in areas between the core and the periphery. They are designed with a compatible character to adjacent residential neighborhoods. The design of the neighborhood center encourages pedestrians and bicyclists and its location on a major arterial makes it a convenient and frequent stop for local transit. The regional transit network also may directly serve some neighborhood centers.

### Designated Neighborhood Centers:

- 6th Avenue and Pine Street
- N. 26th and Proctor (Proctor)
- S. 38th and 'G' Street (Lincoln)
- S. 56th and S. Tacoma Way
- S. 11th and Martin Luther King Jr. Way (MLK)
- N. 1st and Tacoma Avenue (Stadium)
- 6th Avenue and S. Jackson (Narrows)
- E. 34th and McKinley (McKinley)

## Section VII – Manufacturing/Industrial Centers

Employment concentrations within designated manufacturing/industrial centers are intended to be well-served by major transportation facilities including rail, interstate and transit systems. These employment concentrations are important to the local and regional economy and are priority locations for future manufacturing and industrial development and public investments in infrastructure. Many of the industrial uses are

land intensive in nature. To preserve land at these centers, large retail, residential or non-related office uses are discouraged.

### Designated Manufacturing/Industrial Centers:

- Port Industrial Area
- South Tacoma Industrial Area

## Section VIII – Shoreline

The city's shoreline areas provide great social, ecological, recreational, cultural, economic and aesthetic value, both at the local and regional level. It is the community's intent to use the full potential of these areas in a manner that is both ordered and diversified, supports the community's ability to enjoy the water and the unique setting it creates, and which integrates water and shoreline uses while achieving a net gain of ecological functions. In addition, these areas are intended to balance the overarching goals outlined in the State Shoreline Management Act:

- To ensure an adequate land supply for water-dependent uses;
- To promote and enhance the public's opportunities to access and enjoy the water; and
- To protect and preserve natural resources.

This designation includes areas that support deepwater port and industrial sites, habitat for a variety of fish and wildlife, archaeological and historical sites, open space, recreation and community activities, and some commercial and residential development. Recognizing the limited nature of this important resource, use and development of the shoreline areas must be carefully planned and regulated to ensure that these values are maintained over time.

The Shoreline Master Program has been developed to provide additional and more detailed policy direction regarding the city's shoreline areas, along with specific zoning and development standards. The Shoreline Master Program utilizes a system of "environment designations" which further guide the character, intensity and use of individual shoreline

segments. These classifications include Natural, Shoreline Residential, Urban Conservancy, High Intensity, Aquatic, and Downtown Waterfront and are based on the existing development patterns, natural capabilities and goals and aspirations of the community for its shoreline areas.

## Section **IXVIII** – Generalized Land Use Plan Map

The *Generalized Land Use Plan Map* applies the *Concentrations and Corridors – Designated Centers* concept and its components. The land use intensity and centers configuration shown would allow for a population of about 300,000 to 350,000, if fully developed. This estimate is based on past trends, future projections, and certain assumptions and is not an absolute number.

The *Generalized Land Use Plan Map* illustrates the City's intended future land use pattern, through the geographic distribution of three levels of land use intensities, ~~and~~ the designation of mixed-use and manufacturing/industrial centers as well as shoreline and single family detached designations. This illustrated form was a result of analysis of the development concept, existing land use and zoning, development trends, anticipated land use needs and desirable growth and development goals. Various types of zoning and land use may be permitted within each of the intensity areas. The focus on intensities of land use supports the belief that perceived nuisances, impacts and other concerns are to a significant degree a product of the intensity of land use rather than the type of land use. The *Generalized Land Use Plan Map* is not a land use map in the normal sense in that it does not differentiate between the various uses of land, but rather depicts the intended future development pattern through the geographic distribution of three levels of land use intensities. A fourth level for established single-family areas also is depicted on the map for areas that are predominately developed with single-family residences. The map is to be used in conjunction with the adopted policies of the Comprehensive Plan for any land use decision.

The designation and boundaries of the land use intensity areas, shoreline designation, and the designations and boundaries for the mixed-use and manufacturing/industrial centers are established by adoption of the Comprehensive Plan and amendments thereof. The *Generalized Land Use Plan Map* is the official land use map of the City, and is maintained as such by the Community and Economic Development Department in an electronic format to facilitate its accurate use and implementation. The *Generalized Land Use Plan Map* depicted in this document, on a citywide basis and by Neighborhood Council area, is generated from the official, *Generalized Land Use Plan Map* electronic map file.

The *Generalized Land Use Plan Map* is intended to provide a firm basis for land use and zoning decisions. Policies should be considered and interpreted in accordance with the geographic characteristics of the mapped areas.

Areas of the city should develop and redevelop in accordance with the intensity configuration depicted on the *Map*. Generalized intensities have also been developed for Tacoma's urban growth areas. These designations are based on current information and reflect anticipated future patterns of development. However, as more detailed planning efforts take place, these urban growth area intensities may be modified. Land use intensities and a generalized intent for the City's urban growth area can be found in the Land Use chapter of this plan.

Development both in and out of the city should be consistent with these designations; however, in some instances lower intensity developments may occur in higher intensity areas. Some supporting reasons for such lower intensity development include physical site limitations, surrounding area characteristics, environmental constraints and prematurity of higher intensity development.

The boundaries of the intensity areas were located on the map based upon existing and proposed land use and zoning patterns. These boundaries often correspond with readily identifiable features such as freeways, streets, alleys, topographic breaks, land use changes, and other physical features normally associated with land use separation. Where no readily identifiable feature was available, a determination was made to locate the boundary edge to provide

a logical separation and transition of intensity areas. The boundary edge could coincide with the boundary of a zoning classification, the pattern of adjacent development or the extension of an imaginary line representing the logical and desired pattern of future development.

It is recognized that some areas of the city may not be zoned to support the intensity levels shown on the map. Areas that may need to be rezoned will undergo separate study to determine the appropriate zone changes. The Planning Commission or City Council will normally initiate these studies with the actual zone changes accomplished by established area-wide rezoning procedures. Private property owners or developers also may initiate rezone requests. Such requests must be consistent with the *Generalized Land Use Plan Map* and adopted policies of the Comprehensive Plan and will be subject to appropriate development controls as determined in established site specific rezone procedures.

The following chart depicts the relationship between intensity designations, designated mixed-use and manufacturing/industrial centers and zoning classifications. Some zoning classifications may be appropriate in more than one intensity designation.

(Chart shown on next page)

## **Section IX – Center Designations**

The City has defined eighteen (18) mixed-use centers including one located in the urban growth area, outside of the city's limits and two manufacturing/industrial centers. The mixed-use centers have been placed into a hierarchy of different types of centers depending upon the size, scale and character of development, mix of

uses, and the potential for increases in employment and resident population. The downtown center and Tacoma Mall urban center have been additionally designated as regional growth centers in *Vision 2040*, the Central Puget Sound's growth, economic and transportation strategy. The Port Industrial Area also has been additionally designated as a regional Manufacturing/Industrial Area in *Vision 2040*.

The centers are listed below and designated on the *Generalized Land Use Plan Map*:

**Downtown Tacoma Center**

**Tacoma Mall Urban Center**

### **Community Centers:**

- Tacoma Central Plaza/Allenmore (Tacoma Central)
- S. 72<sup>nd</sup> and Pacific Avenue
- S. 72<sup>nd</sup> and Portland Avenue
- TCC/James Center
- Westgate
- Lower Portland Avenue
- S. 34<sup>th</sup> and Pacific Avenue
- S. 121<sup>st</sup> and Pacific Avenue (Outside the city within the urban growth area)

### **Neighborhood Centers:**

- 6<sup>th</sup> Avenue and Pine Street
- N. 26<sup>th</sup> and Proctor (Proctor)
- S. 38<sup>th</sup> and 'G' Street (Lincoln)
- S. 56<sup>th</sup> and S. Tacoma Way
- S. 11<sup>th</sup> and Martin Luther King Jr. Way (MLK)
- N. 1<sup>st</sup> and Tacoma Avenue (Stadium)
- 6<sup>th</sup> Avenue and S. Jackson (Narrows)
- E. 34<sup>th</sup> and McKinley (McKinley)

### **Manufacturing/Industrial centers:**

- Port Industrial Area
- South Tacoma Industrial area

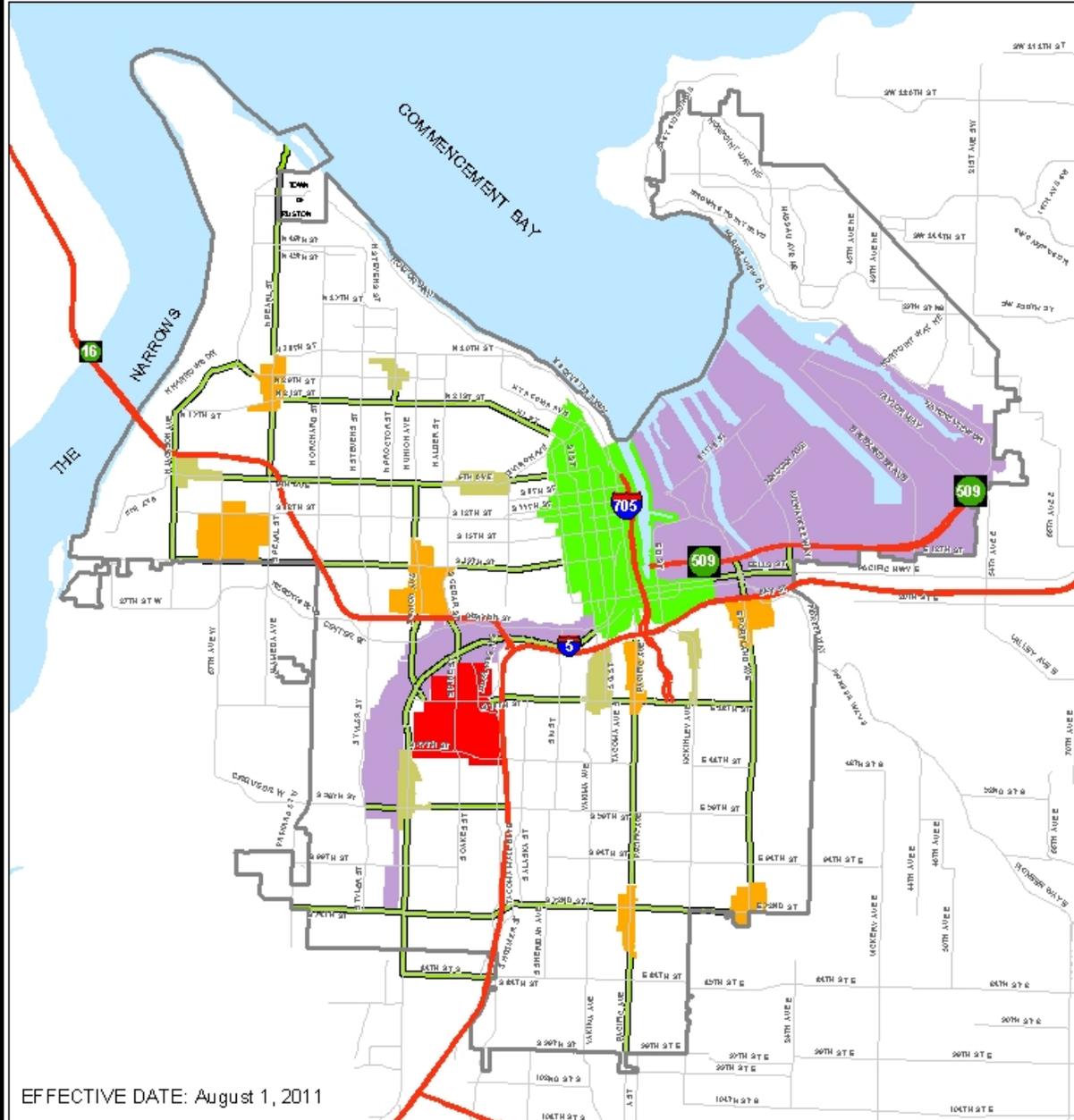
## Relationship of Comprehensive Plan Designations and Zoning Classifications

Comprehensive Plan Designations	Typical Zoning Classifications*	
High Intensity <del>(outside mixed-use centers)</del>	R-5 HM	Multiple Family Dwelling District Hospital Medical District
Medium Intensity <del>(outside mixed-use centers)</del>	R-4L R-4 C-2 PDB M-1 M-2	Low-Density Multiple Family Dwelling District Multiple Family Dwelling District General Community Commercial District Planned Development Business District Light Industrial District Heavy Industrial District
Low Intensity	R-3 R-4L HMR-SRD T C-1	Two Family Dwelling District Low-Density Multiple Family Dwelling District Historic Mixed Residential District Transitional District General Neighborhood Commercial District
Single Family Detached Housing Area	R-1 R-2 R-2SRD	One-Family Dwelling District One-Family Dwelling District Residential Special Review District
Downtown Mixed-Use Center	DR DMU WR DCC UCX-TD	Downtown Residential Downtown Mixed-Use Warehouse Residential Downtown Commercial Core Urban Center Mixed-Use District – Tacoma Dome
Urban Mixed-Use Center	UCX RCX URX	Urban Center Mixed-Use District Residential Commercial Mixed-Use District Urban Residential Mixed-Use District
Community Mixed-Use Center	CCX RCX HMX URX	Community Commercial Mixed-Use District Residential Commercial Mixed-Use District Hospital Medical Mixed-Use District Urban Residential Mixed-Use District
Neighborhood Mixed-Use Center	NCX RCX CIX HMX URX NRX	Neighborhood Commercial Mixed-Use District Residential Commercial Mixed-Use District Commercial Industrial Mixed-Use District Hospital Medical Mixed-Use District Urban Residential Mixed-Use District Neighborhood Residential Mixed-Use District
Manufacturing / Industrial Center	PMI M-2 M-1	Port Maritime and Industrial District Heavy Industrial District Light Industrial District
<u>Shoreline</u>	<u>S1- S14</u>	<u>Shoreline Zoning Districts</u>

\* This chart does not include ~~shoreline and~~ overlay zoning districts. Other zoning classifications may be present in the designated areas due to a number of factors including non-conforming use rights.

# Tacoma Growth Concept

## Concentrations and Corridors - Designated Centers



EFFECTIVE DATE: August 1, 2011

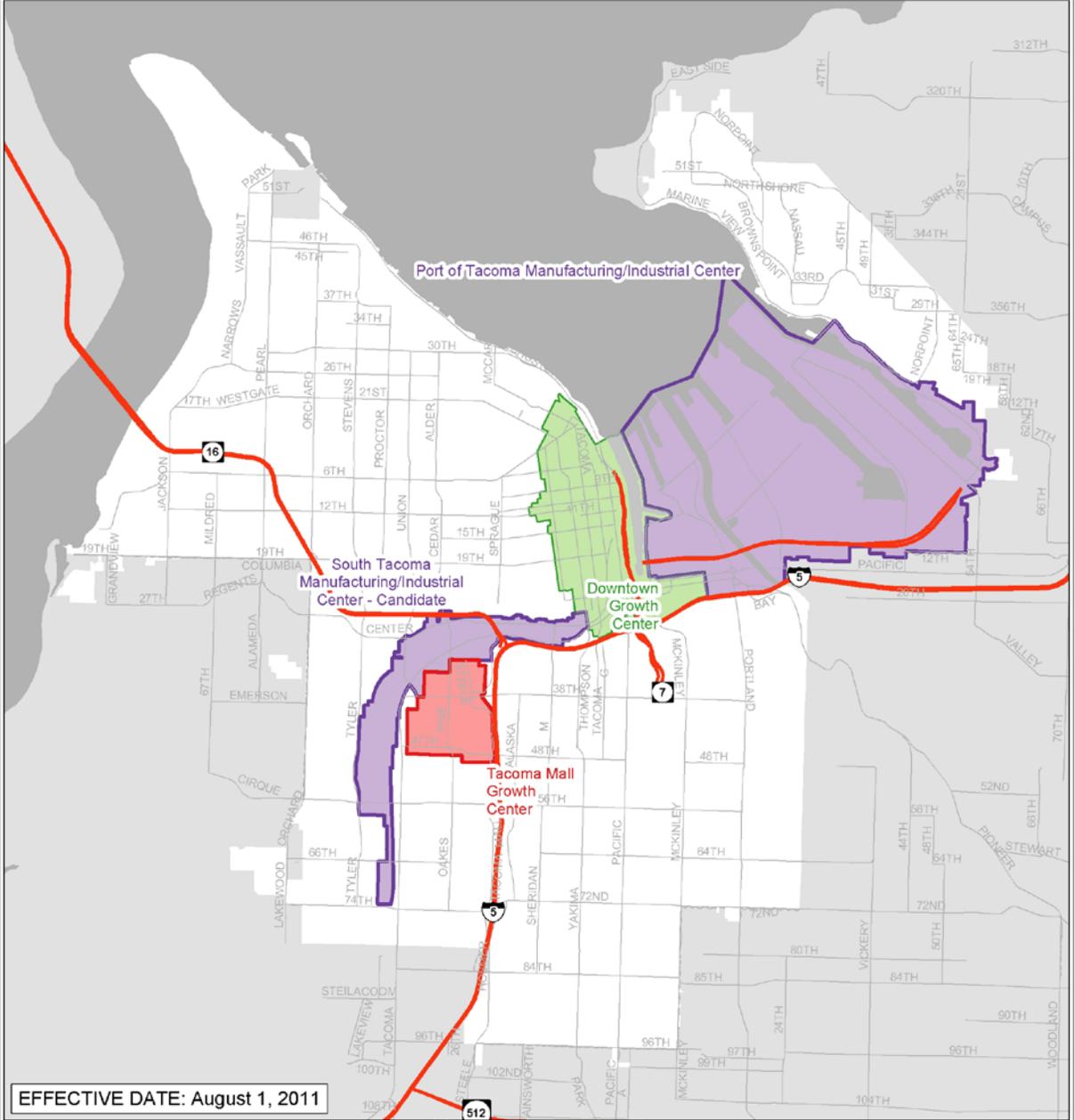
- City Boundary
- Connecting Corridors
- Designated Centers**
- Downtown Regional/Growth
- Urban Center
- Community Center
- Neighborhood Center
- Manufacturing/Industrial Center



City of Tacoma  
Community & Economic Development Department  
GIS Analysis & Data Services

**NOTE: This map is for reference only.**

# Regional Centers

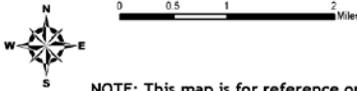


EFFECTIVE DATE: August 1, 2011

- Tacoma Mall Growth Center
- Downtown Growth Center
- Manufacturing/Industrial Centers



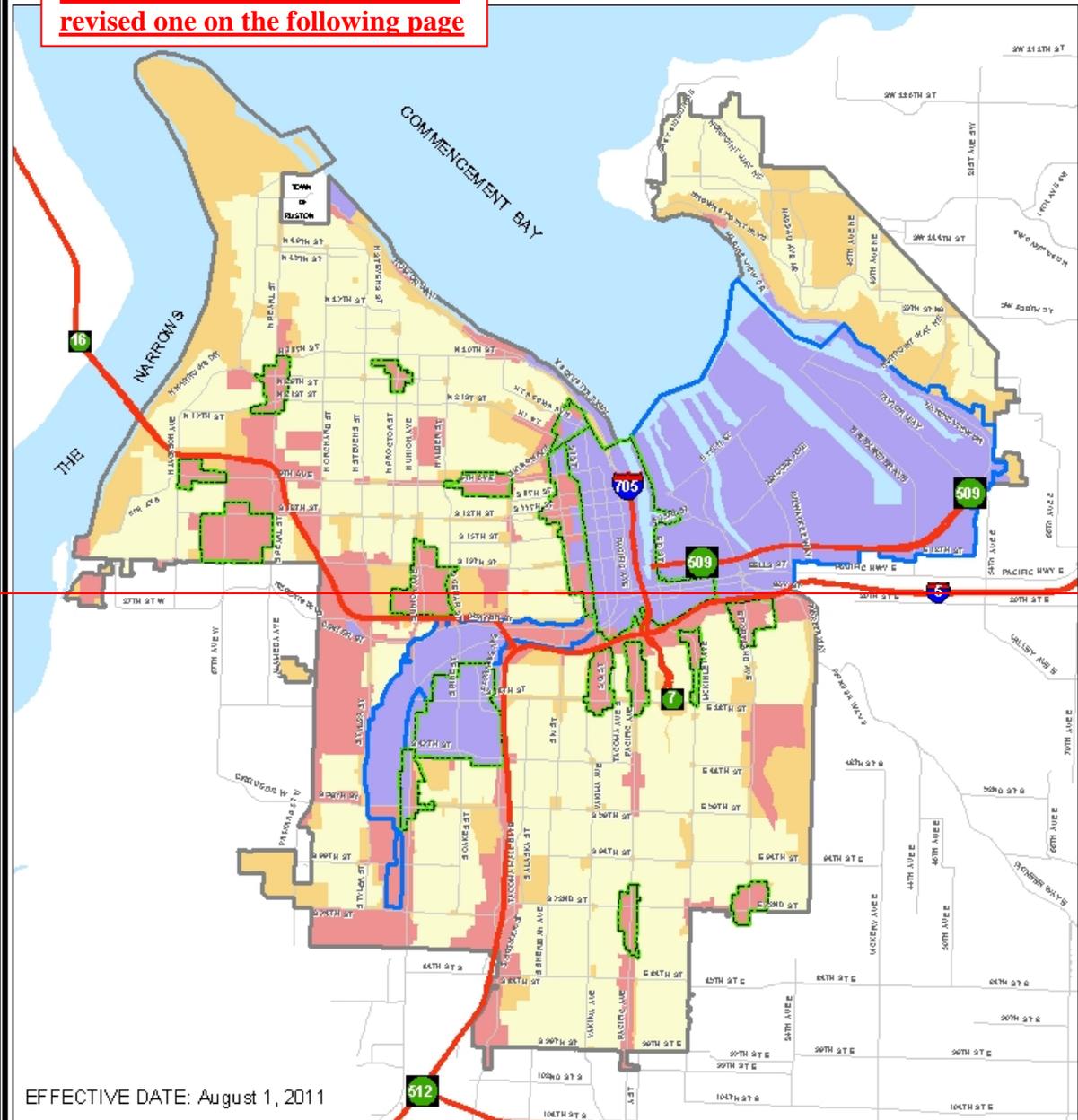
City of Tacoma  
Community & Economic Development Department  
GIS Analysis & Data Services



NOTE: This map is for reference only.

# Generalized Land Use Plan Map

**This map to be replaced with the revised one on the following page**



EFFECTIVE DATE: August 1, 2011

- City Boundary
- Mixed Use Centers
- Manufacturing / Industrial Center

- Land Use Intensity**
- Single Family
- Low
- Medium
- High



City of Tacoma  
Community & Economic Development  
GIS Analysis & Data Services



0 0.5 1 2 Miles

NOTE: This map is for reference only.



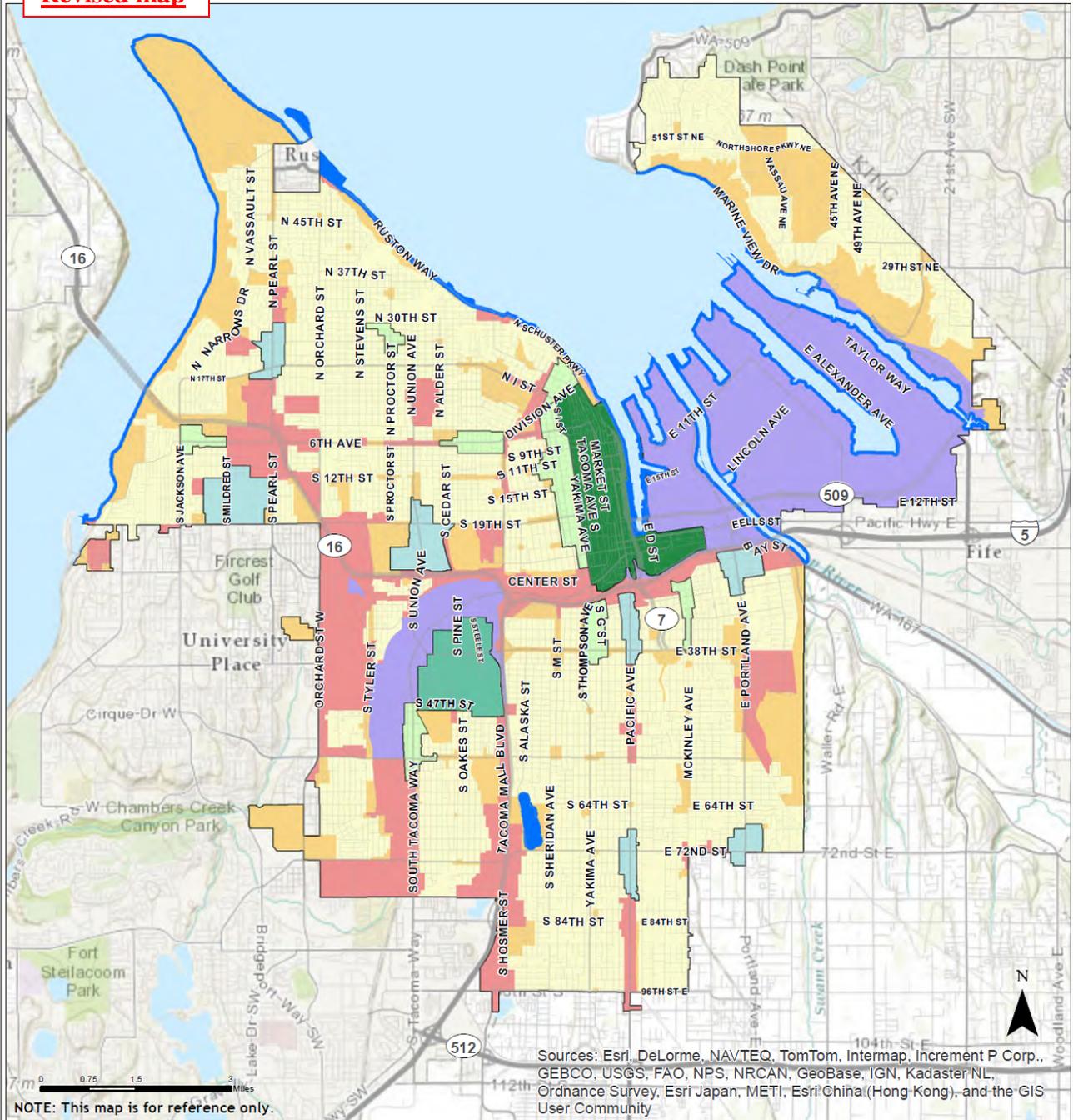
Plot Date: 7/25/2011

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Created By: CEED, GIS ANALYSIS & DATA SERVICES

# Proposed Generalized Land Use Plan Map

**Revised map**



- |               |                          |                           |
|---------------|--------------------------|---------------------------|
| City Boundary | <b>Mixed Use Centers</b> | <b>Land Use Intensity</b> |
| Shoreline     | Neighborhood Center      | Single Family             |
|               | Community Center         | Low                       |
|               | Urban Center             | Medium                    |
|               | Downtown Center          | High                      |







**2013 Annual Amendment Application No. 2013-06**  
*Development Intensity Designations*

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DRAFT COMPREHENSIVE PLAN LAND USE DESIGNATION FRAMEWORK  
*February 6, 2013*

**Existing Comprehensive Plan Land Use Designations:**

Basic Designations:

- Single-Family
- Low Intensity
- Medium Intensity
- High Intensity

Additional Designations:

- Mixed-Use Centers
- Manufacturing/Industrial Centers

**Proposed Comprehensive Plan Land Use Designations:**

- Single-Family Residential
- Multi-Family (low-density)
- Multi-Family (high-density)
- Neighborhood Commercial
- General Commercial
- Downtown Mixed-Use Center
- Urban Mixed-Use Center
- Community Mixed-Use Center
- Neighborhood Mixed-Use Center
- Light Industrial
- Heavy Industrial
- Parks and Open Space
- Shoreline

The following chart outlines the proposed Comprehensive Plan Land Use Designation framework, along with the general intent statement for each of the proposed designations and the corresponding zoning classifications that would commonly fit within each plan designation.

<b>Comprehensive Plan Land Use Designations (proposed)</b>	<b>Corresponding Zoning</b>
<p><b>Single Family Residential</b></p> <p>Qualities associated with single-family residential neighborhoods that are desirable include: low noise levels, limited traffic, large setbacks, private yards, small scale buildings, and low-density development. Much of the city's land is strongly committed to single-family development and has been determined to be deserving of special protection from incompatible land uses. Community facilities, such as parks, schools, day cares, and religious facilities are also desirable components of single-family neighborhoods. Limited allowances for other types of residential development are also provided with additional review to ensure compatibility with the desired, overarching single-family character.</p>	<p><b>R-1</b> Single-Family Dwelling District  <b>R-2</b> Single-Family Dwelling District  <b>R-2SRD</b> Residential Special Review District</p>
<p><b>Multi-Family (low-density)</b></p> <p>This district enjoys many of the same qualities as single-family neighborhoods such as low traffic volumes and noise, larger setbacks, and small-scale development, while allowing for multi-family uses and increased density (generally up to 15 dwelling units/net acre) along with community facilities and institutions. The Multi-Family (low-density) district can often act as a buffer between the single-family designation and the greater density and higher intensity uses that can be found in the Multi-Family (high density designation) or commercial or mixed-use designations.</p>	<p><b>R-3</b> Two-Family Dwelling District  <b>R-4L</b> Low-Density Multiple-Family Dwelling District  <b>HMR-SRD</b> Historic Mixed Residential Special Review District</p>
<p><b>Multi-Family (high-density)</b></p> <p>This designation allows for a wide range of residential housing types at medium and higher density levels, along with community facilities and</p>	<p><b>R-4</b> Multiple-Family Dwelling District  <b>R-5</b> Multiple-Family Dwelling District</p>

<p>institutions, and some limited commercial uses and mixed-use buildings. It is characterized by taller buildings, higher traffic volumes, reduced setbacks, limited private yard space, and greater noise levels. These areas are generally found in the central city and along major transportation corridors where there is increased access to public transportation and to employment centers.</p>	
<p><b>Neighborhood Commercial</b></p> <p>This designation is characterized primarily by small-scale neighborhood businesses with some residential and institutional uses. Uses within these areas have low to moderate traffic generation, shorter operating hours, smaller buildings and sites, and less signage than general commercial or mixed-use areas. There is a greater emphasis on small businesses and development that is compatible with nearby, lower intensity residential areas.</p>	<p><b>C-1</b> General Neighborhood Commercial District  <b>T</b> Transitional District</p>
<p><b>General Commercial</b></p> <p>This designation encompasses areas for medium to high intensity commercial uses which serves a large community base with a broad range of larger scale uses. These areas also allow for a wide variety of residential development, community facilities, institutional uses, and some limited production and storage uses. These areas are generally located along major transportation corridors, often with reasonably direct access to a highway. This designation is characterized by larger-scale buildings, longer operating hours, and moderate to high traffic generation.</p>	<p><b>PDB</b> Planned Development Business District  <b>HM</b> Hospital Medical District  <b>C-2</b> General Community Commercial District</p>
<p><b>Downtown Mixed-Use Center</b></p> <p>The downtown center is the highest concentration of urban growth found anywhere in the city. It is the focal point for the city, the center of government, cultural, office, financial, transportation and other activities. This variety of day and night activities attracts visitors from throughout the city and region. The interstate freeway, major arterials, provides access and the center has both local and regional transit connections. Larger, often historic, buildings fronting on the sidewalk characterize the area.</p>	<p><b>DR</b> Downtown Residential District  <b>DMU</b> Downtown Mixed-Use District  <b>WR</b> Warehouse/Residential District  <b>DCC</b> Downtown Commercial Core District  <b>UCX-TD</b> Downtown Mixed-Use District</p>

<p>Pedestrian orientation is high. Parking is found along the street and within structures.</p>	
<p><b>Urban Mixed- Use Center</b></p> <p>The urban center is a highly dense self-sufficient concentration of urban development. Buildings can range from one to twelve stories and activity is greater than in most areas of the city. It is an area of regional attraction and a focus for both the local and regional transit systems. Many major city arterials connect to the urban center and nearby freeway access is present. Parking is provided both in surface lots and within structures. Internal streets and pathways provide connections among the developments within the center.</p>	<p><b>UCX</b> Urban Center Mixed-Use District  <b>RCX</b> Residential Commercial Mixed-Use District  <b>URX</b> Urban Residential Mixed-Use District</p>
<p><b>Community Mixed- Use Center</b></p> <p>The community center is a concentration of commercial and/or institutional development that serves many nearby neighborhoods and generally includes a unique attraction that draws people from throughout the city. Some residential development may already be present, and there is a goal to have more residential development. It is directly accessible by arterials and local transit. Pedestrian accessibility is important within the center, but because of its focus on larger scale commercial development, the community center continues to provide for automobile parking, preferably within structures.</p>	<p><b>CCX</b> Community Commercial Mixed-Use District  <b>RCX</b> Residential Commercial Mixed-Use District  <b>HMX</b> Hospital Medical Mixed-Use District  <b>URX</b> Urban Residential Mixed-Use District</p>
<p><b>Neighborhood Mixed- Use Center</b></p> <p>The neighborhood center is a concentrated mix of small- to medium-scale development that serves the daily needs of center residents, the immediate neighborhood, and areas beyond. Development contains a mix of residential and commercial uses, and the majority of parking is provided within structures. Buildings are generally up to six stories along the commercial corridors, up to three stories at the periphery of the centers near single-family districts, and up to four stories in areas between the core and the periphery. They are designed with a compatible character to adjacent residential</p>	<p><b>NCX</b> Neighborhood Commercial Mixed-Use District  <b>RCX</b> Residential Commercial Mixed-Use District  <b>CIX</b> Commercial Industrial Mixed-Use District  <b>HMX</b> Hospital Medical Mixed-Use District  <b>URX</b> Urban Residential Mixed-Use District  <b>NRX</b> Neighborhood Residential Mixed-Use District</p>

<p>neighborhoods. The design of the neighborhood center encourages pedestrians and bicyclists and its location on a major arterial makes it a convenient and frequent stop for local transit. The regional transit network also may directly serve some neighborhood centers.</p>	
<p><b>Light Industrial</b></p> <p>This designation allow for a variety of industrial uses that are moderate in scale and impact, with lower noise, odors and traffic generation than heavy industrial uses. This designation may include various types of light manufacturing and warehousing and newer, clean and high-tech industries, along with commercial and some limited residential uses. These areas are often utilized as a buffer or transition between heavy industrial areas and less intensive commercial and/or residential areas.</p>	<p><b>M-1</b> Light Industrial District</p>
<p><b>Heavy Industrial</b></p> <p>This designation is characterized by higher levels of noise and odors, large-scale production, large buildings and sites, extended operating hours, and heavy truck traffic. This designation requires access to major transportation corridors, often including heavy-haul truck routes and rail facilities. Commercial and institutional uses are limited and residential uses are generally prohibited.</p>	<p><b>M-2</b> Heavy Industrial District <b>PMI</b> Port Maritime &amp; Industrial District</p>
<p><b>Parks and Open Space</b></p> <p>This designation is intended to conserve and enhance open, natural and improved areas valuable for their environmental, recreational, green infrastructure and scenic character and the benefits they provide. The designation encompasses public and private parks and open space lands, with lands set aside for these purposes by the City of Tacoma and the Metropolitan Parks District forming the core of the designation. As more land is placed in conservation status by these agencies as well as other public and private entities, the extent of the designation will be expanded to include them.</p> <p>The designation supports Tacoma’s vision of an</p>	<p>This designation is appropriate in all zoning classifications.</p>

<p>integrated parks and open space system that defines and enhances the built and natural environment, supports and nurtures plant and wildlife habitat, enhances and protects trees and the urban forest, preserves the capacity and water quality of the stormwater drainage system, offers recreational opportunities, and provides pedestrian and bicycle connections. Lands within this designation include both natural open space areas and active use parks and recreational areas. Natural open space is intended to be conserved and enhanced through habitat restoration and vegetation management to maximize its environmental and stormwater benefits, along with low-impact public access such as natural area trails and viewpoints, when appropriate. Parks and recreation lands are intended to provide opportunities for active recreation such as playfields and sports facilities, and urban amenities such as plazas, pocket parks and community gardens.</p> <p>Additional, more specific policy direction regarding these types of areas is contained within the Open Space Habitat and Recreation Element</p>	
<p><b>Shoreline</b></p> <p>The city’s shoreline areas provide great social, ecological, recreational, cultural, economic and aesthetic value, both at the local and regional level. It is the community’s intent to use the full potential of these areas in a manner that is both ordered and diversified, supports the community’s ability to enjoy the water and the unique setting it creates, and which integrates water and shoreline uses while achieving a net gain of ecological functions. In addition, these areas are intended to balance the overarching goals outlined in the State Shoreline Management Act:</p> <ul style="list-style-type: none"> <li>• To ensure an adequate land supply for water-dependent uses;</li> <li>• To promote and enhance the public’s opportunities to access and enjoy the water; and</li> <li>• To protect and preserve natural resources.</li> </ul> <p>This designation includes areas that support</p>	<p><b>S1-S14</b> Shoreline Zoning Districts</p>

deepwater port and industrial sites, habitat for a variety of fish and wildlife, archaeological and historical sites, open space, recreation and community activities, and some commercial and residential development. Recognizing the limited nature of this important resource, use and development of the shoreline areas must be carefully planned and regulated to ensure that these values are maintained over time.

The Shoreline Master Program has been developed to provide additional and more detailed policy direction regarding the city's shoreline areas, along with specific zoning and development standards. The Shoreline Master Program utilizes a system of "environment designations" which further guide the character, intensity and use of individual shoreline segments. These classifications include Natural, Shoreline Residential, Urban Conservancy, High Intensity, Aquatic, and Downtown Waterfront and are based on the existing development patterns, natural capabilities and goals and aspirations of the community for its shoreline areas.



## **Proposed Amendments and Staff Analyses**

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**Application #2013-07:**

**Adoption and Amendment Procedures  
(TMC 13.02)**





**2013 Annual Amendment Application No. 2013-07**  
*Adoption and Amendment Procedures*

STAFF REPORT  
 February 20, 2013

<b>Application #:</b>	2013-07
<b>Applicant:</b>	Planning and Development Services Department
<b>Contact:</b>	Lihuang Wung, Planning Services Division
<b>Type of Amendment:</b>	Regulatory Code Text Changes
<b>Current Land Use Intensity:</b>	Not Applicable
<b>Current Area Zoning:</b>	Not Applicable
<b>Size of Area:</b>	Not Applicable
<b>Location:</b>	City-wide
<b>Neighborhood Council area:</b>	City-wide
<b>Proposed Amendment:</b>	Amending TMC 13.02 to enhance the reporting and working relationships between the Planning Commission and the City Council, and to streamline and clarify the adoption and amendment procedures for the Comprehensive Plan, area-wide rezones, moratoria, and interim zoning.

**General Description of the Proposed Amendment:**

The proposed amendments to the *Tacoma Municipal Code (TMC) Chapter 13.02 Planning Commission* are intended to (1) enhance the reporting and working relationships between the Planning Commission and the City Council; (2) streamline and clarify the adoption and amendment procedures for the Comprehensive Plan, area-wide zoning reclassifications, moratoria, and interim zoning; (3) incorporate recent amendments to the Growth Management Act (RCW 36.70A) that are relevant and applicable; and (4) improve, reorganize and streamline the text where appropriate.

A summary of the proposed amendments to various sections of TMC 13.02 is as follows (see Exhibit A for details):

**1. Section 13.02.040 Duties and responsibilities:**

- Require the Planning Commission to “develop the work program for the coming year in consultation with the City Council.” Currently, the Commission approves its work program that is prepared by staff.
- Delete the provision of “report to the State Department of Commerce every five years”, because this requirement of RCW 36.70A.180 was eliminated by the Legislature in the 2012 session.
- Consolidate the provisions pertaining to “review and make recommendations on land use and development matters” and “initiate and review area-wide rezones, moratoria, and interim zoning”.
- Consolidate the provisions pertaining to “periodic planning studies” and “inventory, collection, mapping, research and analysis of data”.

- Add “transportation” and “parks and open space” to the provision pertaining to “pre-annexing planning” as additional subject areas for study.

## **2. Section 13.02.043 Definitions**

- Change “land use intensity” to “Comprehensive Plan land use designation”, as the current land use designation approach of “Land Use Intensities” is being changed to a more simplified and easily understood classification system. The same change of term is made throughout the document where applicable.

## **3. Section 13.02.044 Comprehensive Plan**

- Add an introductory statement concerning the Comprehensive Plan and that it must be consistent with applicable State and regional planning mandates.
- Condense the description of the Comprehensive Plan elements mandated by the GMA and make reference to the relevant legislation pertaining to each element.
- Add a provision regarding the “container port element”, which is a new mandatory element of the Comprehensive Plan pursuant to RCW 36.70A.085.
- Delete the provision pertaining to “coordinated and consistent with other entities”, which has been incorporated into the introductory statement.
- Remove the provision pertaining to “capital budget decisions”, which has been consolidated into the introductory statement.
- Delete the provision pertaining to “continuously review and evaluate the Comprehensive Plan”, which is a requirement of RCW 36.70A.130 that has been referenced in Section 13.02.045.

## **4. Section 13.02.045 Adoption and amendment procedures**

- “Adoption and amendment” – Add a provision requiring adoption and amendment be consistent with procedural requirements of RCW 36.70A and applicable case law.
- “When amendments will be adopted” – (1) Change the title of the subsection to “Timing for proposed amendments”; and (2) add a notion that the annual amendment cycle begins in July and ends by June of the following year.
- “Who may propose an amendment” – Change the title of the subsection to “Applicants of proposed amendments.”
- “Amendment application” – (1) Change the title of the subsection to “Application for proposed amendments”; and (2) consolidate the questions included in an application, reducing the number from 12 to 8.
- “Assessment procedure” and “Assessment criteria” – (1) Consolidate the two subsections into “Assessment of proposed amendments”; (2) streamline and consolidate the assessment criteria, reducing the number from 7 to 3; and (3) add a provision requiring the Planning Commission to report its determinations on the amendment applications to the City Council, whereas the City Council may decline or alter the Commission’s determinations.
- “Amendment criteria” – (1) Change the title of the subsection to “Analysis of proposed amendments”; (2) consolidate and streamline the ten amendment criteria into several criteria that address consistency with applicable statutory provisions, technical errors, changing circumstances, and/or land use compatibility; and (3) add a provision requiring the analysis to address such additional aspects as public outreach, economic impacts, sustainability impacts, and environmental determination.
- “Review of proposed amendments” – (1) Remove the criteria used by the Council to adopt the Commission’s recommendations; the criteria have been incorporated into the previous subsection

on “Analysis of proposed amendments”; and (2) remove the provision concerning the Council public hearing, which has been addressed in the subsection on “Public hearing and action.”

**5. Section 13.02.055 Moratoria and interim zoning**

- Streamline the process for Council-initiated moratoria or interim zoning. Currently, the Council’s imposition of moratoria or interim zoning shall be referred to the Planning Commission for findings of fact and a recommendation to help justify the Council’s action. The Commission must formulate its recommendations, including conducting a public hearing, within 30 days of the time when it was first informed of the Council’s referral. The Council must hold a public hearing within 60 days of the adoption of a moratorium or interim zoning to justify its action. The proposed amendment would remove the public hearing requirement and the 30-day timeframe for the Commission.

**Public Outreach:**

General outreach to the community – presented the Annual Amendment Package to Master Builders Association (MBA), Sustainability Commission, Neighborhood Councils (New Tacoma, West End, and South End), and South Tacoma Business District Association. Additional outreach will occur through and during the Planning Commission and City Council’s public hearing and notice processes.

**Applicable Provisions of the Growth Management Act:**

The proposed amendments to TMC 13.02 are consistent with the GMA (RCW 36.70A); for example:

- The proposed deletion of the provision of “report to the State Department of Commerce every five years” in Section 13.02.040 is consistent with RCW 36.70A.180;
- The proposed addition of an introductory statement in Section 13.02.044 concerning the Comprehensive Plan reflects the requirement of GMA;
- The proposed addition of a provision regarding the “container port element” in Section 13.02.44 reflects the new requirement of RCW 36.70A.085; and
- The proposed elimination of the requirement for the Commission to be involved in the Council’s process for justifying the imposition of moratoria or interim zoning, in Section 13.02.055, is consistent with RCW 36.70A.390, which states that “a city governing body ..... shall hold a public hearing on the adopted moratorium [or] interim zoning ordinance ..... at least sixty days of its adoption, whether or not the governing body received a recommendation on the matter from the planning commission .....

**Amendment Criteria:**

*Applications for amendments to the Comprehensive Plan and Land Use Regulatory Code are subject to review based on the adoption and amendment procedures and the review criteria contained in TMC 13.02.045.G. Proposed amendments are required to be consistent with or achieve consistency with the Comprehensive Plan and meet at least one of the ten review criteria to be considered by the Planning Commission. The following section provides a review of each of these criteria with respect to the proposal. Each of the criteria is provided, followed by staff analysis of the criterion as it relates to this proposal.*

- 1. There exists an obvious technical error in the pertinent Comprehensive Plan or regulatory code provisions.**

Staff Analysis: Not applicable.

- 2. Circumstances related to the proposed amendment have significantly changed, or a lack of change in circumstances has occurred since the area or issue was last considered by the Planning Commission.**

Staff Analysis: The proposed deletion of the provision of “report to the State Department of Commerce every five years” in Section 13.02.040 reflects the change in RCW 36.70A.180 enacted by the Legislature in 2012. The proposed addition of a provision regarding the “container port element” reflects the new requirement of RCW 36.70A.085.

**3. The needs of the City have changed, which support an amendment.**

Staff Analysis: With the current economic situation and the limited resources available, there is a greater need to streamline all applicable City processes for the conduct of business. The primary intent of the proposed amendments to TMC 13.02 is to consolidate and streamline the adoption and amendment procedures for the Comprehensive Plan, area-wide rezones, moratoria, and interim zoning. This intent is being achieved in many proposed amendments, such as the deletion of the provision of “report to the State Department of Commerce every five years” (Section 13.02.040); the consolidation of, respectively, the amendment application questionnaire, the assessment criteria, and the amendment criteria (Section 13.02.045); and the elimination of the requirement for the Planning Commission to be involved in the City Council’s process for justifying the imposition of moratoria or interim zoning (Section 13.02.055).

**4. The amendment is compatible with existing or planned land uses and the surrounding development pattern.**

**5. Growth and development, as envisioned in the Plan, is occurring faster, slower, or is failing to materialize.**

**6. The capacity to provide adequate services is diminished or increased.**

**7. Plan objectives are not being met as specified, and/or the assumptions upon which the plan is based are found to be invalid.**

**8. Transportation and and/or other capital improvements are not being made as expected.**

**9. For proposed amendments to land use intensity or zoning classification, substantial similarities of conditions and characteristics can be demonstrated on abutting properties that warrant a change in land use intensity or zoning classification.**

Staff Analysis: “Not applicable” for Questions 4, 5, 6, 7, 8, and 9.

**10. A question of consistency exists between the Comprehensive Plan and its elements and RCW 36.70A, the County-wide Planning Policies for Pierce County, Multi-County Planning Policies, or development regulations.**

Staff Analysis: There is no question of consistency involved in the proposed amendments to TMC 13.02. However, as indicated above, the proposed elimination of the requirement for the Commission to be involved in the Council’s process for justifying the imposition of moratoria or interim zoning would make TMC 13.02.055 more aligned with the provisions in RCW 36.70A.390.

**Economic Impact Assessment:**

The proposal is intended to streamline the administrative procedures for the adoption and amendment of the Comprehensive Plan, area-wide zoning reclassifications, moratoria, and interim zoning. It is expected to generate positive economic effects to the community, especially to those entities that are involved in the City Council and Planning Commission processes concerning these subject matters.

**Staff Recommendation:**

Staff recommends forwarding the proposed amendments to TMC 13.02 for public review and comment.

**Exhibit:**

A. Proposed Amendments to TMC 13.02



Proposed Amendments to the Tacoma Municipal Code Chapter 13.02

February 20, 2013

Proposed deletions are shown in red strikethroughs.
Proposed additions are shown in red underlines.

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Chapter 13.02
PLANNING COMMISSION

Sections:

- 13.02.010 Creation – Appointment.
13.02.015 Establishment of advisory committees.
13.02.016 Repealed.
13.02.020 Meetings – Officers – Records.
13.02.030 Expenditures – Budget.
13.02.040 Duties and responsibilities.
13.02.041 Quorum.
13.02.043 Definitions.
13.02.044 Comprehensive Plan.
13.02.045 Plan adoption Adoption, and amendment, and implementation procedures.
13.02.050 Repealed.
13.02.053 Wide area Area-wide zoning reclassifications.
13.02.055 Moratoria and interim zoning.
13.02.057 Notice for public hearings.
13.02.060 Repealed.

13.02.010 Creation – Appointment.

Pursuant to the authority conferred by Article II, Section 11, of the Constitution of the State of Washington, and Section 3.8 of the Tacoma City Charter, there is hereby created a City Planning Commission consisting of nine members, who shall be residents of Tacoma. The members shall be appointed and confirmed by a majority of the City Council. One member shall be appointed by the City Council for each of the five council districts. The Council shall appoint to the four remaining positions an individual from each of the following: (a) the development community; (b) the environmental community; (c) public transportation; and (d) a designee with background of involvement in architecture, historic preservation, and/or urban design.

At the expiration of each respective three-year term, a successor shall be appointed by the City Council. Vacancies occurring otherwise than through the expiration of term shall be filled for the unexpired terms. Members may be removed by a majority of the Council, after public hearing, for inefficiency, neglect of duty, or malfeasance in office. Upon an appointed member’s missing three unexcused, consecutive regular meetings, the Commission shall afford such member a hearing to determine whether the absences are to be excused. If the Commission determines not to excuse such absences, then the Commission shall determine the question of whether the Commission shall recommend to the City Council that such member should be deemed to have forfeited the office and a new member be appointed to fill the unexpired term. The members shall be selected without respect to political affiliations and they shall serve without compensation.

13.02.015 Establishment of advisory committees.

In order to carry out its duties and functions prescribed by this chapter, the Planning Commission may establish advisory committees as it deems appropriate. Advisory committees shall serve at the discretion of the Commission and their duties and scope of responsibilities shall be established by the Planning Commission. The members of such

advisory committees shall be appointed and confirmed by a majority of the City Council, except that the Planning Commission, in such instances as it deems appropriate, may designate that the chairperson of an advisory committee be a regular appointed member of the Planning Commission and shall be selected by a majority vote of the Commission. Nothing in this section shall be construed to authorize members of such advisory committees to be members of the Planning Commission.

### **13.02.020 Meetings – Officers – Records.**

The Commission shall elect its own chairperson and create and fill such other offices as it may determine it requires. All meetings of the Commission or its advisory committees shall be open to the public pursuant to the Open Public Meetings Act of 1971. The Commission shall adopt rules for transaction of business. Records of all official Commission proceedings shall be kept by the City Clerk and shall be open to public inspection. The City Manager shall assign to the Commission and its advisory committees a place of meeting in which to meet and transact business.

### **13.02.030 Expenditures – Budget.**

The expenditures of the Commission shall be limited to appropriations made to the Planning and Development Services Department (“Department”) by the City Council for the planning function of the City. The services and facilities of the Planning and Development Services Department shall be utilized by the Commission in performing its duties. ~~The work program for the coming year will be prepared by the Planning and Development Services Department and submitted to the Commission for approval.~~

### **13.02.040 Duties and responsibilities.**

The Planning Commission is hereby vested with the following duties and responsibilities:

A. To prepare the Comprehensive Plan and its elements, pursuant to Revised Code of Washington Chapter 36.70A, that ~~is~~ are concerned with protecting the health, welfare, safety, and quality of life of City residents, ~~and to recommend such plan to the City Council. The Comprehensive Plan shall consist of plan elements consistent with the planning goals established by the State in RCW 36.70A, and shall contain descriptive text covering the objectives, principles, or standards used to develop the Plan, map(s), statements of goals, policies, and intents, and may include recommendations for the implementation thereof.~~

B. To review and update the Comprehensive Plan and its elements ~~as necessary and, if appropriate, recommend new goals and policies,~~ and recommend proposed amendments to the City Council.

C. To develop and prepare ~~as necessary and appropriate,~~ long- and short-range programs for implementation of the Comprehensive Plan.

~~D. To conduct periodic planning studies of homogeneous community units, distinctive geographic areas, or other types of districts having unified interests within the total area of the City which will amplify and augment the Comprehensive Plan.~~

~~ED.~~ To formulate effective and efficient land use and development regulations and processes, that are consistent with and implement RCW 36.70A and the goals and policies of the Comprehensive Plan ~~and which provide for the implementation thereof.~~

~~FE.~~ To review and make recommendations on matters concerning land use and development, including area-wide zoning reclassifications, moratoria, and interim zoning.

~~G. To work with the Landmarks Preservation Commission, pursuant to TMC 13.07, to designate historic special review districts and conservation districts within the City, after public hearing, and to make recommendations to the City Council for establishment of such districts.~~

~~H. To ensure early and continuous public participation in the development, amendment, and implementation processes of the Comprehensive Plan, including all of its elements, and in the development of land use and development regulations and amendments thereto.~~

~~IF.~~ Through To review ~~of~~ the capital facilities program, ~~to~~ ensure that the capital budgets and expenditures for public facilities and services are in conformity with the Comprehensive Plan.

~~JG.~~ To review the six-year transportation program for consistency with the Comprehensive Plan.

H. To ensure early and continuous public participation in the development, amendment, and implementation processes of the Comprehensive Plan and its elements, and in the development of land use and development regulations and amendments thereto.

~~KI. To provide for the inventory, collection, mapping, research, and analysis of data describing~~ conduct periodic planning studies concerning land uses, demographics, infrastructure, critical areas, transportation corridors, housing, and other information useful in managing growth and augmenting the Comprehensive Plan, with an emphasis on doing this work through the use of land use and geographic information systems.

~~L. To provide an annual report to the City Council regarding accomplishments and the status of planning efforts undertaken in the previous year.~~

~~M. Beginning on January 1, 1991, to provide a report to the State Department of Commerce on the progress made in implementing Chapter 36.70A RCW. This report shall be submitted annually until January 1, 1995, and shall be submitted every five years thereafter.~~

~~N. To initiate and review, or review, and make recommendations to the City Council for area-wide zoning reclassifications to implement the Comprehensive Plan and its elements; initiate and make recommendations on moratoria and interim zoning; and review and make recommendations on City Council initiated moratoria and interim zoning.~~

GJ. To work with the Landmarks Preservation Commission, pursuant to TMC 13.07, to designate historic special review districts and conservation districts within the City and to make recommendations to the City Council for establishment of such districts.

OK. To conduct pre-annexation planning for areas which are within the City's urban growth area and which may be reasonably expected to be annexed to the City. Planning for these areas may include, but not be limited to: land use; ~~intensity designation~~ transportation; public facilities and services; capital facility needs; parks and open space; and zoning classifications and regulations. Areas not included in the Comprehensive Plan and annexed to the City will necessitate a plan amendment.

L. To develop the work program for the coming year in consultation with the City Council and provide an annual report to the City Council regarding accomplishments and the status of planning efforts undertaken in the previous year.

#### **13.02.041 Quorum.**

A quorum for the transaction of official business of the Planning Commission shall consist of a majority of the members of the Commission, ~~but a smaller number may adjourn, from time to time.~~

#### **13.02.043 Definitions.**

For the purpose of this chapter, certain words and terms used herein are defined as follows:

A. An "area-wide zoning reclassification" is a legislative action to change the zoning classification(s) on an area-wide basis in order to implement and maintain the consistency of the Comprehensive Plan. It is comprehensive in nature and deals with homogenous communities, distinctive geographic areas, and other types of districts having unified interests within the City, including those associated with annexation and overlay special review zoning districts. Area-wide zoning reclassifications, unlike parcel zoning reclassifications, are generally of area-wide significance, usually involving many separate properties under various ownerships, and often utilize several of the City's zoning classifications to implement the City's Comprehensive Plan. An area-wide zoning reclassification consisting of a single ownership but having a broader impact of significance on the community may be considered to be an area-wide reclassification if it is being undertaken in order to maintain consistency of the City's Comprehensive Plan.

B. "Department," as used in this chapter, refers to the Planning and Development Services Department.

C. "Development regulations" are any regulations and regulatory procedures placed on or involving development or land use activities of the City, including, but not limited to, zoning ordinances, critical area ordinances, shoreline master programs, official controls, planned unit development ordinances, subdivision ordinances, and binding site plan ordinances (RCW 36.70A).

D. An “emergency” situation is one in which human health or safety is jeopardized and/or public or private property is imminently endangered. For the purposes of this section, an “emergency” situation shall also include one demanding the immediate amendment of the Comprehensive Plan outside of the annual amendment cycle, without which capital facilities concurrency is likely to be compromised and/or levels of service are expected to drop below an acceptable level.

E. “Interim zoning” is an immediate change in existing zoning classifications or regulations where new zoning classifications or regulations are temporarily imposed. Such temporary zoning controls are designed to regulate specific types of development so that, when new plans and/or zoning are adopted, they will not have been rendered moot by intervening development; or are necessary to prevent harm or to preserve the status quo. Interim zoning can be an area-wide reclassification of a temporary nature or modification to specific requirements of a zoning classification.

F. ~~“Land Use Intensity Comprehensive Plan land use designation”~~ is a designation for all property that indicates the future development influence based on factors such as size, scale, bulk, nuisance level, density, activity level, amount of open space, and traffic generation. ~~Intensities are classified as high, medium, and low, and Such designations~~ are depicted on the Generalized Land Use Plan map which illustrates the future land use pattern for the City.

G. “Moratorium” (or collectively, “moratoria”) is the ~~refusal to~~ suspension of accepting or processing new applications for building, zoning, subdivision (platting), or other types of development in order to preclude development from occurring for a specified period of time. A moratorium on development may be imposed on all development, on all permit applications, or on specific types of development or permit applications.

H. “Plan amendment” is a proposed change to the Comprehensive Plan ~~and that~~ may include adoption of a new plan element; a change to an existing plan element, including goals, policies and narrative text; a change to the objectives, principles, or standards used to develop the Comprehensive Plan; a revision to the land use ~~intensity~~ designation as shown on the Generalized Land Use Plan map; or a change to implementation strategies or programs adopted as part of the Comprehensive Plan, including updates to inventories and financial plans.

#### **13.02.044 Comprehensive Plan.**

A. The Comprehensive Plan is the City’s official statement concerning future growth and development. It sets forth goals, policies, and strategies to protect the health, welfare, safety, and quality of life of Tacoma’s residents. The Comprehensive Plan must be consistent with and advance the goals of RCW 36.70A (“Growth Management Act”), the Multicounty Planning Policies for the Puget Sound Region (“VISION 2040”), the Regional Transportation Plan for the Puget Sound Region (“Transportation 2040”), the Countywide Planning Policies for Pierce County, and relevant Washington State statutes. The City shall carry out its programs, perform its activities, and make capital budget decisions in conformance with the Comprehensive Plan.

B. The Comprehensive Plan shall include the following planning elements:

1. A land use element, as required by RCW 36.70A.070, indicating the proposed generalized land use, including the suitability, capability, location, and number of acres of land devoted to such uses as residential, commercial, industrial, recreation, open space, and other uses. ~~The land use element shall include population densities and distribution, estimates of future population growth, building intensities, and areas for potential annexation. The land use element shall also provide for the protection of the quality and quantity of ground water used for public water supplies, as well as for the protection of the quality of water discharged into waters of the state, including Puget Sound.~~

2. ~~A transportation element which implements and is consistent with the land use element, is regionally coordinated, and identifies the need for future transportation facilities and services, including system expansion and management needs. The transportation element shall include the following:~~

~~(a) Land use assumptions used in estimating travel.~~

~~(b) Estimated traffic impacts to state owned transportation facilities from land use assumptions.~~

~~(c) An inventory of existing air, water, and ground transportation facilities and services, including state owned facilities.~~

~~(d) Level of service standards for all locally owned arterials and transit routes that are regionally coordinated, to serve as a gauge to judge performance of transportation systems and specific actions for bringing into compliance the facilities and services which fall below these standards.~~

~~(e) Level of service standards for state owned transportation facilities as prescribed by RCW 47.06 and 47.80 to gauge the performance of the system.~~

~~(f) Identification of state and local system needs to meet current and future demands.~~

~~(g) At least a 10 year forecast of travel levels based upon the adopted Comprehensive Plan to provide information on the location, timing, and capacity needs of future growth.~~

~~(h) An assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions.~~

~~(i) Demand management strategies.~~

~~(j) Finance component including:~~

~~(1) An analysis of funding capability to judge needs against probable funding sources and a multi year financing plan for identified needs, the appropriate parts of which shall serve as the basis for the six year transportation program required by RCW 35.77.010 and which is coordinated with the six year improvement program developed by the State Department of Transportation as required by RCW 47.050.030.~~

~~(2) A discussion of how additional funding will be raised or how land use assumptions will be reassessed to ensure the level of services standards will be met if probable funding falls short.~~

~~(3)2. A housing element, as required by RCW 36.70A.070, which shall provide providing policies for the preservation, improvement, and development of housing, and shall include including an inventory and analysis of existing and projected housing needs. The housing element shall identify sufficient land to meet housing needs, including, but not limited to, low income housing, multi family housing, group homes, and foster care facilities.~~

~~(4)3. A capital facilities element, as required by RCW 36.70A.070, including providing an inventory of the location and capacity of existing publicly-owned capital facilities, and a forecast of the future needs for such capital facilities, including the expansion of capital facilities, the construction of new facilities, and the maintenance requirements of existing facilities. The capital facilities element shall include at least a six year financing plan identifying projected funding capacity and sources of public money for financing new or expanded capital facilities. The land use and capital facilities elements and the capital facilities financing plan shall be coordinated and consistent. The capital facilities element shall include a requirement to reassess the land use element if probable funding falls short of meeting existing needs.~~

~~(5)4. A utilities element, as required by RCW 36.70A.070, identifying the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines.~~

~~5. A transportation element, as required by RCW 36.70A.070, that implements and is consistent with the land use element, is regionally coordinated, and identifies the need for future transportation facilities and services, including system expansion and management needs.~~

~~26. An economic element, as required by RCW 36.70A.070, providing establishing goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life. The element shall include a summary of the local economy, utilizing standard employment categories and indicating employment levels and trends and other information, as appropriate; a summary of the strengths and weaknesses of the local economy and supporting factors such as land use, utilities, transportation, work force, housing, education, natural/cultural resources, and amenities; and an identification of policies, programs, projects, or strategies to foster economic growth.~~

~~17. A recreation and open space element, as required by RCW 36.70A.070, that implements and is consistent with the capital facilities element as it relates to park and recreation facilities. This element should indicating indicate the location and development of areas and public sites for recreation, natural conservations, parks, parkways, beaches, playgrounds, and other recreational and open space areas. The element should include estimates of park and recreation demand, an evaluation of facilities and service needs and identification of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demands.~~

~~(6) A shoreline element setting forth policies concerning economic development; public access and circulation; recreation; urban design, conservation, restoration, and natural environment; and historical, cultural, scientific, and educational values.~~

~~(7)8. A process, pursuant to RCW 36.70A.200, for identifying and siting essential public facilities which are typically difficult to site.~~

~~9. A shoreline element, pursuant to RCW 90.58, setting forth policies concerning economic development; public access and circulation; recreation; urban design, conservation, restoration, and natural environment; and historical, cultural, scientific, and educational values.~~

~~10. A container port element developed collaboratively with the Port of Tacoma, as required by RCW 36.70A.085, establishing policies and programs that (a) define and protect the core areas of port and port-related industrial uses; (b) provide reasonably efficient access to the core area through freight corridors within the city limits; and (c) identify and resolve key land use conflicts along the edge of the core area, and minimize and mitigate, to the extent practicable, incompatible uses along the edge of the core area.~~

~~B. The Comprehensive Plan must address the following two elements, but only if funds sufficient to cover local costs of including these elements have been appropriated and distributed by the state at least two years before the applicable review and update deadline in RCW 36.70A.130:~~

C. Subject to the provisions of Section 13.02.044, the Comprehensive Plan may include the following planning elements and any additional planning elements which the Commission or Council considers pertinent:

1. A community services and facilities element indicating the general location of all community services and facilities, and indicating the need and appropriate location for such services and facilities.
2. An environmental element indicating environmental conditions and natural processes, including climate, air quality, geology, hydrology, vegetation, wildlife, fisheries, critical areas, mineral resource lands, solar energy, and other natural factors and hazards that affect, or would be affected by, development.
3. A historic and conservation element identifying objects, areas, sites, or structures of historical, archaeological, architectural, or cultural significance.
4. An annexation element setting forth policies to guide orderly urban growth and designating areas for potential annexation for at least 20 years. The annexation element shall identify future land uses and consider development patterns, density, projected population growth, timing, and the provision of capital facilities and services, including capacity, financing, and expansion.
5. An urban design element addressing the design of development through the application of standards, guidelines, and recommendations for project review.
6. Sub-area elements setting forth policies concerning specific geographic areas of the City or concerning specific issues.

~~D. The Comprehensive Plan shall be coordinated and consistent with other entities and governmental jurisdictions sharing common borders or related regional issues and with county-wide and multi-county planning policies.~~

~~E. The City shall carry out its programs, perform its activities, and make capital budget decisions in conformance with the Comprehensive Plan.~~

~~F. The City shall continuously review and evaluate the Comprehensive Plan and development regulations that implement the Plan. At least every seven years the City shall take legislative action to review and, if needed, revise the Comprehensive Plan and development regulations to ensure that the Plan and regulations are complying with the requirements of RCW 36.70A. The first review shall be completed no later than December 1, 2004. The review, and any revisions that result from the review, may be conducted in concert with the procedures used to annually amend the Comprehensive Plan.~~

### **13.02.045 Adoption and amendment procedures.**

A. Adoption and amendment. The Comprehensive Plan, ~~including any of and~~ its elements, ~~and as well as~~ development regulations ~~and regulatory procedures that implement the Comprehensive Plan~~ shall be adopted and amended by ordinance of the City Council. ~~The, following the~~ procedures identified in this section ~~shall be~~

~~followed to adopt and amend the City's Comprehensive Plan, including all elements, and to adopt and amend development regulations and regulatory procedures that implement the Comprehensive Plan. Adoption and amendment of the Comprehensive Plan and development regulations must be consistent with the procedural requirements of RCW 36.70A and in compliance with applicable case law.~~

B. ~~When Timing for proposed Amendments amendments Will Be Adopted.~~ All ~~a~~ amendments to the Comprehensive Plan shall be considered ~~concurrently and~~ no more frequently than once each year except that amendments may be considered more frequently under the following circumstances:

1. An emergency exists;
2. The initial adoption of a sub-area plan;
3. The adoption or amendment of a shoreline master program under the procedures set forth in RCW 90.58;
4. The amendment of the capital facilities element of the Comprehensive Plan that occurs concurrently with the adoption or amendment of the City's biennial budget; or
5. To resolve an appeal of ~~a the~~ Comprehensive Plan ~~filed with~~ ~~decided by~~ the ~~Central Puget Sound~~ Growth Management Hearings Board or a decision of the state or federal courts.

~~The All~~ proposed plan amendments shall be considered concurrently and, as appropriate, along with proposed amendments to development regulations, by the Planning Commission and City Council so that the cumulative effect of the various proposals can be ascertained. Proposed amendments may be considered annually, for which the annual amendment process shall begin in July of any given year and be completed, with appropriate actions taken by the City Council in accordance with Sections 13.02.045.G and H, by the end of June of the following year.

Amendments proposed to comply with the update requirements of RCW 36.70.A.130 will occur according to the time frames established therein.

C. ~~Applicants of Who may~~ proposed ~~an~~ amendments. A proposed amendment to the Comprehensive Plan or development regulations may be submitted by any private individual, organization, corporation, partnership, or entity of any kind, including any member(s) of the ~~Tacoma~~ City Council or the ~~Tacoma~~ Planning Commission or other governmental Commission or Committee, the City Manager, any neighborhood or community council or other neighborhood or special purpose group, a department or office, agency, or official of the City of Tacoma, or of any other general or special purpose government.

D. ~~Application for proposed Amendment amendments application.~~ Items initiated by the City Council, the Planning Commission, or in the Department's Work Program do not require an application. For all other items, the Department shall prescribe the form and content for applications for amendments to the Comprehensive Plan and development regulations. Application fees shall be as established by City Council action. The deadline for submitting a complete application to the Planning Commission, and paying any applicable fee, ~~for amendment to the Comprehensive Plan~~ is 5:00 p.m. on the final business day in June of any given year to be considered in the following annual amendment cycle; however, applications will be accepted at any time. ~~Those a~~ Applications ~~to for~~ amending the Comprehensive Plan received after the above established deadline are less likely to be considered ~~by the Commission for possible consideration~~ in the current annual amendment cycle and are more likely to be considered in a subsequent amendment cycle, unless determined otherwise by the Planning Commission. Applications for ~~a change changing to~~ development regulations or ~~a proposal for an~~ area-wide zoning ~~reclassification classifications~~ which are consistent with the Comprehensive Plan and do not require an amendment to the Comprehensive Plan can be submitted at any time. The application shall include, but not be limited to, the following:

1. A description of the proposed amendment, including the existing and proposed amendatory language, if applicable;
2. The current and proposed Comprehensive Plan land use ~~intensity~~ designation as shown on the Generalized Land Use Plan map, and zoning classification for the affected area;
- ~~3. The desired land use intensity designation and/or zoning classification, if applicable;~~
- ~~4. The statement regarding the~~ reason the amendment is needed ~~and being proposed;~~

54. A description, along with maps if applicable, of the affected area and the surrounding areas, including identification of affected parcels, ownership, current land uses, and site characteristics, such as topography and natural features;

~~6. A description of the land uses surrounding the proposed amendment area;~~

75. A description of how the proposed amendment enhances the applicable ~~portion of the~~ neighborhood ~~element of the Comprehensive Plan~~;

86. A description of any community outreach and response to the proposed amendment;

97. A demonstration by the applicant of consistency with the applicable policies of the Comprehensive Plan, and the criteria for amending the Comprehensive Plan or development regulations;

~~10. Proposed amendatory language, if applicable;~~

~~11. A map of the affected area, if applicable; and~~

128. Additional ~~application~~ information may be requested by the Department, which may include, but is not limited to, completion of an environmental checklist, wetland delineation study, visual analysis, or other studies.

The applicant is responsible for providing complete and accurate information. A meeting between the Department staff and the applicant to discuss the application submittal requirements before submitting an application is strongly advised.

E. Assessment procedure of proposed amendments. The Department shall docket all amendment requests upon receipt to ensure that all requests receive due consideration and are available for review by the public. The Department will provide an assessment of all proposed amendment applications, based on, at a minimum, the following criteria:

1. Determining if the amendment request is legislative and properly subject to Planning Commission review, or quasi-judicial and not properly subject to Commission review;

2. Determining if there have been recent studies of the same area or issue, which may be cause for the Commission to decline further review, or if there are active or planned projects that the amendment request can be incorporated into; and

3. Determining if the amount of analysis necessary is reasonably manageable given the workloads and resources of the Department and the Commission, or if a large-scale study is required, the amendment request may be scaled down, studied in phases, delayed until a future amendment cycle, or declined.

~~and forward proposed amendment applications to the Planning Commission. This assessment shall include, but not be limited to, the assessment criteria contained herein.~~ The Planning Commission will review this assessment and make its decision as to: (1) whether or not the application is complete, and if not, or what information is needed to make the application complete; (2) whether or not the scope of the application should be modified, and if so, what alternatives should be considered; which amendment application(s) will be considered and in which amendment cycle; and (3) whether or not the application will be considered, and if so, in which amendment cycle, whether or not to prepare alternative proposed amendment(s) that either expand or contract the scope of the original proposed amendment. The Planning Commission shall make determinations concerning proposed amendments within 120 days of receiving an application.

~~F. Assessment criteria. Criteria for assessing plan amendment applications will include:~~

~~1. Determining if the amendment request is legislative, and properly subject to Commission review, or quasi-judicial, and not properly subject to Commission review.~~

~~2. Determining if the request is site specific (i.e., a land use intensity or a zoning change for a specific parcel(s) likely to be under one ownership);~~

~~3. Receipt by the application deadline, if applicable (a large volume of requests before the deadline may necessitate that some requests be reviewed in a subsequent amendment cycle);~~

~~4. Order of receipt;~~

~~5. Recent study of the same area or issue (this may be cause for the Commission to decline further review);~~

~~6. Amount of analysis necessary (if a large scale study is required, an application may have to be delayed until a future amendment cycle due to work loads, staffing levels, etc.); and~~

~~7. Available incorporation into planned or active projects.~~

~~G. Amendment criteria. Beyond being consistent or achieving consistency with the Comprehensive Plan, proposed amendments must meet at least one of the following criteria to be considered by the Planning Commission:~~

~~1. There exists an obvious technical error in the pertinent Comprehensive Plan or regulatory code provisions;~~

~~2. Circumstances related to the proposed amendment have significantly changed, or a lack of change in circumstances has occurred since the area or issue was last considered by the Planning Commission~~

~~3. The needs of the City have changed, which support an amendment;~~

~~4. The amendment is compatible with existing or planned land uses and the surrounding development pattern.;~~

~~5. Growth and development, as envisioned in the Plan, is occurring faster, slower, or is failing to materialize;~~

~~6. The capacity to provide adequate services is diminished or increased;~~

~~7. Plan objectives are not being met as specified, and/or the assumptions upon which the Plan is based are found to be invalid;~~

~~8. Transportation and/or other capital improvements are not being made as expected;~~

~~9. For proposed amendments to land use intensity or zoning classification; substantial similarities of conditions and characteristics can be demonstrated on abutting properties that warrant a change in land use intensity or zoning classification; or~~

~~10. A question of consistency exists between the Comprehensive Plan and its elements and RCW 36.70A, the County-wide Planning Policies for Pierce County, Multi-County Planning Policies, or development regulations.~~

~~F. Analysis of proposed amendments. Upon completing the assessment and receiving an affirmative determination from the Planning Commission to move forward, the proposed amendment will be analyzed by the Department against the following criteria:~~

~~1. Whether the proposed amendment will benefit the City as a whole, will not adversely affect the City's public facilities and services, and bears a reasonable relationship to the public health, safety, and welfare; and~~

~~2. Whether the proposed amendment conforms to applicable provisions of State statutes, case law, regional policies, and the Comprehensive Plan.~~

~~The analysis should include, as appropriate, how the proposed amendment addresses inconsistencies or errors in the Comprehensive Plan or development regulations; responds to changing circumstances, such as growth and development patterns, needs and desires of the community, and the City's capacity to provide adequate services; and/or maintains or enhances compatibility with existing or planned land uses and the surrounding development pattern. In addition, the analysis should document, as appropriate and necessary, public outreach and public comments, analytical data and research, economic impacts, sustainability impacts, an environmental determination, and other pertinent background information.~~

~~HG. Review of proposed amendments. Under the review and direction of the Planning Commission, the Department will evaluate the amendment application, collect necessary data, and conduct the appropriate analysis and make an environmental determination. The Department will present the proposed amendment along with analysis conducted pursuant to Section 13.02.045.F to the Planning Commission for review and direction. The Department will. The Commission will conduct public meetings and hearings, and solicit comments from the general public, organizations and agencies, other governmental departments and agencies, and adjacent jurisdictions as appropriate. ; electronic mail will be routinely used to contact organizations, agencies, and jurisdictions. For land use intensity designation changes, area-wide zoning reclassifications, and interim zoning of an area-wide nature, the Department shall ensure that a **special notice** of the acceptance of the application by the Planning Commission for consideration in the current amendment cycle is mailed to all property taxpayers, as indicated in the records of the Pierce County Assessor, within, and within 400 feet of, the subject area. This special notice will inform property taxpayers that an application has been filed, identify where the application and background information may be~~

reviewed, describe in general terms the review and public comment process, establish a time and place for an informational meeting with City staff, and solicit preliminary comments.

~~The Department will analyze, and make a recommendation on, each proposed amendment. Then, after a Public Hearing(s), the Department will prepare a report summarizing the public hearing comments, provide a response to comments and make further recommendations, if appropriate, and forward the report and all comments to the Planning Commission for consideration. The Department will present the proposed amendments to the Planning Commission, which will conduct public meetings and hearings, and make recommendations to the City Council.~~

~~1. Adoption or amendment of the Comprehensive Plan or development regulations shall be enacted only after public notice and public hearings by both the Planning Commission and City Council.~~

~~2. The Planning Commission may recommend, and the City Council may adopt, or adopt with modifications, the Comprehensive Plan, development regulations, regulatory procedures, and amendments thereto, if:~~

~~a. The adoption or amendment merits approval because it will benefit the City as a whole, will not adversely affect the City's public facilities and services, and bears a reasonable relationship to the public health, safety, and welfare; and~~

~~b. The adoption or amendment conforms to state statutes, including RCW 36.70A.~~

#### III. Public hearing and action.

~~1. The Planning Commission may formulate and recommend to the City Council adoption or amendment of the Comprehensive Plan, or adoption or amendment of development regulations or regulatory procedures that implement the Comprehensive Plan. In formulating its recommendations to the City Council concerning adoption or amendment of the Comprehensive Plan, or adoption or amendment of development regulations or regulatory procedures that implement the Comprehensive Plan, the Planning Commission shall provide public notice and conduct at least one public hearing. Advisory committees established in accordance with Section 13.02.015 may also conduct one or more public hearings prior to making recommendations to the Planning Commission. Planning Commission public hearings for adoption or amendment of development regulations and processes, moratoria, or interim zoning may be, but are not required to be, held at the same time as and in conjunction with the public hearing(s) for adoption or amendment of the Comprehensive Plan.~~

2. At least one City Council public hearing on adoption or amendment of the Comprehensive Plan or development regulations shall be held prior to final action by the City Council; prior to making a substantial change to the proposal recommended by the Planning Commission, the City Council shall hold an additional hearing or hearings, with the City Clerk giving notice pursuant to Section 13.02.057.

3. Consistent with RCW 36.70A, the Department must notify the Washington State Department of Commerce and other required state agencies of the City's intention to adopt or amend the Comprehensive Plan or development regulations prior to adoption by the City Council, and must transmit copies of the adopted plan or development regulation and any amendment after City Council action.

II. Amendments considered under emergency situation. The Planning Commission and the City Council may consider amendments to the Comprehensive Plan at any time as a result of an emergency situation. Emergency situations include situations involving official, legal, or administrative actions, such as those to immediately avoid an imminent danger to public health and safety, prevent imminent danger to public or private property, prevent an imminent threat of serious environmental degradation, or address the absence of adequate and available public facilities or services as provided for in Chapter 13.16 of the Tacoma Municipal Code, decisions by the ~~Central Puget Sound~~ Growth Management Hearings Board or the State or Federal Courts, or actions of a State Agency or Office or the State Legislature, affecting Tacoma will be reviewed by the Planning Commission with advice from the City Attorney's Office to determine if an appropriate "emergency" exists, necessitating an emergency Comprehensive Plan amendment. ~~Capital projects which are fully funded by non-City revenue (i.e., an outside grant or other "windfall") are not considered emergencies and, therefore, amendment of the Comprehensive Plan is not necessary; however, such projects shall be added to the Capital Facilities Program at the next amendment cycle.~~

### 13.02.053 Area-wide zoning reclassifications.

The Planning Commission may also consider the need for area-wide zoning reclassifications, in association with or independently of Comprehensive Plan amendments, including those associated with an annexation or which are necessary to maintain the zoning classification's consistency with the Comprehensive Plan. The procedures for consideration of area-wide zoning reclassifications shall be as follows:

1. ~~Who may request an area wide zoning reclassification, and how.~~—The means of submitting a request for an area-wide zoning reclassification and those empowered to submit such a request shall be the same as in Section 13.02.045.

2. ~~Process for area wide zoning reclassification.~~—An area-wide zoning reclassification implementing the goals and policies of the Comprehensive Plan will be conducted by the Planning Commission, consistent with RCW 42.36.010, with recommendation to the City Council. Area-wide zoning reclassifications which are inconsistent with the Comprehensive Plan shall be proposed for adoption at the same time as and in conjunction with the Plan's amendment. Area-wide zoning reclassifications which are consistent with the Comprehensive Plan and do not require plan modification may be considered at any time. Analysis of area-wide zoning reclassifications shall be based on the criteria as contained in Section 13.02.045.F.

3. ~~Public Hearing and Recommendation for an Area Wide Zoning Reclassification.~~—The Planning Commission shall conduct a public hearing to consider an area-wide zoning reclassification and to determine the consistency of the reclassification with the Comprehensive Plan and its elements and RCW 36.70A. In making its recommendation to the City Council, the Planning Commission shall make findings and conclusions to demonstrate the manner in which the area-wide reclassification carries out and helps implement the goals and policies of the Comprehensive Plan. ~~If a reclassification is recommended, it shall be based on, but not limited to, the following circumstances:~~

~~a. substantial evidence is presented demonstrating that growth and development is occurring in a different manner than presented in the Comprehensive Plan;~~

~~b. the proposed area wide reclassification is consistent with the Comprehensive Plan and the Generalized Land Use Plan map;~~

~~c. the reclassification is needed to further implement the Comprehensive Plan;~~

~~d. the proposed reclassification is needed to maintain consistency with proposed amendments to the Comprehensive Plan;~~

~~e. there is substantial evidence presented showing inconsistency between the designated land use intensity in the subject area and the existing zoning; or~~

~~f. the subject property is suitable for development in general conformance with the zoning standards under the recommended rezone classification.~~

4. At least one public hearing on a proposed area-wide zoning reclassification shall be held prior to final action by the City Council.

5. Area-wide reclassifications adopted by the City Council supersede any previous reclassifications and any conditions of approval associated with such previous reclassifications.

### 13.02.055 Moratoria and interim zoning.

A. ~~Moratoria and/or interim zoning controls by ordinance of the City Council may be considered either as a result of an emergency situation or as a temporary protective measure to prevent vesting of rights under existing zoning and development regulations. Who may request moratoria or interim zoning, and how.~~—Those empowered to submit a request for a moratorium or interim zoning shall be the same as in Section 13.02.045.C. Those empowered may petition the City Council or Planning Commission, in writing, to request moratoria or interim zoning, including the specific geographic location and describing what circumstances contribute to an emergency situation or the need for protective measures.

B. ~~Process for moratoria and interim zoning. A moratorium and/or interim zoning controls may be considered either as a result of an emergency situation or as a temporary protective measure to prevent vesting of rights under existing zoning and development regulations.~~—Moratoria or interim zoning may be initiated by either the Planning Commission or the City Council by means of determination at a public meeting that such action may be warranted.

Where an emergency exists, prior public notice may be limited to the information contained in the public meeting agenda. City Council-initiated moratoria or interim zoning shall be referred to the Planning Commission for findings of fact and a recommendation prior to action; provided, that where an emergency is found to exist by the City Council, it may act immediately and prior to the formulation of Planning Commission findings of fact and recommendation. ~~At its next available meeting immediately following the City Council's referral or action, the Planning Commission shall consider the measure and, if it finds evidence that an emergency exists necessitating the immediate imposition of a moratorium or interim zoning, or that temporary measures are needed to protect the status quo, it shall recommend adoption to the City Council. The Planning Commission shall respond with its findings of fact and recommendation to the Council within 30 days of the date of the Commission meeting at which it is first made aware of the Council's request. In emergency situations where the City Council has first enacted a moratorium or interim zoning, but where the Planning Commission's findings of fact and recommendation do not support the action, the City Council shall reconsider, but shall not be bound to reversing, its action.~~

~~C. Public hearing and action. The Planning Commission will hold at least one public hearing prior to formulating its recommendation to the City Council. The public hearing may be, but it is not required to, be held at the same time and in conjunction with the amendment of the Comprehensive Plan. Where an emergency exists, public hearings regarding moratoria or interim zoning may be held after the Planning Commission forwards its findings of fact and recommendation to the City Council, and after action has been taken by the City Council.~~

~~In the case of moratoria or interim zoning, the~~ The City Council shall hold a public hearing within at least 60 days of adopting ~~any such~~ moratoria or interim zoning, as provided by RCW 36.70A.390. The City Council shall adopt findings of fact justifying the adoption of such moratoria or interim zoning before, or immediately after, ~~it holds at the~~ public hearing.

~~D. Duration of Moratorium or Interim Zoning.~~ C. As part of its findings of fact and recommendation, the Planning Commission shall ~~recommend to the City Council~~ address the appropriate duration and scope for the moratorium or interim zoning controls and note if a study, either underway or proposed, is expected to develop a permanent solution and the time period by which that study would be concluded. Moratoria or interim zoning may be effective for a period of not longer than six months, but may be effective for up to one year if a work plan is developed for related studies requiring such longer period. Moratoria or interim zoning may be renewed for an unlimited number of six-month intervals following their imposition; provided, that prior to each renewal, a public hearing is held by the City Council and findings of fact are made which support the renewal.

### **13.02.057 Notice for public hearings.**

A. The Department shall give public/legal notice of the subject, time and place of the Planning Commission, or its advisory committee, public hearings in a newspaper of general circulation in the City of Tacoma prior to the hearing date. The Department shall provide notice of Commission public hearings on proposed amendments to the Comprehensive Plan and development regulations to adjacent jurisdictions, other local and state government agencies, Puyallup Tribal Nation, the applicable current neighborhood council board members pursuant to City Ordinance No. 25966, and other individuals or organizations identified by the Department as either affected or likely to be interested. For Comprehensive Plan land use intensity-designation changes, area-wide zoning reclassifications, and interim zoning of an area-wide nature, the Department shall ensure that a **special notice** of public hearing is mailed to all property taxpayers, as indicated in the records of the Pierce County Assessor, within, and within 400 feet of, the subject area.

B. The Department shall require that for a Comprehensive Plan land use intensity-designation change or an area-wide zoning classification change a public information sign(s), provided by the Department, is posted on the affected site or sites at least 14 calendar days prior to the Planning Commission public hearing.

C. The sign shall be erected at a location or locations as determined by the Department, and shall remain on site until final decision is made by the City Council on the Comprehensive Plan land use intensity-designation change or area-wide zoning classification; applicants shall check the sign(s) periodically in order to make sure that the sign(s) remains up and in a readable condition.

D. The sign shall contain, at a minimum, the name of the applicant, a description and location of the proposed amendment, and where additional information may be obtained.

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

## **Proposed Amendments and Staff Analyses**

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### **Application #2013-08: Platting and Subdivision Regulations**





**2013 Annual Amendment Application No. 2013-08**  
*Platting Code*

STAFF REPORT

<b>Application #:</b>	2013-08
<b>Applicant:</b>	Community & Economic Development Department
<b>Contact:</b>	Shanta Frantz, Comprehensive Planning Division
<b>Type of Amendment:</b>	Regulatory Code Text Changes
<b>Current Land Use Intensity:</b>	Not Applicable
<b>Current Area Zoning:</b>	Not Applicable
<b>Size of Area:</b>	Not Applicable
<b>Location:</b>	City-wide
<b>Neighborhood Council area:</b>	City-wide
<b>Proposed Amendment:</b>	Amend <i>TMC</i> Chapters 13.04 Platting and Subdivisions and 13.05 Land Use Permit Procedures of the Land Use Regulatory Code

**General Description of the Proposed Amendment:**

The proposed amendments to the *Tacoma Municipal Code (TMC)* Chapter 13.04 Platting and Subdivisions and Chapter 13.05 Land Use Permit Procedures would (1) increase the maximum short subdivision size from four to nine lots, as allowed by the Revised Code of Washington (*RCW*); (2) address public notice and on-site/off-site improvement requirements for short plats; (3) revise the timing of off-site and on-site improvements; (4) evaluate the existing in-lieu open space/recreation fee; and (5) make minor updates, changes and corrections to text throughout the Chapters.

A general summary of the proposed amendments are listed below (see details in Exhibit “A”):

1. *TMC* Chapter 13.04 Platting and Subdivisions (the “Platting Code”) is intended to provide an efficient, effective, fair and timely method for the submission, review and approval of plats, short plats, boundary line adjustments and binding site plan approvals. The primary purpose of the proposed amendments is to increase the maximum number of lots, tracts or parcels to nine lots under a short subdivision to be consistent with *RCW* 58.17.020. This action would benefit the development community and the City’s residential customers in that short subdivision decisions are mandated to be issued or returned for modification within 30 days of the submittal date by *RCW* 58.17.140. In comparison, the same *RCW* mandates that a preliminary plat decision for a five to nine lot subdivision be issued or returned to the applicant within 90 days of the submittal date.
2. Public Notice for 5-9 Lot Short Subdivisions. Under the current platting code public notice is not required for a two to four lot short subdivisions, while a public notice is required for five to nine lot subdivisions. A public hearing held by the Hearing Examiner may be required if it is determined that the proposal is of broad public significance, or if such a hearing is requested by the applicant, five or more neighbors who are entitled to receive the public notice, or the Neighborhood Council.

Under this proposal, a 14-day public notice would be required for five to nine lot short subdivisions. After staff reviews the written comments received from those neighbors who received the public notice and comments from City departments and outside agencies, the decision would be issued. The decision would be appealable to the Hearing Examiner.

3. Off-Site/On-Site Improvements or Bonding prior to Recording. Under the current platting code the required off-site/on-site improvements (e.g., curb, gutter, sidewalk, public/private roads, storm drainage systems, street lighting, utilities, etc.) are typically required to be installed or bonded for prior to recording a subdivision plat of five or more lots. Short Subdivisions currently do not have this requirement.

Under this proposal, off-site/on-site improvements would be required prior to recording of all short subdivisions. Street lighting and pedestrian-scale lighting will be required for both short subdivisions and subdivisions as deemed appropriate by the appropriate decision makers. The applicant will also be required to demonstrate why public or private accessways cannot be aligned with the surrounding street system for pedestrian, bicycle and vehicular connectivity.

4. In-lieu fee for open space dedication. Currently, the platting code requires that the applicant consider dedicating public open space for schools, parks and playgrounds. Under this provision, there is an opportunity for the applicant to pay a \$25 per lot in-lieu of dedication fee to Metro Parks Tacoma.

Staff contacted Metro Parks and it agrees that the in-lieu of dedication fee is outdated. Both agree that SEPA review for subdivisions (10 lots or more) is an appropriate venue justify whether dedication of public open space for education and recreation use or if an in-lieu fee should be required.

Under this proposal, that consideration be made for open space dedication for subdivisions has been maintained. However, the flat in-lieu fee has been removed.

5. Minor updates, changes and corrections. Some of the changes update code language to current industry standards, correct scrivener errors and replace obsolete references throughout Chapter 13.04.

#### **Public Outreach:**

Staff presented an overview of the 2013 Annual Amendments review package to the Master Builders Association (MBA) in October 2012 and January 2013. In addition, over the past few months, staff have discussed the 2013 Annual Amendment package with various stakeholder groups, including the Sustainability Commission, MBA, and other development industry representatives. In addition, planning staff have reached out to the Community Council, Neighborhood Councils, the Cross District Association, and Neighborhood Business Districts, informing them of the 2013 Annual Amendment process and offering presentations of the summary of all proposed amendments at their board meetings. In response to requests, staff provided overview presentations to the New Tacoma Neighborhood Council, West End Neighborhood Council, South End Neighborhood Council, and South Tacoma Business District. Additional outreach will occur through and during the Planning Commission and City Council's public hearing and notice processes.

#### **Applicable Provisions of the Growth Management Act (and other state laws):**

The Growth Management Act (GMA) requires that development regulations shall be consistent with and implement the Comprehensive Plan. Development regulations include, but are not limited to, zoning controls, critical area ordinances, shoreline master programs, official controls, planned unit development ordinances, subdivision ordinances, and binding site plan ordinances. The proposed amendments are designed to improve consistency and compatibility within the development regulations and between the Comprehensive Plan, zoning classifications and development regulations. In addition, the proposed amendment will be consistent with the following *RCW* sections:

- “Short subdivision is the division or redivision of land into four or fewer lots, tracts, parcels, sites, or divisions for the purpose of sale, lease, or transfer of ownership. However, the legislative authority of any city or town may by local ordinance increase the number of lots, tracts, or parcels to be regulated as short subdivisions to a maximum of nine.” (*RCW* 58.17.020(6))
- “(1) Preliminary plats of any proposed subdivision and dedication shall be approved, disapproved, or returned to the applicant for modification or correction within ninety days from date of filing thereof unless the applicant consents to an extension. ....  
(2) Final plats and short plats shall be approved, disapproved, or returned to the applicant within thirty days from the date of filing thereof, unless the applicant consents to an extension of such time period.” (*RCW* 58.17.140)

### **Amendment Criteria:**

*Applications for amendments to the Comprehensive Plan and Land Use Regulatory Code are subject to review based on the adoption and amendment procedures and the review criteria contained in TMC 13.02.045.G. Proposed amendments are required to be consistent with or achieve consistency with the Comprehensive Plan and meet at least one of the ten review criteria to be considered by the Planning Commission. The following section provides a review of each of these criteria with respect to the proposal. Each of the criteria is provided, followed by staff analysis of the criterion as it relates to this proposal.*

**1. There exists an obvious technical error in the pertinent Comprehensive Plan or regulatory code provisions.**

Staff Analysis: Not Applicable.

**2. Circumstances related to the proposed amendment have significantly changed, or a lack of change in circumstances has occurred since the area or issue was last considered by the Planning Commission.**

Staff Analysis: Not Applicable.

**3. The needs of the City have changed, which support an amendment.**

Staff Analysis: With the current economic situation and the limited resources available, there is a greater need to streamline City permitting when warranted. The primary intent of the proposed amendments to *TMC* Chapter 13.04 is to increase the number of lots that may be created under short plat to a maximum of nine lots. This change will substantially reduce review time for 5-9 lot divisions from 90 days to 30 days which will benefit the development community and private property owners interested in smaller land divisions.

**4. The amendment is compatible with existing or planned land uses and the surrounding development pattern.**

**5. Growth and development, as envisioned in the Plan, is occurring faster, slower, or is failing to materialize.**

**6. The capacity to provide adequate services is diminished or increased.**

**7. Plan objectives are not being met as specified, and/or the assumptions upon which the plan is based are found to be invalid.**

8. **Transportation and and/or other capital improvements are not being made as expected.**
9. **For proposed amendments to land use intensity or zoning classification, substantial similarities of conditions and characteristics can be demonstrated on abutting properties that warrant a change in land use intensity or zoning classification.**
10. **A question of consistency exists between the Comprehensive Plan and its elements and RCW 36.70A, the County-wide Planning Policies for Pierce County, Multi-County Planning Policies, or development regulations.**

Staff Analysis: “Not applicable” for Questions 4, 5, 6, 7, 8, 9 and 10.

**Economic Impact Assessment:**

The proposed amendments involve changes that may lessen development opportunities for some but for others will increase opportunities. The amendments will reduce financial impacts in the long-term by requiring infrastructure investments up-front rather than at a later date when development costs may increase and City and agency processes may change. In addition, the amendments will provide more predictability for the applicants and City alike which will facilitate an expedited permitting process and potentially lower development costs. Lastly, by raising the number of lots permitted through the Short Subdivision process, applicants may be able to see a larger return on investments which may stimulate development throughout the City.

**Staff Recommendation:**

Staff recommends forwarding the proposed amendments to *TMC* Chapters 13.04 and 13.05 for public review and comment.

**Exhibit:**

- A. Proposed Amendments to *TMC* Chapters 13.04 and 13.05 (December 5, 2012 Draft)

## PLATTING AND SUBDIVISIONS

### Sections:

- 13.04.010 Title.
- 13.04.020 Intent and authority.
- 13.04.030 Policy.
- 13.04.040 Definitions.
- 13.04.050 Jurisdiction.
- 13.04.055 Platting on shorelines.
- 13.04.060 Exclusions.
- 13.04.070 Alteration.
- 13.04.075 Vacation.
- 13.04.085 Boundary line adjustment.
- 13.04.088 Binding site plan approval.
- 13.04.090 Short plat/short subdivisions ~~and short plats~~procedures.
- 13.04.095 Appeals.
- 13.04.100 Plat/subdivision procedures.
- 13.04.105 Replat or redivision of platted lots.
- 13.04.110 General requirements and minimum standards for subdivisions and short subdivisions.
- 13.04.120 Conformity with the Comprehensive Plan and applicable ordinances, manuals, design specifications, plans, and guidelines. ~~the Major Street Plan.~~
- 13.04.130 Relation to adjoining street system.
- 13.04.140 Access.
- 13.04.150 Conformity to topography.
- 13.04.160 Public or private streets or ways, or permanent access easement ~~Street~~ widths.
- 13.04.165 Streetlights.
- 13.04.170 Roadways.
- 13.04.180 Public or private streets or ways, or permanent access easement design. ~~Street design.~~
- 13.04.190 Dead-end/cul-de-sac public or private streets or ways, or permanent access easements.  
~~Dead end streets.~~
- 13.04.200 Alleys.
- 13.04.210 Easements.
- 13.04.220 Blocks.
- 13.04.230 Lots.
- 13.04.240 Plats within Planned Residential Development Districts (PRD Districts).
- 13.04.250 Duplication of names.
- 13.04.260 Public open space.

- 13.04.270 Checking by the City Engineer – Charges.
- 13.04.280 Development of illegally divided land – Innocent purchaser for value.
- 13.04.290 Development of illegally divided land – Public interest determination.
- 13.04.300 Model home.
- 13.04.305 Temporary rental or sales offices, contractors’ offices, and signs.
- 13.04.310 Subdivisions and Critical Areas.
- 31.04.315 *Repealed.*

**13.04.010 Title.**

These regulations shall hereafter be known, cited and referred to as the plat and subdivision regulations of the City of Tacoma. (Ord. 25532 § 1; passed Jun. 28, 1994)

**13.04.020 Intent and authority.**

These regulations are being adopted in accordance with the goals and authority of the Washington State Growth Management Act of 1990, as amended, and Chapter 58.17 of the Revised Code of Washington, concerning plats and subdivisions. It is intended that these regulations provide an efficient, effective, fair and timely method for the submission, review and approval of plats, short plats, boundary line adjustments and binding site plan approvals. (Ord. 25532 § 1; passed Jun. 28, 1994)

**13.04.030 Policy.**

A. It is hereby declared to be the policy of the City of Tacoma to consider the subdivision of land and the subsequent development of the subdivision as subject to the control of the City of Tacoma pursuant to the City’s land use codes for the orderly, planned, efficient, and economical development of the community.

B. Land to be subdivided shall be of such character that it can be used safely for building purposes without danger to health or peril from fire, flood, or other menace, and land shall not be subdivided until adequate public facilities and improvements exist or proper provision has been made for drainage, water, sewerage, and capital improvements such as schools, parks, recreation facilities, and ~~motorized and non-motorized~~ active transportation facilities. While planning public facilities and improvements for proposed subdivisions of land, consideration shall be given to adopted City policies such as sustainability, smart growth, urban forestry, complete streets, connectivity, and green infrastructure practices.

C. It is intended that these regulations shall supplement and facilitate the enforcement of the provisions, standards and policies contained in building and housing codes, zoning ordinances, the City of Tacoma’s ~~Major Street Plan and~~ Comprehensive Plan, and applicable ordinances, manuals, design specifications, plans, and guidelines, and elements thereof. (Ord. 27079 § 10; passed Apr. 29, 2003; Ord. 25532 § 1; passed Jun. 28, 1994)

**13.04.040 Definitions.**

For the purpose of these regulations, certain words used herein are defined as follows:

A. “-Alley” shall mean a public or private accessway which provides a means of vehicular access to abutting property.

B. “-All weather surface” shall mean asphaltic concrete ~~pavement conforming or portland cement concrete in accordance with City to the requirements of the “City of Tacoma Department of Public Works General Specifications for Street and Sewer Construction (Requirements for Private Permits—January 1963),” manuals, design specifications, plans and guidelines in Section 13.04.120, with a standard thickness of three inches unless otherwise specified by the City Engineer, or portland cement concrete pavement conforming to the requirements of the “City of Tacoma Department of Public Works General Specifications for Street and Sewer Construction (Requirements for Private Permits—January 1963),”~~ with a standard thickness of six inches unless otherwise specified by the City Engineer.

C. “-Alteration” shall mean a change to a finalized binding site plan, plat, short plat, or portion thereof, that results in a modification to its exterior boundaries or the location and/or size of rights-of-way, utility easements, open space, park or other similar community amenities created as part of the binding site plan, plat, or short plat. An alteration does not include boundary line adjustments, replats or an allowable increase in short plat lots.

D. “-Binding site plan” shall mean a drawing to scale showing a plan for the development of a specific parcel of land, which drawing has been approved as applicable by the Building Official or designee and which, ~~as~~ **at** a minimum:

1. ~~Identifies and s~~**Shows** the areas and locations of all public and private streets, ~~public and~~ ways, lot lines, utilities, public and private street improvements, ~~and~~ open spaces and other matters specified by the zoning ordinances, and, also, shall either show site development, driveways, parking layout, landscaping, lighting, signs, building perimeters and elevations, or shall carry a condition of general site plan approval that no development or building permit will be granted therefor until additional development plans are submitted to and approved by the body approving the general binding site plan;

2. Contains inscriptions or attachments setting forth such appropriate limitations and conditions of the use of land as are established by the City.

~~23.~~ Is filed of record in the Pierce County Auditor’s office and is legally enforceable.

E. “-Building line” shall mean a line on a plat indicating the limit beyond which buildings or structures may not be erected.

F. “-Collector arterial” shall mean a highway whose function is to collect and distribute traffic from major arterial streets to access streets, or directly to traffic destinations; to serve traffic within a neighborhood; and to serve neighborhood traffic generators such as a small group of stores, an elementary school, church, clubhouse, small hospital, and small apartment area.

G. “Comprehensive Plan” shall mean the City’s official statement concerning future growth and development. It sets forth goals, policies, and strategies to protect the health, welfare, and quality of life of Tacoma’s residents. ~~official statement of the Tacoma City Council which sets forth its major policies concerning desirable future physical development.~~

H. “Curb line” shall mean the line defining the limits of a roadway.

I. “Dead-end street” or “cul-de-sac” shall mean a residential access street with only one outlet.

J. “Director” for the purpose of this Chapter (13.04 of the Tacoma Municipal Code) shall mean the Director of the Planning and Development Services Department unless otherwise specified.

~~JK.~~ “Freeway” shall mean a highway the function of which is to permit unimpeded traffic flow through urban areas and between their major elements or most important traffic generators such as the central business district, major shopping areas, major university, civic center, or a major sports stadium or pavilion.

~~KL.~~ “Official map” shall mean the map on which the planned locations, particularly of streets, are indicated with detail and exactness so as to furnish the basis for property acquisition or building restriction.

~~LM.~~ “Plat” shall mean the map, drawing or chart on which the subdivider’s plan of subdivision is presented and which the subdivider submits for approval and intends to record in final form.

~~MN.~~ “Primary arterial” shall mean a highway the function of which is to expedite movement of through traffic to a major traffic generator such as the central business district, a major shopping area, a commercial service district, a small college or university or a military installation; or to expedite movement of through traffic from community to community, to collect and distribute traffic from freeways to minor arterial streets, or directly to traffic destinations.

~~NO.~~ “Residential access street” shall mean a highway the primary function of which is to provide access to residential property.

~~OP.~~ “Replat” or “Redivision” shall mean an action resulting in the division of a lot located within a previously recorded binding site plan, plat, or short plat.

**PQ.** “Roadway” shall mean the portion or portions of a public or private street or way, or permanent access easement, improved with an all-weather surface, available for vehicular traffic or the portion or portions of a public or private street or way, or permanent access easement, improved with an all-weather surface, available for vehicular traffic between curbs where curbs are laid.

**QR.** “Secondary arterial” shall mean a highway the function of which is to collect and distribute traffic from a major arterial highway to minor streets or directly to traffic destinations; to serve traffic from neighborhood to neighborhood within a community center, athletic field, neighborhood shopping area, major park, golf course, important grouping of churches, multiple residence area, concentration of offices or clinics, major private recreation facility, or large hospital.

**RS.** “Short plat” shall mean the map or representation of a short subdivision.

**ST.** “Short subdivision” shall mean the division of land into a maximum of ~~four-nine~~ or fewer total lots, tracts, parcels, sites or subdivisions for the purpose, whether immediate or future, of transfer of ownership, lease or sale, or building development, including all changes in street or lot lines, and shall include all resubdivision of land. The division of contiguous parcels of land resulting in a 10 or more total buildable lots, tracts, parcels, or sites, and which are served by a shared public and/or private street or way, and/or permanent access easement shall be deemed a subdivision. If tracts are created that are intended for public dedication, environmental protection, or stormwater facilities and have been determined to be unbuildable or do not have the potential for future development, then they will not be included in the total number of lots, tracts parcels, sites, or subdivisions created under a short subdivision application.

**TU.** “Street width” shall mean the shortest distance between the lines which delineate the right-of-way of a street.

**UV.** “Subdivision” shall mean the division of ~~a lot, tract or parcel of~~ land into ~~five-10~~ or more contiguous buildable lots, tracts, parcels or sites which are served by public and/or private street or way, and/or permanent access easement or other divisions of land for the purpose, whether immediate or future, of transfer of ownership, lease or sale, or building development, including all changes in street or lot lines, and shall include all resubdivision of land. ~~The division of contiguous parcels of land resulting in a 10 or more total lots, tracts, parcels, or sites, and which are served by a shared public and/or private street or way, and/or permanent access easement shall be deemed a subdivision. If tracts are created that are intended for public dedication, environmental protection, or stormwater facilities that and have been determined unbuildable or do not have the potential for future development, then they will not be included in the total number of lots, tracts, parcels, sites, or subdivisions created under a subdivision application.~~

**VW.** “Transit street” shall mean a street on which regularly scheduled bus service operates at frequencies of 15 minutes or less during peak travel periods. Transit streets are designated by the Director of Public Works in consultation with Pierce Transit and include streets designated in Section 11.05.492 of the Tacoma Municipal Code.

**WX.** “Vacation” shall mean an action to extinguish the effect and force of a finalized binding site plan, plat, or short plat or portion thereof, such that the property reverts to its pre-subdivision parent parcel configuration. Ord. 28077 Ex. A; passed Jun. 12, 2012; Ord. 27771 Ex. A; passed Dec. 9, 2008; Ord. 27563 jEx. A; passed Dec. 12, 2006; Ord. 27079 § 11; passed Apr. 29, 2003; Ord. 25893 § 4; passed Jun. 4, 1996; Ord. 25851 § 1; passed Feb. 27, 1996; Ord. 25532 § 1; passed Jun. 28, 1994)

### **13.04.050 Jurisdiction.**

A. These subdivision regulations shall apply to all subdivisions of land, as defined herein, located within the corporate limits of the City of Tacoma.

B. No land shall be subdivided within the corporate limits of the municipality until:

1. Approval of the preliminary and final plat, binding site plan, or short plat, as applicable, is granted by the City of Tacoma; and

2. The approved plat is recorded with the Pierce County Auditor.

C. No building permit or certificate of occupancy shall be issued for any lot, tract, parcel, or site of land which was created by subdivision after the effective date of, and not in conformity with, the provisions of these subdivision regulations.

D. No new subdivision, parcel or lot shall be created that prevents compliance with the standards of this or any other applicable Code, Title or standard of the City of Tacoma. (Ord. 27771 Ex. A; passed Dec. 9, 2008; Ord. 25532 § 1; passed Jun. 28, 1994)

#### **13.04.055 Platting on shorelines.**

In addition to the general provisions governing platting in the City of Tacoma as set forth in this chapter, platting shall also be governed by the provisions of Chapter 13.10 relating to Shoreline Management. (Ord. 25532 § 1; passed Jun. 28, 1994)

#### **13.04.060 Exclusions.**

The provisions of this chapter shall not apply to:

A. Cemeteries and other burial plots while used for that purpose;

B. Divisions of land into lots or tracts each of which is one-one-hundred-twenty-eighth of a section of land or larger, or five acres or larger, if the land cannot be described as a fraction of a section of land; provided, that, for purposes of computing the size of any lot under this subsection which borders on a street or road, the lot size shall be expanded to include that area which would be bounded by the centerline of the road or street and the site lot lines of the lot running perpendicular to such center line;

C. Divisions made by testamentary provisions or the laws of descent;

D. A division for the purpose of lease when no residential structure other than mobile homes or travel trailers is permitted to be placed upon the land and the City has approved a binding site plan for the use of land in accordance with the City's zoning regulations. ~~The term "site plan" means a drawing to scale specified by the zoning ordinances which: (1) identifies and shows the area and locations of all streets, roads, improvements, utilities, open spaces and other matters specified by the zoning ordinances; and (2) contains inscriptions or attachments setting forth such appropriate limitations and conditions of the use of land as are established by the City.~~ (Ord. 25532 § 1; passed Jun. 28, 1994)

#### **13.04.070 Alteration.**

The alteration of any binding site plan, plat, short plat, or portion thereof, is subject to the procedures set forth in RCW 58.17 and applicable sections of the Tacoma Municipal Code, including Chapter 13.05 Land Use Permit Procedures. (Ord. 28077 Ex. A; passed Jun. 12, 2012)

#### **13.04.075 Vacation.**

The vacation of any binding site plan, plat, short plat, or portion thereof, is subject to the procedures set forth in RCW 58.17 and applicable sections of the Tacoma Municipal Code, including Chapter 13.05 Land Use Permit Procedures. (Ord. 28077 Ex. A; passed Jun. 12, 2012)

#### **13.04.085 Boundary line adjustment.**

A. A boundary line adjustment shall be a minor alteration in the location of lot boundaries of an existing lot. Such alteration shall not increase the number of lots nor diminish in size open space or other protected environments.

B. Such alteration shall not diminish the size of any lot so as to result in a lot of less square footage than prescribed in the zoning regulations for the property in question.

C. Such alteration shall not result in the reduction of setbacks or site coverage to less than prescribed by the zoning regulations.

D. A boundary line adjustment shall not result in any parcel or lot that is inconsistent with or prevents compliance with the standards of this chapter or any other applicable Code, Title or standard of the City of Tacoma.

1. Review Process. The ~~Land Use Administrator~~Director or designee has the authority to approve boundary line adjustments.
2. Applications. Applications for boundary line adjustments shall be submitted to ~~the Building and Land Use Services~~Planning and Development Services Department ~~in a manner consistent with the procedure for applications for short plats~~ and shall include the following information:
  - a. The existing lot lines (shown in dashed lines) and the area, in square feet, of each of the existing lots;
  - b. The new lot lines (shown in solid lines) and the area, in square feet, of each of the new lots;
  - c. The location of all structures and access drives on the lots and the distance of each from both the existing and proposed lot lines, when such distance is less than 25 feet.
3. Recordation. All approved boundary line adjustments shall be recorded with the Pierce County Auditor's office. (Ord. 27893 Ex. A; passed Jun. 15, 2010; Ord. 27017 § 1; passed Dec. 3, 2002; Ord. 25851 § 2; passed Feb. 27, 1996; Ord. 25532 § 1; passed Jun. 28, 1994)

### **13.04.088 Binding site plan approval.**

- A. Divisions of commercial or industrial zoned land for sale or lease may be permitted by approval of a binding site plan by the ~~Land Use Administrator~~Director or designee; provided, that the property to be divided has had land use actions specifying use and building, parking and driveway layouts.
- B. Applications for binding site plans shall be submitted in a manner consistent with short subdivisions.
- C. When considering requests for binding site plan approval, the ~~Land Use Administrator~~Director shall utilize the criteria for approving short ~~plats~~subdivisions. In addition, the binding site plan shall be consistent with the land use action precedent to the request for binding site plan approval.
- D. After approval of a general binding site plan, subsequent amendments shall be considered by the ~~Land Use Administrator~~Director as a modification to the original approval.
- E. The approved binding site plan and any modification approved subsequently shall be recorded with the Pierce County Auditor's office. (Ord. 27017 § 2; passed Dec. 3, 2002; Ord. 25851 § 3; passed Feb. 27, 1996; Ord. 25532 § 1; passed Jun. 28, 1994)

### **13.04.090 Short plat/short subdivision procedures.**

- A. Administration. The ~~Land Use Administrator~~Director or designee is vested with the duty of administering the provisions of this section and with the authority to summarily approve or disapprove proposed preliminary and final short plats. The ~~Land Use Administrator~~Director or designee may prepare and require the use of such forms and develop policies deemed essential to the effective administration of this code.
- B. Application. Applications for approval of preliminary short subdivisions shall be submitted to ~~the Planning and Development Services Department~~ Building and Land Use Services and shall be accompanied by a proposed short plat which includes pertinent survey data compiled as a result of a survey of the property made by or under the supervision of a registered land surveyor. All surveys shall be accomplished as required by the Survey Recording Act (RCW 58 and WAC 332), and shall be monumented in accordance with the Survey Recording Act and Public Works specifications. The application shall be considered complete when the following information is received by Building and Land Use Services the Planning and Development Services Department:
  1. A completed application form including the following information: name(s), mailing address(es), and phone number(s) of applicant(s) and owner(s); legal description of property; assessor's parcel number; general location of property; current use of property; proposed improvement; signature of applicant(s); and date signed.
  2. A free-consent statement signed by all owners of the property.
  3. A current (within 90 days) title report or plat certificate.
  4. A filing fee as set forth in Chapter 2.09.

5. A transit access checklist, including a table showing the location and walking distance in feet to the nearest bus stop(s), the routes served by that stop, and the potential transit patronage calculated according to a formula and generation rates shown on the checklist.

6. A City-approved preliminary short plat layout ~~mylar~~ containing the following information:

a. The name and address of the owner or owners of said tract;

b. The legal description of the existing lot, tract or parcel and the legal descriptions of all proposed lots, tracts or parcels;

c. The short plat shall show the bearings and distances on the exterior boundary with ties to at least two known monuments on the City of Tacoma horizontal grid system. The plan shall be to scale, have a north arrow, and display the date of preparation;

d. The short plat shall show existing and proposed contours at intervals of five feet or less, sufficient to show drainage patterns;

e. The names of all adjacent subdivisions and owners of adjoining parcels;

f. All the zoning districts as set forth in the Tacoma zoning ordinances ~~shall be shown on the mylar~~;

g. The boundary lines of the tract to be subdivided and their dimensions;

h. The layout, names and widths of proposed streets, alleys and easements;

i. The location of all existing and platted streets, on-site private roadways, utilities, pedestrian ways, bike routes, recorded easements, rights-of-ways, and section lines within and adjacent to the short subdivision. Show proposed pedestrian, bicycle and vehicular connections within the short plat and connections to existing routes outside of the proposed short subdivision;

j. All public and private open space to be preserved within the short subdivision;

k. Dedication of all streets, alleys, ways and easements for public use;

l. The locations of existing storm and sanitary sewers, water mains and electric conduits or overhead power lines to be used to serve the property shall be shown at points of proposed connection;

m. All existing buildings and required setbacks for each lot;

n. The layout, dimensions, and area of all existing and proposed parcels and tracts;

o. The lot layout, lot numbers, lot dimensions, and the average lot width ~~(if applicable)~~; and

p. A table showing the short plat area, number of lots and the minimum and average lot size.

7. The ~~mylar~~ preliminary short plat drawing shall be stamped by a Professional Land Surveyor licensed in the State of Washington;

8. The accurate location, material and size of all monuments. Monuments shall meet the specifications of the Survey Recording Act and Public Works Department;

9. Certification by a registered land surveyor to the effect that the short plat drawing is a true and correct representation of the lands actually surveyed and that all the monuments shown thereon actually exist, or that, in lieu of their placement, a bond has been provided in conformance with Section 13.04.090. H. of this chapter, and that the location, size and material of the monuments are correctly shown.

C. Process. Upon submittal of a complete preliminary short plat subdivision application, Building and Land Use Services shall transmit at least one copy of the preliminary short plat shall be transmitted for review and comment to departments and agencies as determined by Building and Land Use Services the Planning and Development Services Department. Short plat subdivision applications for plats that are adjacent to a transit street or within 1,000 feet of a bus stop shall be forwarded to Pierce Transit for review and comment.

Building and Land Use ServicesThe Planning and Development Services Department shall assemble the agency comments and prepare a written preliminary report to the Land Use AdministratorDirector. The report shall contain

an analysis of the applicable criteria for the approval of preliminary plat~~s~~short subdivisions, public notice comments for a five to nine lot short subdivisions, agency comments and requested conditions of approval.

D. Notification. Public notice required by this chapter shall be given in accordance with provisions of Chapter 13.05 for five to nine lot short subdivisions. In the event that proposed short subdivision within the City of Tacoma joins the municipal boundaries thereof, a notice of filing shall be given to the appropriate county or city officials and, in the event that the short subdivision within the City of Tacoma is adjacent to the right-of-way of a state highway, a notice of filing shall be given to the Washington State Department of Transportation.

Mailed notices required by these regulations shall provide a legal description of the property to be platted; a vicinity sketch; and a location description in non-legal language.

E. Approval. The ~~Land Use Administrator~~Director or designee shall review the ~~proposed preliminary~~ short plat subdivision application. The preliminary short plat shall not be approved unless it is found that:

1. Appropriate provisions are made for the public health, safety, and general welfare, and for open spaces, drainage ways, streets or roads, alleys, other public ways, bicycle circulation, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds, and all other relevant facilities, including sidewalks and other planning features which assure safe walking conditions for students who walk to and from school and for transit patrons who walk to bus stops or commuter rail stations.
2. The public use and interest will be served by the platting of such short subdivision and dedication as set forth by the Comprehensive Plan and other adopted City ordinances, manuals, design specifications, plans, goals, policies and guidelines.

Upon completion of the review, the ~~Land Use Administrator~~Director shall consider the proposed short plat subdivision application and approve, disapprove, or return to the applicant for modification within thirty days from the date of filing thereof, unless the applicant consents to an extension of such time period. An appeal taken within 14 days of the ~~Land Use Administrator~~Director's decision will be processed in accordance with provisions of Chapter 1.23 of the Tacoma Municipal Code.

F. After approval of the ~~final preliminary~~ short plat ~~drawing mylar~~ by the ~~Land Use Administrator~~Director, the short plat shall be filed with the Pierce County Auditor, and only after such filing shall the short plat be deemed approved and accepted by the City of Tacoma. The approved short subdivision decision, Approval of the short plat, however, shall be assurance to the subdivider that the short plat will be recorded; provided, that:

- a. The final short plat ~~drawing mylar~~ submitted for recording substantially conforms to the approved preliminary short plat ~~document~~ and the approved Land Use Administrator preliminary short subdivision decision and is submitted within the time limits set forth in Chapter 13.05 of the Tacoma Municipal Code.
- b. All requirements specified in the preliminary short plat subdivision decision are fully complied with and all required public dedications and improvements, including, but not limited to, rights-of-way, easements, streets, alleys, pedestrian ways, bike routes, sidewalks, storm-drainage facilities, sewer systems, and water and electrical distribution systems, shall be provided in accordance with the requirements of this chapter, and any other applicable codes and ordinances of the City of Tacoma.

G. Final Short Plat. The final short plat shall be submitted to ~~Building and Land Use Services~~ the Planning and Development Services Department and shall be an accurate short plat for official record, surveyed and prepared by, or under the supervision of, a registered land surveyor who shall certify on the plat that it is a true and correct representation of the lands actually surveyed. The final short plat shall be prepared in accordance with the regulations set forth in subsequent sections of this chapter and the ~~“City of Tacoma Department of Public Works General Specifications for Street and Sewer Construction (Requirements for Private Permits — January 1963),”~~ City’s Comprehensive Plan and applicable ordinances, manuals, design specifications, plans and guidelines in Section 13.04.120, or as hereafter amended. When the final short plat is submitted to ~~Building and Land Use Services~~ the Planning and Development Services Department for processing, it shall be accompanied by two copies of a title report confirming that the title of lands, as described and shown on the short a plat, is in the name of the owner(s) signing the certificate of the short plat. The final short plat will be reviewed by the City Engineer and by representatives of the Water and Light Divisions of the Department of Public Utilities, and the Tacoma-Pierce County Health Department.

H. Contents of Final Short Plat. The final short plat shall be drawn to a scale of 100 feet or less, but, preferably, 100 feet to the inch, and shall show:

1. Name of short subdivision.
  2. Name and address of the subdivider.
  3. North point, scale, and date.
  4. The boundary lines with accurate distances and bearings, and the exact location and width of all existing or recorded streets and ways intersecting the boundary of the tract.
  5. True bearings and distances to the established street lines or official monuments, which shall be accurately described on the short plat; municipal, township, county, or section lines accurately tied to the lines of the short subdivision by distances and bearings.
  6. Streets, alleys, and ways, together with their names, and any dedicated pedestrian ways, bike routes, and land for transit facilities within the short subdivision.
  7. The length of the arcs, radii, internal angles, points of curvature, length, and bearing of the tangents.
  8. All easements for rights-of-way provided for public services or utilities and any limitations of the easement.
  9. All block indications, lot numbers, and lot lines with accurate dimensions in feet and hundredths and with bearings and angles to street and alley lines.
  10. The accurate location, material, and size of all monuments. Monuments shall meet the specifications of the Survey Recording Act and Public Works Department.
  11. The accurate outline of all property which is offered for dedication for public use with the purpose indicated thereon, and all property that may be reserved by deed covenant for the common use of the property owners in the short subdivision.
  12. Zoning districts as set forth in the Tacoma zoning ordinances.
  13. Private restrictions and their boundaries, as applicable.
    - ~~a. Boundaries of each type of use restriction;~~
    - ~~b. Other private restrictions for each definitely restricted section of the subdivision.~~
  14. Certification by a registered land surveyor to the effect that the final short plat is a true and correct representation of the lands actually surveyed and that all monuments shown thereon actually exist, or, in lieu of their placement, that a bond has been provided in conformance with Section 13.04.~~360090.I.~~ of this chapter, and that their location, size, and material are correctly shown.
  15. Certification of approval by the City Engineer of all locations, grades, and dimensions of the short plat and the construction specifications.
  16. Dedication of all streets, alleys, ways, easements, parks, and lands for public use as shown on the short plat and as required by the City of Tacoma.
  17. All private easements (new or existing).
  18. All critical areas requiring delineation in accordance with Chapter 13.11.
  19. All building setback lines.
  20. Common facilities and open spaces shall be located on separate, individual tracts, unless otherwise approved by the Director and shall be dedicated, reserved or otherwise held in common by a homeowners' association or by a proportional ownership interest shared among all of the property owners within the short subdivision, or alternatively, and only if acceptable to the receiving public agency, dedicated to the public.
- I. Monuments to be Placed Prior to Submission of Final Short Plat. Prior to the time the final short plat ~~shall be~~ submitted to the ~~Land Use Administrator~~Director, monuments shall be placed at angle points along the perimeter of the short subdivision at intervals designated by the City Engineer; and monuments shall also be placed at all

intersections of centerlines of streets and at all locations where the centerlines of streets cross section lines or quarter section lines. Delayed monumentation of the interior of the short plat-subdivision may be desirable pending completion of street and utility improvements. In that case, satisfactory completion of monumentation shall be secured in the form of a cash deposit or by inclusion in the performance bond. This provision shall not be construed to apply to boundary monumentation and survey.

J. All final short plats hereafter shall contain the following dedicatory language:

KNOW ALL PEOPLE BY THESE PRESENTS: We (name of owners), the owners of the land herein described, embraced in and covered by said short plat, do hereby donate and dedicate to the public forever the streets, alleys, and public places shown hereon, together with a perpetual easement on and over the private property abutting upon said streets, alleys, and public places to construct and maintain all slopes, cuts, and fill occasioned by the original grading by the City of Tacoma and necessary to accomplish and maintain such original grade of said streets, alleys, and public places. Said owners, for themselves and their respective successors and assigns, waive all claims for damages to the property included in this short plat by reason of any cuts or fills made in streets, alleys, or public places shown hereon in the original grading thereof by the City of Tacoma, and further certify and swear that said land is free from all taxes and assessments which have heretofore been levied and become chargeable against said property, and further certify and swear that there are no encumbrances existing upon any of the land upon which streets, alleys, and public places have been herein donated and dedicated to the public, except for the encumbrances that are the property of the following named person(s):

(Name of person(s))

If any of these persons named as having encumbrances are lienholders, then the dedication language must also include the following:

KNOW ALL PEOPLE BY THESE PRESENTS: We (name of lienholders), who have liens upon the land herein described, embraced in, and covered by said short plat, do hereby, as to any of said property hereafter acquired, donate and dedicate to the public forever the streets, alleys, and public places shown hereon, together with a perpetual easement on and over said private property abutting upon said streets, alleys, and public places, to construct and maintain all slopes, cuts, and fills occasioned by the original grading by the City of Tacoma and necessary to accomplish and maintain such original grade of said streets and alleys. Said lienholders, for themselves and their respective successors and assigns, as to any of the property hereafter acquired, waive all claims for damages to the said property included in this short plat by reason of any cuts or fills made in streets, alleys, or public places shown hereon in the original grading thereof by the City of Tacoma.

K. Conditions of Approval of the Final Short Plat. Before approval of the final short plat, the Land Use Administrator/Director will require:

1. That all street grading and grading along street lines, including sidewalk areas and bus stop areas, be approved by the City Engineer to ensure proper transition from street grade to adjacent property.
2. Surfacing of all roadways, bike routes, and pedestrian ways with an all-weather surface approved by the City Engineer; this shall include the construction of curbs and gutters of Portland cement concrete in accordance with the specifications of the City of Tacoma.
3. Installation of necessary facilities for the proper handling of storm drainage as approved by the City Engineer.
4. Installation of necessary facilities for the disposal of sanitary wastes as approved by the City Engineer.
5. Installation of necessary water supply systems, including fire hydrants, as approved by the Department of Public Utilities.
6. Installation of the necessary electrical power facilities as approved by the Department of Public Utilities.
  - a. As a condition of the final short plat, the Land Use Administrator/Director shall require the petitioner or developer to install underground all public utility services such as electric, telephone, and CATV facilities, whether in streets, alleys, on public easements, or on private properties.

b. The ~~Land Use Administrator~~Director may, however, if the facts and circumstances in respect to some particular development in a proposed short plat so warrant, authorize a waiver or modification from the general requirement hereinabove set forth, but, in such cases, shall give the reasons and conditions therefor.

7. The ~~Land Use Administrator~~Director may also require the petitioner or developer, as a condition of approval of the final short subdivision, to install or construct certain improvements on existing rights-of-way abutting the short subdivision which are deemed necessary to control and expedite the movement of bicycles, automobiles, buses, and other vehicular and/or pedestrian traffic which would be generated by the development of the short subdivision.

8. In lieu of the construction of the required public and private improvements before approval of the final short subdivision plat by the ~~Land Use Administrator~~Director, the ~~subdivider property owner~~ shall post a performance bond, or cash deposit in lieu thereof, with ~~Building and Land Use Services~~ the Planning and Development Services Department in an amount not less than the City Engineer's estimate of the cost of the required improvements, and provide security satisfactory to the Planning and Development Services Department ~~Building and Land Use Services~~, guaranteeing that the required improvements shall be completed in accordance with the requirements of the City of Tacoma and within the specified period of time. The cash deposit, bond, or other security, as hereinabove required, may also secure the successful operation of required improvements for a two-year period after final approval.

All required improvements shall be completed by the ~~subdivider property owner or his/her designee~~ within one year from the date of the approval of the final short plat by the ~~Land Use Administrator~~Director unless waived by the department, or departments, requiring such improvements. If said required improvements are not completed in the specified time, or the required improvements do not operate successfully for two years after completion, the City may use the applicable bonds or other security, or any portion thereof, to complete the same, correct any deficiencies in, or make any repairs to, constructed improvements which fail to successfully operate for two years after completion and final approval. After approval of the final short plat by the ~~Land Use Administrator~~Director and recording by the County Auditor of Pierce County, the ~~subdivider property owner~~ may petition for, and have established by the City Council, a local improvement district in accordance with the state statutes and ordinances of the City of Tacoma to cover the cost of all required improvements not previously constructed. The Planning and Development Services Department ~~Building and Land Use Services~~ and/or the Public Utilities Department may authorize cancellation of the previously posted performance bond or security, or a portion thereof, for installation of the required improvements after final establishment of a local improvement district by the City Council and the execution of a contract therefor.

9. A house numbering system.

10. Sidewalks shall be required along all lot frontages within a short subdivision as a condition of the building permit for the development of each lot within a short subdivision. The required sidewalk(s) along a lot frontage(s) shall be constructed prior to the final inspection for any structure constructed upon such lot as provided for in Ordinance No. 19486 of the City of Tacoma or, in lieu of actual construction of required sidewalks, a performance bond or cash deposit shall be posted with ~~Building and Land Use Services~~ the Planning and Development Services Department ensuring that said sidewalks shall be constructed within a period of one year.

If required as a condition of the preliminary short plat subdivision, sidewalks abutting private, common, or public open spaces within a short subdivision shall be constructed in conjunction with the construction of the streets within the subdivision and, in lieu of actual construction, surety guaranteeing their installation shall be provided in accordance with the provisions contained in paragraph 8 of this subsection.

L. Approval of Final Short Plat. Approval of the short plat ~~drawing mylar~~ shall be indicated by the signatures of the City Engineer, the Director of ~~Community and Economic Development~~ the Planning and Development Services Department, the City Treasurer, the City Attorney, ~~the Land Use Administrator~~, the Mayor, and the City Clerk on the original reproducible final short plat.

The approval of the final short plat by the ~~Land Use Administrator~~Director shall be deemed to constitute acceptance by the public of the dedication of any street or other proposed public way or space, but only after such short plat has been recorded by the Pierce County Auditor.

Approval of the final short plat by the ~~Land Use Administrator~~Director shall be null and void if the short plat is not recorded within 90 days after the date of approval, unless, during said 90-day period, written application to the ~~Land Use Administrator~~Director for an extension of time is made and granted.

M. Issuance of Building Permits. The issuance of a building permit or other development permit for the development of a short subdivision may be delayed or issued contingent upon the subdivider's providing for adequate access, storm drainage facilities, sewer systems and water supply systems, and electrical power supply systems. If required improvements are not properly installed prior to the issuance of a building permit or other development permit, surety may be required in accordance with Section 13.04.100.K.8. of this chapter.

N. The development of any improvements associated with a short plat will not be permitted until after an approval short subdivision decision is final, the applicant has submitted the final short plat and the necessary construction and site development documents in compliance with the short subdivision decision. It is anticipated that partial permits to allow grading, clearing, etc., may be issued prior to the issuance of the final short plat for streets and utilities. Development pursuant to Sections 13.04.300 (Model homes) and 13.04.305 (Temporary rental or sales offices, contractors' offices and signs) are exempt from this provision.

O. Resubdivision. Land within a short subdivision shall not be further divided in any manner for a period of five years from the date of filing of the short plat of said short subdivision with the Pierce County Auditor without the ~~filing of a final plat~~approval of a preliminary and final plat, except that when the short plat contains fewer than ~~four~~ nine parcels, the owner who filed the short plat may submit a revision within the five-year period to create up to a total of ~~four~~ nine lots within the original short plat boundary. (Ord. 27893 Ex. A; passed Jun. 15, 2010; Ord. 27813 Ex. B; passed Jun. 30, 2009; Ord. 27017 § 3; passed Dec. 3, 2002; Ord. 25893 § 5; passed Jun. 4, 1996; Ord. 25851 § 4; passed Feb. 27, 1996; Ord. 25532 § 1; passed Jun. 28, 1994)<sup>1</sup>

### **13.04.095 Appeals.**

The ~~Land Use Administrator~~Director's decision on a boundary line adjustment, binding site plan approval, or short ~~plat subdivision~~ shall be final unless the applicant who filed the ~~permit application or an aggrieved party with standing~~ files an appeal with ~~Building and Land Use Services~~the Planning and Development Services Department within 14 days of the ~~permit application~~ decision date. If an appeal is filed, it shall be accompanied by a letter setting forth the alleged errors contained in the decision. The Hearing Examiner shall consider the appeal and shall issue a final decision concerning the request. (Ord. 27893 Ex. A; passed Jun. 15, 2010; Ord. 27017 § 4; passed Dec. 3, 2002; Ord. 25851 § 5; passed Feb. 27, 1996; Ord. 25532 § 1; passed Jun. 28, 1994)<sup>2</sup>

### **13.04.100 Plat/subdivision procedures.**

A. Application. Applications for preliminary plat approval shall be submitted to ~~the Planning and Development Services Department~~ ~~Building and Land Use Services~~ on forms provided by the City. The application shall be considered complete when the following information is received by ~~Building and Land Use~~the Planning and Development Services Department:

1. A completed application form including the following information: name(s), mailing address(es), and phone number(s) of applicant(s) and owner(s); legal description of property; assessor's parcel number; general location of property; current use of property; proposed improvement; signature of applicant(s); and date signed.
2. An environmental checklist or draft environmental impact statement.
3. A free-consent statement signed by all owners of the property.
4. A current (within 90 days) title report or plat certificate.
5. A filing fee as set forth in Chapter 2.09.
6. A City-approved plat ~~mylar~~layout containing the following information:

<sup>1</sup> Ord. 25851 contained two sections numbered 4 – see also Section 13.04.100.

<sup>2</sup> Ord. 25851 contained two sections numbered 5 – see also Section 13.04.140.

- a. The ~~plat shall show the~~ bearings and distances on the exterior boundary with ties to at least two known monuments on the City of Tacoma horizontal grid system. The plan shall be to scale, have a north arrow, and display the date of preparation.
- b. The legal description of the existing lot, tract or parcel and the legal descriptions of all proposed lots, tracts or parcels;
- c. The ~~plat shall show~~ existing and proposed contours at intervals of five feet or less, sufficient to show drainage patterns.
- d. The names of all adjacent subdivisions and owners of adjoining parcels ~~shall be shown~~.
- e. All of the zoning districts as set forth in the Tacoma zoning ordinances ~~shall be shown on the mylar~~.
- f. The location of all existing and platted streets, pedestrian ways, bike routes, recorded easements, rights-of-way, and section lines within and adjacent to the ~~plat subdivision shall be shown on the mylar~~.
- g. All public and private open space to be preserved within the ~~plat shall be shown subdivision on the mylar~~.
- h. A table showing the plat area, number of lots and minimum and average lot size. ~~shall be shown~~.
- i. The layout, dimensions, and area of all existing and proposed parcels and tracts;
- ~~j. The lot layout, lot numbers, and lot dimensions, and average lot width (if applicable); shall also be shown on the mylar.~~
- k. The locations of existing storm and sanitary sewers, water mains and electric conduits or overhead power lines to be used to serve the property ~~shall be shown at the~~ points of the proposed connection(s).
- l. All existing buildings and required setbacks for each lot ~~shall be shown~~.
- m. The mylar-plat document shall be stamped by a Professional Land Surveyor or Professional Civil Engineer licensed in the State of Washington.
7. A transit access checklist, including a table showing the location and walking distance in feet to the nearest bus stop(s), the routes served by that stop, and the potential transit patronage calculated according to a formula and generation rates shown on the checklist, unless this information has already been provided in the checklist submitted pursuant to the State Environmental Policy Act (SEPA).
- B. Process. Upon submittal of a complete preliminary plat application, the Planning and Development Services Department Building and Land Use Services shall transmit at least one copy of the plat for review and comment to departments and agencies as determined by the Planning and Development Services Department Building and Land Use Services. Preliminary plat applications for plats that are adjacent to a transit street or within 1,000 feet of a bus stop shall be forwarded to Pierce Transit for review and comment.
- The Planning and Development Services Department Building and Land Use Services shall assemble the agency comments and prepare a written preliminary report to the Hearing Examiner. The report shall be transmitted to the Examiner and applicants a minimum of seven days prior to the date of the public hearing on the application. The report shall contain an analysis of the applicable criteria for the approval of preliminary plats, agency comments, an environmental determination and requested conditions of approval.
- C. Notification. Notices for any public hearing required by this chapter shall be given in accordance with provisions of Chapter 13.05. In the event that a preliminary plat of proposed subdivision with the City of Tacoma joins the municipal boundaries thereof, a notice of filing shall be given to the appropriate county or city officials and, in the event that a preliminary plat of a proposed subdivision within the City of Tacoma is adjacent to the right-of-way of a state highway, a notice of filing shall be given to the Washington State Department of Transportation.
- Mailed notices required by these regulations shall give the time, date, and place of the hearing; a legal description of the property to be platted; a vicinity sketch; and a location description in non-legal language.
- ~~D. Land Use Administrator Consideration of Minor Preliminary Plats. The Land Use Administrator may administratively approve minor (nine or fewer lots) preliminary plats, subject to the provisions of Chapter 13.05.~~

~~1. Notice of the request for administrative preliminary plat approval shall be mailed to all owners of property within 400 feet of the site within 10 days of the filing of a complete application with Building and Land Use Services. In addition, the applicant shall post notice of the preliminary plat application in at least five conspicuous places on the property within 10 days of the filing of a complete application with Building and Land Use Services.~~

~~2. Any person shall have a period of 20 days from the date of the notice to comment upon the proposed preliminary plat. All comments shall be sent to Building and Land Use Services. All comments received by Building and Land Use Services shall be provided to the applicant. The applicant shall have seven days to respond to the comments.~~

~~3. A public hearing on the proposed subdivision shall be held if any person files a request with Building and Land Use Services within 21 days of the publishing of notice as described in paragraph 1 above. If such public hearing is required, notification shall be given in a manner consistent with public hearings for preliminary plats considered by the Hearing Examiner.~~

~~4. Building and Land Use Services is authorized to require that a public hearing be held on a minor preliminary plat. A decision to require a public hearing on a minor preliminary plat shall be made within 21 days of the filing of said request.~~

~~ED. Hearing Examiner or Land Use Administrator~~ Review of Preliminary Plat. The Hearing Examiner ~~or Land Use Administrator~~ shall review the proposed preliminary plat. The preliminary plat shall not be approved unless it is found that:

1. Appropriate provisions are made for the public health, safety, and general welfare, and for open spaces, drainage ways, streets or roads, alleys, other public ways, bicycle circulation, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds, and all other relevant facilities, including sidewalks and other planning features which assure safe walking conditions for students who walk to and from school and for transit patrons who walk to bus stops or commuter rail stations.

2. The public use and interest will be served by the platting of such subdivision and dedication as set forth by the Comprehensive Plan and other adopted City ordinances, manuals, design specifications, plans, goals, policies and guidelines.

The Hearing Examiner ~~or Land Use Administrator~~ shall consider the proposed preliminary plat and shall issue a decision. ~~The decision of the Land Use Administrator shall, at the conclusion of the appeal period, be forwarded to the Hearing Examiner for concurrence with the decision.~~ An appeal taken within 14 days of the ~~Land Use Administrator's~~ Hearing Examiner's decision will be processed in accordance with provisions of Chapter 1.23 of the Tacoma Municipal Code.

Approval of the preliminary plat is a tentative approval and does not constitute final acceptance of the plat. Approval of the preliminary plat, however, shall be assurance to the subdivider that the final plat will be approved; provided, that:

- a. The final plat substantially conforms to the approved preliminary plat.
- b. All requirements specified for the final plat are fully complied with.

A decision on the preliminary plat shall be made by the Hearing Examiner ~~or Land Use Administrator~~ within 90 days from the date of filing with ~~the City Clerk the Planning and Development Services Department~~, unless the applicant consents to the extension of such time period; provided, that if an environmental impact statement is required as provided in RCW 43.21C.030, the 90-day period shall not include the time spent preparing and circulating the environmental impact statement.

A final plat meeting all requirements of this section shall be submitted to the ~~Land Use Administrator~~ Director within the following timelines: If the preliminary plat was approved on or before December 7, 2007, the final plat must be submitted within nine years of the preliminary plat approval. If the preliminary plat was approved after December 7, 2007 but on or before December 31, 2014, the final plat must be submitted within seven years of the preliminary plat approval. A preliminary plat approved after January 1, 2015 must be submitted for final plat within five years of the preliminary plat approval. -within five years of the effective date of the preliminary plat approval. In accordance with RCW 58.17, this deadline has been extended from five to seven years, until December 31, 2014.

~~FE~~. Final Plat ~~Approval~~. The final plat for the subdivision shall be submitted to the Planning and Development Services Department Building and Land Use Services and shall be an accurate plat for official record, surveyed and prepared by, or under the supervision of, a registered land surveyor who shall certify on the plat that it is a true and correct representation of the lands actually surveyed. The final plat shall be prepared in accordance with the regulations set forth in subsequent sections of this chapter and the ~~“City of Tacoma Department of Public Works General Specifications for Street and Sewer Construction (Requirements for Private Permits — January 1963),” City’s Comprehensive Plan and applicable ordinances, manuals, design specifications, plans and guidelines in Section 13.04.120, or as hereafter amended.~~ When the final plat is submitted to the Planning and Development Services Department Building and Land Use Services for processing, it shall be accompanied by two copies of a title report confirming that the title of lands, as described and shown on ~~a~~ the plat, is in the name of the owner(s) signing the certificate of the plat. The final plat will be reviewed by the City Engineer and by representatives of the Water and Light Divisions of the Department of Public Utilities, and the Tacoma-Pierce County Health Department.

~~The Planning and Development Services Department Building and Land Use Services~~ shall prepare a report summarizing the findings and recommendations of the reviewing departments and agencies and shall file said report and request with the ~~Land Use Administrator~~ Director. The ~~Land Use Administrator~~ Director or designee shall review the final plat. The ~~Land Use Administrator~~ Director’s review shall be limited to ensuring that the final plat conforms to all requirements of this chapter and that all required improvements have been constructed or bonded. The ~~Administrator~~ Director shall issue a report approving or denying the final plat and shall transmit a copy of the report to the applicant and parties of record. The ~~Administrator’s~~ Director’s decision shall be forwarded, by resolution, to the City Council for approval, unless the decision is appealed to the Hearing Examiner within 14 days of the date of the ~~Administrator’s~~ Director’s decision.

An applicant may develop a plat in two or more phases. If phasing is to be used in the development, it is recommended that an applicant identify the proposed phasing plan at the time of preliminary plat approval so that appropriate conditions for each phase can be developed. When an applicant requests final plat approval for a specific phase of a plat subsequent to approval of the preliminary plat, the ~~Land Use Administrator~~ Director shall determine, after consultations with affected departments and agencies, the conditions of approval necessary to support that phase of the development. Each phase of a plat must receive final plat approval within the time period identified in Section 13.04.100. ~~ED~~.

~~GF~~. Contents of Final Plat. The final plat shall be drawn to a scale of 100 feet or less, but, preferably, 100 feet to the inch, and shall show:

1. Name of subdivision.
2. Name and address of the subdivider.
3. North point, scale, and date.
4. The boundary lines with accurate distances and bearings, and the exact location and width of all existing or recorded streets and ways intersecting the boundary of the tract.
5. True bearings and distances to the established street lines or official monuments, which shall be accurately described on the plat; municipal, township, county, or section lines accurately tied to the lines of the subdivision by distances and bearings.
6. Streets, alleys, and ways, together with their names, and any dedicated pedestrian ways, bike routes, and land for transit facilities within the subdivision.
7. The length of the arcs, radii, internal angles, points of curvature, length, and bearing of the tangents.
8. All easements for rights-of-way provided for public services or utilities and any limitations of the easement.
9. All block indications, lot numbers, and lot lines with accurate dimensions in feet and hundredths and with bearings and angles to street and alley lines.
10. The accurate location, material, and size of all monuments. Monuments shall meet the specifications of the Survey Recording Act and Public Works Department.

11. The accurate outline of all property which is offered for dedication for public use with the purpose indicated thereon, and all property that may be reserved by deed covenant for the common use of the property owners in the subdivision.

12. Zoning districts as set forth in the Tacoma zoning ordinances.

13. Private restrictions and their boundaries, as applicable.

~~a. Boundaries of each type of use restriction;~~

~~b. Other private restrictions for each definitely restricted section of the subdivision.~~

14. Certification by a registered land surveyor to the effect that the plat is a true and correct representation of the lands actually surveyed and that all monuments shown thereon actually exist, or, in lieu of their placement, that a bond has been provided in conformance with Section 13.04.~~360-100.G.~~ of this chapter, and that their location, size, and material are correctly shown.

15. Certification of approval by the City Engineer of all locations, grades, and dimensions of the plat and the construction specifications.

16. Dedication of all streets, alleys, ways, easements, parks, and lands for public use as shown on the plat and as required by the City of Tacoma.

17. All private easements (new or existing).

18. All critical areas requiring delineation in accordance with Chapter 13.11.

19. All building setback lines.

20. Common facilities and open spaces shall be located on separate, individual tracts unless otherwise approved by the Hearing Examiner, and shall be dedicated, reserved or otherwise held in common by a homeowners' association or by a proportional ownership interest shared among all of the property owners within the subdivision, or alternatively, and only if acceptable to the receiving public agency, dedicated to the public.

~~H.G.~~ Monuments to be Placed Prior to Submission of Final Plat. Prior to the time the final plat shall be submitted to the ~~Land Use Administrator~~Director, monuments shall be placed at angle points along the perimeter of the subdivision at intervals designated by the City Engineer; and monuments shall also be placed at all intersections of centerlines of streets and at all locations where the centerlines of streets cross section lines or quarter section lines. Delayed monumentation of the interior of the plat may be desirable pending completion of street and utility improvements. In that case, satisfactory completion of monumentation shall be secured in the form of a cash deposit or by inclusion in the performance bond. This provision shall not be construed to apply to boundary monumentation and survey.

I. All final plats hereafter shall contain the following dedicatory language:

KNOW ALL PEOPLE BY THESE PRESENTS: We (name of owners), the owners of the land herein described, embraced in and covered by said plat, do hereby donate and dedicate to the public forever the streets, alleys, and public places shown hereon, together with a perpetual easement on and over the private property abutting upon said streets, alleys, and public places to construct and maintain all slopes, cuts, and fill occasioned by the original grading by the City of Tacoma and necessary to accomplish and maintain such original grade of said streets, alleys, and public places. Said owners, for themselves and their respective successors and assigns, waive all claims for damages to the property included in this plat by reason of any cuts or fills made in streets, alleys, or public places shown hereon in the original grading thereof by the City of Tacoma, and further certify and swear that said land is free from all taxes and assessments which have heretofore been levied and become chargeable against said property, and further certify and swear that there are no encumbrances existing upon any of the land upon which streets, alleys, and public places have been herein donated and dedicated to the public, except for the encumbrances that are the property of the following named person(s):

(Name of person(s))

If any of these persons named as having encumbrances are lienholders, then the dedication language must also include the following:

KNOW ALL PEOPLE BY THESE PRESENTS: We (name of lienholders), who have liens upon the land herein described, embraced in, and covered by said plat, do hereby, as to any of said property hereafter acquired, donate and dedicate to the public forever the streets, alleys, and public places shown hereon, together with a perpetual easement on and over said private property abutting upon said streets, alleys, and public places, to construct and maintain all slopes, cuts, and fills occasioned by the original grading by the City of Tacoma and necessary to accomplish and maintain such original grade of said streets and alleys. Said lienholders, for themselves and their respective successors and assigns, as to any of the property hereafter acquired, waive all claims for damages to the said property included in this plat by reason of any cuts or fills made in streets, alleys, or public places shown hereon in the original grading thereof by the City of Tacoma.

~~JH~~. Conditions of Approval of the Final Plat. Before approval of the final plat of a subdivision, the ~~Land Use Administrator~~Director will require:

1. That all street grading and grading along street lines, including sidewalk areas and bus stop areas, be approved by the City Engineer to ensure proper transition from street grade to adjacent property.
  2. Surfacing of all roadways, bike routes, and pedestrian ways with an all-weather surface approved by the City Engineer; this shall include the construction of curbs and gutters of Portland cement concrete in accordance with the specifications of the City of Tacoma.
  3. Installation of necessary facilities for the proper handling of storm drainage as approved by the City Engineer.
  4. Installation of necessary facilities for the disposal of sanitary wastes as approved by the City Engineer.
  5. Installation of necessary water supply systems, including fire hydrants, as approved by the Department of Public Utilities.
  6. Installation of the necessary electrical power facilities as approved by the Department of Public Utilities.
    - a. As a condition of the final plat, the ~~Land Use Administrator~~Director shall require the petitioner or developer to install underground all public utility services such as electric, telephone, and CATV facilities, whether in streets, alleys, on public easements, or on private properties.
    - b. The ~~Land Use Administrator~~Director may, however, if the facts and circumstances in respect to some particular development in a proposed plat so warrant, authorize a waiver or modification from the general requirement hereinabove set forth, but, in such cases, shall give the reasons and conditions therefor.
  7. The ~~Land Use Administrator~~Director may also require the petitioner or developer, as a condition of approval of the final plat, to install or construct certain improvements on existing rights-of-way abutting the plat which are deemed necessary to control and expedite the movement of bicycles, automobiles, buses, and other vehicular and/or pedestrian traffic which would be generated by the development of the subdivision.
  8. In lieu of the construction of the required public and private improvements before approval of the final plat of a subdivision by the ~~Land Use Administrator~~Director, the ~~subdivider-property owner~~ shall post a performance bond, or cash deposit in lieu thereof, with ~~Building and Land Use Services~~ the Planning and Development Services Department -in an amount not less than the City Engineer's estimate of the cost of the required improvements, and provide security satisfactory to ~~the Planning and Development Services Department~~Building and Land Use Services, guaranteeing that the required improvements shall be completed in accordance with the requirements of the City of Tacoma and within the specified period of time. The cash deposit, bond, or other security, as hereinabove required, may also secure the successful operation of required improvements for a two-year period after final approval.
- All required improvements shall be completed by the ~~subdivider-property owner or his/her designee~~ within one year from the date of the approval of the final plat by the ~~Land Use Administrator~~Director unless waived by the department, or departments, requiring such improvements. If said required improvements are not completed in the specified time, or the required improvements do not operate successfully for two years after completion, the City may use the applicable bonds or other security, or any portion thereof, to complete the same, correct any deficiencies in, or make any repairs to, constructed improvements which fail to successfully operate for two years after

completion and final approval. After approval of the final plat by the ~~Land Use Administrator~~Director and recording by the County Auditor of Pierce County, the ~~subdivider~~property owner may petition for, and have established by the City Council, a local improvement district in accordance with the state statutes and ordinances of the City of Tacoma to cover the cost of all required improvements not previously constructed. ~~The Planning and Development Services Department Building and Land Use Services~~ and/or the Public Utilities Department may authorize cancellation of the previously posted performance bond or security, or a portion thereof, for installation of the required improvements after final establishment of a local improvement district by the City Council and the execution of a contract therefor.

9. A house numbering system.

10. Sidewalks shall be required along all lot frontages within a subdivision as a condition of the building permit for the development of each lot within a subdivision. The required sidewalk(s) along a lot frontage(s) shall be constructed prior to the final inspection for any structure constructed upon such lot as provided for in Ordinance No. 19486 of the City of Tacoma or, in lieu of actual construction of required sidewalks, a performance bond or cash deposit shall be posted with ~~Building and Land Use Services~~the Planning and Development Services Department ensuring that said sidewalks shall be constructed within a period of one year.

If required as a condition of the preliminary plat, sidewalks abutting private, common, or public open spaces within a subdivision shall be constructed in conjunction with the construction of the streets within the subdivision and, in lieu of actual construction, surety guaranteeing their installation shall be provided in accordance with the provisions contained in paragraph 8 of this subsection.

**KI.** Approval of Final Plat. Approval of the final plat shall be indicated by the signatures of the City Engineer, the Director of ~~Community and Economic Development~~ the Planning and Development Services Department, the City Treasurer, the City Attorney, ~~the Land Use Administrator~~, the Mayor, and the City Clerk on the original reproducible final plat.

The approval of the final plat by the ~~Land Use Administrator~~Director shall be deemed to constitute acceptance by the public of the dedication of any street or other proposed public way or space, but only after such final plat has been recorded by the Pierce County Auditor.

Approval of the final plat by the ~~Land Use Administrator~~Director shall be null and void if the plat is not recorded within 90 days after the date of approval, unless, during said 90-day period, written application to the ~~Land Use Administrator~~Director for an extension of time is made and granted.

~~L. Plat Construction Permit. The development of any improvements associated with a plat will not be permitted until a Plat Construction Permit is issued by Building and Land Use Services. The Plat Construction Permit shall not require a fee. The purpose for requiring a Plat Construction Permit is to ensure that no construction activities associated with the development of a plat are started without approval by the City of Tacoma. It is anticipated that partial permits to allow grading, clearing, etc., may be issued prior to the issuance of final permits for streets and utilities. A Plat Construction Permit shall not be issued until the City has reviewed and approved all necessary construction plans (including streets, utilities, grading, and erosion control). A preconstruction meeting may be required by Building and Land Use Services prior to the issuance of a Plat Construction Permit.~~

~~M. Plat Certificate of Completion Permit. Building and Land Use Services shall not issue permits for buildings within platted property prior to the issuance of a Temporary or Final Plat Certificate of Completion Permit. The Plat Certificate of Completion Permit shall be signed by all departments and agencies deemed necessary by Building and Land Use Services. Issuance of the Final Plat Certificate of Completion shall indicate that the plat, or an identified portion thereof, has been inspected for completion of all necessary conditions of approval.~~

J. The development of any improvements associated with a plat will not be permitted until after the approval of a subdivision decision is final, the applicant has submitted the final plat for recording and the necessary construction and site development documents in compliance with the subdivision decision. It is anticipated that partial permits to allow grading, clearing, etc., may be issued prior to the issuance of the final plat for streets and utilities. Development pursuant to Sections 13.04.300 (Model homes) and 13.04.305 (Temporary rental or sales offices, contractors' offices and signs) are exempt from this provision.

(Ord. 27995 Ex. B; passed Jun. 14, 2011; Ord. 27893 Ex. A; passed Jun. 15, 2010; Ord. 27813 Ex. B; passed Jun. 30, 2009; Ord. 26934 § 8; passed Mar. 5, 2002; Ord. 26386 § 31; passed Mar. 23, 1999; Ord. 25893 § 6; passed Jun. 4, 1996; Ord. 25851 § 4; passed Feb. 27, 1996; Ord. 25532 § 1; passed Jun. 28, 1994)<sup>3</sup>

#### **13.04.105 Replat or redivision of platted lots.**

The division of a lot located within a recorded binding site plan, plat or short plat shall be processed as a new application in accordance with this Chapter and other applicable sections of the Tacoma Municipal Code. Minor adjustments to existing lot lines within a recorded subdivision/short subdivision may be allowed in accordance with the procedures set forth in TMC 13.04.085 for boundary line adjustments, provided no new lots are created. (Ord. 28077 Ex. A; passed Jun. 12, 2012)

#### **13.04.110 General requirements and minimum standards for subdivisions and short subdivisions.**

The general requirements and minimum standards of design and development set forth in Sections 13.04.120 to 13.04.230, inclusive, of these regulations, and the ~~“City of Tacoma Department of Public Works General Specifications for Street and Sewer Construction (Requirements for Private Permits—January 1963);”~~ City’s Comprehensive Plan and applicable ordinances, manuals, design specifications, plans and guidelines in Section 13.04.120, are hereby adopted as the minimum requirements and standards to which a subdivision/~~plat, including~~ /short subdivision, must conform for approval. However, the minimum standards found in Sections 13.04.120 to 13.04.230 may be waived as part of a subdivision/short subdivision decision upon a finding by the Hearing Examiner or ~~Land Use Administrator~~Director that unique circumstances exist that make the strict application of the standards unreasonable. (Ord. 27563 Ex. A; passed Dec. 12, 2006; Ord. 25532 § 1; passed Jun. 28, 1994)

#### **13.04.120 Conformity to the Comprehensive Plan and applicable ordinances, manuals, design specifications, plans and guidelines, ~~the Major Street Plan~~.**

The subdivision/short subdivision shall conform to and be in harmony with the Comprehensive Plan, Design Manual, Stormwater Manual, Mobility Master Plan Pedestrian and Bicycle Design Guidelines, Americans with Disabilities Act Self-Evaluation and Transition Plan, and other adopted guidelines, manuals, and design specifications as currently enacted or as may be hereafter amended ~~and the Major Street Plan~~. (Ord. 27563 Ex. A; passed Dec. 12, 2006; Ord. 25532 § 1; passed Jun. 28, 1994)

#### **13.04.130 Relation to adjoining street system.**

A subdivision/short subdivision shall provide for the continuation of the multi-modal street and transportation system existing for pedestrian, bicycles and vehicles in the adjoining subdivisions/short subdivisions, or of their proper projection when adjoining property is not subdivided/short subdivided, and shall be of a width not less than the minimum requirements for streets set forth in these regulations. Where, in the opinion of the Hearing Examiner or ~~Land Use Administrator~~Director, topographic or other conditions make such continuation or conformity impractical, an exception can be made. In cases where the City Council itself adopts a plan or plat of a neighborhood or area of which the subdivision/short subdivision is a part, the subdivision/short subdivision shall conform to such adopted neighborhood or area/subarea plan.

Where the plat subdivision/short subdivision submitted covers only a part of the subdivider’s tract, a sketch of the prospective future street system of the unsubmitted part shall be furnished, and the street system of the part submitted shall be considered in the light of adjustments and connections with the street system of the part not submitted.

Where a tract is subdivided/short subdivided into lots of an acre or more, the Hearing Examiner or ~~Land Use Administrator~~Director may require an arrangement of lots and streets such as to permit a later resubdivision/short subdivision in conformity to the streets and other requirements specified in these regulations. (Ord. 27563 Ex. A; passed Dec. 12, 2006; Ord. 25532 § 1; passed Jun. 28, 1994)

<sup>3</sup> Ord. 25851 contained two sections numbered 4 – see also Section 13.04.090.

### 13.04.140 Access.

A. There shall be no reserve strips controlling access to streets except where such strips are controlled by the City under conditions approved by the Hearing Examiner or ~~Land Use Administrator~~Director. The land shall be subdivided/short subdivided, providing each lot, by means of either a public or private street or way, or permanent access easement, with satisfactory access to an existing public highway or to a thoroughfare as shown in ~~the Major Street Plan~~, the Comprehensive Plan, applicable ordinances, manuals, design specifications, plans and guidelines in Section 13.04.120, or an official map.

B. Officially Approved Accessway. When considering a subdivision, short subdivision, boundary line adjustment and/or binding site plan approval, a public or private street or way, or permanent access easement, which does not conform to the minimum requirements of the ~~Major Street Plan~~ City's Comprehensive Plan and applicable ordinances, manuals, design specifications, plans and guidelines in Section 13.04.120 ~~and the specifications of the City of Tacoma~~, and which provides principal access to the property it is intended to serve, shall be found by the ~~Land Use Administrator~~Director or Hearing Examiner to be adequate to provide all necessary ingress and egress to a parcel or parcels of land for specific uses subject to the following conditions:

1. That a minimum of 10-foot-wide officially approved accessway be required for one dwelling unit, and a minimum of a 16-foot-wide officially approved accessway be required for two or more dwelling units, or for any use other than residential;
2. That such officially approved accessway be permanent, unobstructed, and designed, improved, and maintained to accommodate fire apparatus and necessary mobile service equipment;
3. That, if determined to be necessary for the convenience and safety of the residents served by said officially approved accessway, the ~~Land Use Administrator~~Director or Hearing Examiner may require other reasonable standards and improvements of said officially approved accessway;
4. That the ownership and control of said officially approved accessway be with the owner of the property it serves, unless other provisions are determined to be satisfactory;
5. That the Hearing Examiner or ~~Land Use Administrator~~Director may attach to such a determination reasonable conditions limiting and controlling the development of said parcel according to the practical capacity of said officially approved accessway and in the interest of the particular neighborhood and of the general public. (Ord. 27563 Ex. A; passed Dec. 12, 2006; Ord. 25851 § 5; passed Feb. 27, 1996; Ord. 25532 § 1; passed Jun. 28, 1994)<sup>4</sup>

### 13.04.150 Conformity to topography.

When the existing topography requires, the design of the subdivision/short subdivision shall be made so that the location of public or private streets or ways, or permanent access easements conform to the existing topography to the maximum extent possible that desirable grades are secured and other requirements of these regulations are met and, especially, that desirable building sites are provided. (Ord. 27563 Ex. A; passed Dec. 12, 2006; Ord. 25532 § 1; passed Jun. 28, 1994)

### 13.04.160 Public or private streets or ways, or permanent access easement widths.

The widths for ~~on~~-in the ~~Major Street Plan~~ City's Comprehensive Plan and applicable ordinances, manuals, design specifications, plans and guidelines in Section 13.04.120. In cases where topography or other conditions make a public or private street or way, or permanent access easement of this width impractical, the Hearing Examiner or ~~Land Use Administrator~~Director may modify this public or private street or way, or permanent access easement width regulation. (Ord. 27563 Ex. A; passed Dec. 12, 2006; Ord. 25532 § 1; passed Jun. 28, 1994)

### 13.04.165 Streetlights.

Streetlights shall be installed throughout the subdivision/short subdivision in accordance with the Illuminating Engineering Society (IES) Standards. The minimum requirement for full lighting shall be for intersection, mid-block, and cul-de-sac lighting to appropriate industry standards and as reviewed by the City Engineer. Pedestrian-

<sup>4</sup> Ord. 25851 contained two sections numbered 5 – see also Section 13.04.095.

~~scale lighting shall be required when deemed appropriate for residential subdivision/short subdivisions. Maximum spacing of streetlights at a 30-foot mounting height shall generally be 150 feet to 200 feet, subject to approval by the City Engineer. Short subdivisions are exempt from the streetlighting requirements of this Section.~~ (Ord. 27563 Ex. A; passed Dec. 12, 2006; Ord. 25532 § 1; passed Jun. 28, 1994)

#### **13.04.170 Roadways.**

Roadways for arterial streets shall conform to the ~~Major Street Plan City's Comprehensive Plan and applicable ordinances, manuals, design specifications, plans and guidelines in Section 13.04.120, and to specifications of the City of Tacoma~~

Roadways for public or private streets or ways, or permanent access easements serving residential development shall not be less than 28 feet; provided, however, where topographical or other conditions make a roadway of this width impractical, the roadway width may be reduced with approval by the City Engineer. (Ord. 27563 Ex. A; passed Dec. 12, 2006; Ord. 25532 § 1; passed Jun. 28, 1994)

#### **13.04.180 Public or private streets or ways, or permanent access easement design.**

In general, the horizontal and vertical components of public or private streets or ways, or permanent access easement design shall conform with the latest current edition of "A Policy on Geometric Design of Highways and Streets" as published by the American Association of State Highway and Transportation Officials (AASHTO).

All non-arterial public or private streets or ways, or permanent access easements shall be constructed with a minimum pavement section consisting of three inches of asphaltic concrete pavement over 2.5 inches of crushed surfacing top course over five inches of crushed ballast or alternative section subject to approval by the City Engineer. All design and construction features shall conform to design standards and policies of the City of Tacoma. (Ord. 27563 Ex. A; passed Dec. 12, 2006; Ord. 25532 § 1; passed Jun. 28, 1994)

#### **13.04.190 Dead-end/cul-de-sac public or private streets or ways, or permanent access easements.**

~~The applicant shall demonstrate why a public or private street way or permanent access easement cannot be aligned with the surrounding street system for pedestrian, bicycle and vehicular connectivity within the proposed subdivision/short subdivision. If the Director or Hearing Examiner makes a finding that such connectivity is not reasonable for the subject subdivision/short subdivision, d~~Dead-end/cul-de-sac public or private streets or ways, or permanent access easements shall not be longer than 500 feet. Any dead-end/cul-de-sac public or private street or way, or permanent access easement in excess of 150 feet in length shall ~~be designed according to the City's Comprehensive Plan and applicable ordinances, manuals, design specifications, plans and guidelines in Section 13.04.120 as currently enacted or as may be hereafter amended, subject terminate in a turnaround with a minimum curb radius of 45 feet. A center island with a maximum width of 30 feet may be constructed within the cul-de-sac. Any dead-end/cul-de-sac public or private street or way, or permanent access easement with four or fewer lots accessing the public or private street or way, or permanent access easement may satisfy this requirement with the construction of a T-type or branch turnaround subject~~ to approval by the City Engineer. (Ord. 27563 Ex. A; passed Dec. 12, 2006; Ord. 25532 § 1; passed Jun. 28, 1994)

#### **13.04.200 Alleys.**

A minimum width of an alley in a residential block, when platted, shall be 20 feet. Alleys may be required in the rear of commercial and industrial districts and, where required, shall be at least 20 feet wide. (Ord. 27563 Ex. A; passed Dec. 12, 2006; Ord. 25532 § 1; passed Jun. 28, 1994)

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#### **13.04.240 Plats within Planned Residential Development Districts (PRD Districts).**

A. Intent. The PRD District is intended to: provide for greater flexibility in large-scale residential developments; promote a more desirable living environment than would be possible through the strict regulations of conventional zoning districts and of the subdivision ordinance of the City of Tacoma; encourage developers to use a more creative

approach in land development; provide a means for reducing the improvements required in development through better design and land planning; conserve natural features and ecological systems of the physical environment; and facilitate more desirable, aesthetic and efficient use of open space.

In order to facilitate development within PRD Districts, these regulations may, if necessary, be modified as they apply to residential access streets, blocks, lots and building lines when the plan for such PRD District provides: adequate access to arterial streets and adequate circulation, recreation areas, and area per family as required by the zoning ordinances; light and air for the needs of the tract when fully developed and populated; and such legal restrictions or other legal status as will assure the carrying out of the plan.

#### B. Procedures.

1. All preliminary plats within PRD Districts shall be considered by the Hearing Examiner, except for ~~minor~~ preliminary ~~short~~ plats considered by the ~~Land Use Administrator~~Director subsequent to approval of a reclassification to a PRD District. The final plat/~~short plat~~ shall be considered by the ~~Land Use Administrator~~Director. The preliminary plat/~~short plat~~ for a planned residential development may be submitted with the application for reclassification to a PRD District, and will then be processed concurrently with the reclassification application.
2. The final plat for a PRD District may be considered as a final site plan for that portion of the PRD District to which it pertains.
3. When the preliminary plat of a proposed subdivision in a PRD District is processed as the preliminary plan for the reclassification request, and/or the final plat is processed as the final site plan, the processing procedures for plats contained in this chapter shall be followed.

#### C. General Requirements.

1. Lot Area. Lot sizes required for plats within PRD Districts shall be the same as for the residential district with which the PRD District is combined; provided, however, that the Hearing Examiner or ~~Land Use Administrator~~Director may modify said lot sizes where the following factors have been considered:
  - a. Type of dwelling structures involved;
  - b. Amount of common and private open space to be provided and the location of such open space in relation to the dwelling structures involved;
  - c. The street pattern and street design within the PRD District; and
  - d. The landscaping plan concept to be utilized around such dwellings. All modifications shall be made strictly within the spirit, intent, and purposes of this section and the PRD District section of the zoning ordinances.
2. Transfer of ownership of lots within PRD Districts shall be made in such a manner as to not increase the total number of lots in the PRD District, and in no event shall any ownership be less than the dimensions of the minimum size lot within the PRD District.
3. Streets and Roadways Within PRD Districts.
  - a. Standards of design and construction for roadways, both public and private, within PRDs may be modified as is deemed appropriate by the Hearing Examiner.
  - b. Right-of-way widths and street roadway widths may be reduced where it is found that the plan for the PRD District provides for the separation of vehicular and pedestrian circulation patterns, accommodates bicycle circulation, and provides for adequate off-street parking facilities.
4. All land within the Planned Residential Development District shall be subject to contractual agreements with the City of Tacoma and to recorded covenants approved by the City of Tacoma providing for compliance with the regulations and provisions of the district and the site plan or plat as approved. (Ord. 25893 § 7; passed Jun. 4, 1996; Ord. 25851 § 6; passed Feb. 27, 1996; Ord. 25532 § 1; passed Jun. 28, 1994)

#### 13.04.250 Duplication of names.

The name of the proposed subdivision/short subdivision shall not duplicate the name of any other area within the City. A street name shall not duplicate the name of any other street or way within the City. (Ord. 25532 § 1; passed Jun. 28, 1994)

#### 13.04.260 Public open space.

Due consideration shall be given by the subdivider to the allocation of suitable areas for schools, parks and playgrounds. ~~Such land may to be dedicated, by covenants in the deeds, for public use or reserved for the common use of all owners of property within the subdivision/short subdivision. Public open spaces shall conform to the Comprehensive Plan of the City. In lieu of dedication for open space, the City may require payment of a fee of \$25.00 per lot contained in the subdivision. The fee shall be used for the acquisition and/or development of parks or open space land which will benefit the residents of the subject subdivision and the citizens of the City of Tacoma. The above referenced fee shall be applicable to all plats.~~ (Ord. 27079 § 12; passed Apr. 29, 2003; Ord. 25532 § 1; passed Jun. 28, 1994)

#### 13.04.270 Checking by the City Engineer – Charges.

The City Engineer shall completely check the final plat/short plat before it receives his/her approval. The City Engineer shall prepare an estimate of cost for field and office checking and for changing any office records. The subdivider shall thereupon deposit each estimated cost with the City Treasurer to be credited to the Department of Public Works Revolving Fund.

All work done by the City Engineer in connection with checking, computing and correcting such plat, either in the field or in the office, or for changing office records, shall be charged to such deposit. If, during the progress of such work, it shall appear that the cost thereof will exceed the ~~amounts so amount~~ deposited, the City Engineer shall notify the subdivider thereof and shall do no further work in connection with such plat until there shall be deposited such additional amount as may be necessary to cover the cost of such work.

Upon completion of the work of checking and correcting any such plat or correcting office records, a statement of the amount of the engineering charges against such proposed plat shall be rendered by the Finance Department and any balance of such deposit unexpended shall thereupon be refunded to the subdivider; or, in case the engineering charges shall for any reason exceed the amount so deposited, such amount shall be due and payable by the subdivider upon receipt of statement of engineering charges referred to herein. (Ord. 25532 § 1; passed Jun. 28, 1994)

#### 13.04.280 Development of illegally divided land ~~—Innocent purchaser for value.~~

An application for a building permit or other development permit for any lot, tract or parcel of land divided in violation of state law or these regulations shall not be granted without prior approval by the ~~Hearing Examiner~~ Director. ~~which a~~ Approval shall only be given following an application for determination by the Director hearing at under which the applicant shall must demonstrate to the satisfaction of the ~~Hearing Examiner~~ Director that it is either a determination of innocent purchaser for value OR a public interest determination and meets the required criteria below:

##### Innocent purchaser for value

- A. The applicant purchased the lot, tract or parcel for value; and;
- B. The applicant did not know, and could not have known by the exercise of care which a reasonable purchaser would have used in purchasing the land, that the lot, tract or parcel had been part of a larger lot, tract or parcel divided in violation of state law or these regulations. (Ord. 25532 § 1; passed Jun. 28, 1994)

OR

#### ~~13.04.290—Development of illegally divided land—Public interest determination.~~

~~No application for a building permit or other development permit for any lot, tract or parcel of land divided in violation of state law or these regulations, excluding an innocent purchaser for value as determined pursuant to Section 13.04.280 of this chapter, shall be granted without prior approval by the Hearing Examiner. Such approval~~

~~shall only be given following a public hearing at which the applicant shall demonstrate to the satisfaction of the Hearing Examiner that:~~

Public interest determination

A. The Tacoma-Pierce County Health Department has certified that the proposed means of sewage disposal and water supply on and to the lot, tract or parcel are adequate and;

B. The City Engineer has certified that the lot, tract or parcel is served with an adequately designed means of ingress and egress, and with adequate drainage facilities, none of which interferes with or impairs existing or planned public highway and drainage facilities in the vicinity; and

C. ~~Building and Land Use~~The Planning and Development Services Department has certified that the proposed development will not adversely affect the safety, health, or welfare of owners of adjacent property or interfere with their enjoyment of their property. (Ord. 27893 Ex. A; passed Jun. 15, 2010; Ord. 25532 § 1; passed Jun. 28, 1994)

**13.04.300 Model home.**

~~As many as four model~~Model homes may be constructed for 20% of the lots with a maximum of four model homes~~homes may be constructed~~ within any residential short subdivision of five or more lots or within a residential subdivision which has received preliminary plat approval. The purpose of the model homes shall be to demonstrate a variety of housing designs together with all associated on-site improvements, e.g., landscaping, improved driveway, patios. Model homes shall be established subject to the following criteria:

A. Model homes shall meet all applicable codes of the City of Tacoma.

B. Only one model home may be occupied as a temporary real estate office.

C. Access and fire safety provisions shall be provided in a manner approved by the Building Official prior to construction of the model home. A model home may not be occupied as a dwelling unit or sold until the plat is recorded. (Ord. 25532 § 1; passed Jun. 28, 1994)

**13.04.305 Temporary rental or sales offices, contractors' offices, and signs.**

Temporary facilities, structures or signs for rental or sales offices; contractors' offices; and advertising, directional and identification signs or structures may be utilized for the purpose of developing a new residential subdivision ~~short subdivision of five or more lots~~ if:

A. Located in the residential subdivision to be served, promoted, or advertised, and deals exclusively with the real property of said subdivision; and

B. Structures and signs are removed upon buildout of the subdivision ~~short subdivision of five or more lots~~.

If a model home is occupied as a real estate office as identified in Section 13.04.300.B a separate temporary rental or sales office shall not be allowed. (Ord. 25851 § 7; passed Feb. 27, 1996)

**13.04.310 Subdivisions and Critical Areas.**

The subdivision and short subdivision of land in wetlands and associated buffers is subject to Chapter 13.11.260 and the following; ~~and Chapter 13.11.260~~:

A. Land that is located partially within a wetland or its buffer may be subdivided provided that an accessible and contiguous portion of each new lot is located outside the wetland and its buffer.

B. Access roads and utilities serving the proposed subdivision may be permitted within the wetland and associated buffers only if the ~~Land Use Administrator~~Director determines that no other feasible alternative exists, and the project is consistent with the remaining provisions of this chapter.

C. A protection covenant such as a Conservation Easement shall be recorded with the Pierce County Assessor's Office for wetland, stream or natural area tracts that are created as part of the permitting process. (Ord. 27431 § 2; passed Nov. 15, 2005; Ord. 25532 § 1; passed Jun. 28, 1994)

**13.04.315 Violations – Penalties. *Repealed by Ord. 27912.***

(Ord. 27912 Ex. A; passed Aug. 10, 2010; Ord. 27431 § 3; passed Nov. 15, 2005)



## **Proposed Amendments and Staff Analyses**

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**Application #2013-09:**

**Sign Regulations**





**2013 Annual Amendment Application No. 2013-09**  
**Sign Regulations**

STAFF REPORT

<b>Application #:</b>	2013-09
<b>Applicant:</b>	Planning & Development Services
<b>Contact:</b>	Dustin Lawrence, Comprehensive Planning Division
<b>Type of Amendment:</b>	Regulatory Code Text Changes
<b>Current Land Use Intensity:</b>	Not Applicable
<b>Current Area Zoning:</b>	Not Applicable
<b>Size of Area:</b>	Not Applicable
<b>Location:</b>	City-wide
<b>Neighborhood Council area:</b>	City-wide
<b>Proposed Amendment:</b>	Amend <i>TMC</i> Chapter 13.06 Zoning to add new standards for digital signs

**General Description of the Proposed Amendment:**

The proposed amendments to the *Tacoma Municipal Code (TMC)* Chapter 13.06 Zoning would (1) better define digital signs (electronic changing message center); and (2) place standards on digital signs, including those pertaining to hours of operation, height, size limitation, and brightness. The proposed amendment is limited to onsite digital signs and, thus, does not pertain to billboard signs.

A general summary of the proposed amendments are listed below (see details in Exhibit “A”):

1. New Subsection for Electronic Changing Message Center Signs. Under the current sign code, changing message center signs are defined in the definition section of TMC 13.06. Because of the varying styles and options available for such signs, staff has included a new subsection that expands on the definition and includes additional regulations. This is consistent with how different types of signs are arranged in the code, including freestanding, wall mounted, temporary, billboards, and projecting signs.
2. New Standards/Regulations for Electronic Changing Message Center Signs. Under the current sign code, electronic changing message center signs follow the same size limitation as other signs and are only prohibited from having animated features. The current sign code would put a limit on the size, location from residential areas, height, brightness, and the frequency of how long each message would be displayed.
3. Exemption for Pedestrian Friendly Signs in all Mixed-Use Districts. Current sign regulations require that pedestrian friendly signs, such as small signs that hang over sidewalks perpendicular to a

buildings frontage, must use the site's sign area allocation. In recognition that these types of signs add character and vibrancy to district, staff is proposing an outright exemption of these types of signs if they are located in an "X" district or within one of the downtown zoning districts.

**Public Outreach:**

Over the past few months, staff has discussed the 2013 Annual Amendment package with various stakeholder groups, including the Sustainability Commission, Master Builders Association (MBA), and other development industry representatives. In addition, planning staff have reached out to the Community Council, Neighborhood Councils, the Cross District Association, and Neighborhood Business Districts, informing them of the 2013 Annual Amendment process and offering presentations of the summary of all proposed amendments at their board meetings. In response to requests, staff provided overview presentations to the New Tacoma Neighborhood Council, West End Neighborhood Council, South End Neighborhood Council, and South Tacoma Business District. Additional outreach will occur through and during the Planning Commission and City Council's public hearing and notice processes. In addition, staff has worked with various local sign industry professionals and has made key interest groups such as Tacoma Public Schools and Metro Parks aware of the amendment.

**Applicable Provisions of the Growth Management Act (and other state laws):**

The Growth Management Act (GMA) requires that development regulations shall be consistent with and implement the Comprehensive Plan. Development regulations include, but are not limited to, zoning controls, critical area ordinances, shoreline master programs, official controls, planned unit development ordinances, subdivision ordinances, and binding site plan ordinances. The proposed amendments are designed to improve consistency and compatibility within the development regulations and between the Comprehensive Plan, zoning classifications and development regulations.

**Applicable Provisions of the Comprehensive Plan:**

**LU-UAD-1 Development Standards** - Craft development standards that are easy to use and administer and encourage quality site and building design consistent with the goals and policies herein. Refine development standards as needed to accomplish design goals per changing demographics, development conditions, and community interests.

**LU-UAD-5 Design Quality** - Promote design quality by creating clear and detailed standards that are crafted to encourage desired types of development. Standards should include guidance for: Compatible site design; Attractive pedestrian pathways and spaces; Safe and connected vehicular access; Compatible and attractive building massing and design; Integration of building details; Use of durable, high quality materials; Landscape design; Signage design; and Safety and security.

**Amendment Criteria:**

*Applications for amendments to the Comprehensive Plan and Land Use Regulatory Code are subject to review based on the adoption and amendment procedures and the review criteria contained in TMC 13.02.045.G. Proposed amendments are required to be consistent with or achieve consistency with the Comprehensive Plan and meet at least one of the ten review criteria to be considered by the Planning Commission. The following section provides a review of each of these criteria with respect to the proposal. Each of the criteria is provided, followed by staff analysis of the criterion as it relates to this proposal.*

- 1. There exists an obvious technical error in the pertinent Comprehensive Plan or regulatory code provisions.**

Staff Analysis: Not Applicable.

2. **Circumstances related to the proposed amendment have significantly changed, or a lack of change in circumstances has occurred since the area or issue was last considered by the Planning Commission.**

Staff Analysis: The proposed amendments are in direct response to changes in signage technology. Digital changing message center signs have become more affordable, brighter, and provide a more intense display. The proposed amendments will ensure such signs meet the overall vision of the Comprehensive Plan and minimize impacts to the public.

3. **The needs of the City have changed, which support an amendment.**

Staff Analysis: Not Applicable.

4. **The amendment is compatible with existing or planned land uses and the surrounding development pattern.**

Staff Analysis: The proposed amendment would allow the sign code to be better compatible with the zoning code in that impacts to neighboring properties would be minimized while still allowing businesses the opportunity to have on site digital signage.

5. **Growth and development, as envisioned in the Plan, is occurring faster, slower, or is failing to materialize.**

Staff Analysis: Not Applicable.

6. **The capacity to provide adequate services is diminished or increased.**

Staff Analysis: Not Applicable.

7. **Plan objectives are not being met as specified, and/or the assumptions upon which the plan is based are found to be invalid.**

Staff Analysis: Not Applicable.

8. **Transportation and and/or other capital improvements are not being made as expected.**

Staff Analysis: Not Applicable.

9. **For proposed amendments to land use intensity or zoning classification, substantial similarities of conditions and characteristics can be demonstrated on abutting properties that warrant a change in land use intensity or zoning classification.**

Staff Analysis: Not Applicable.

10. **A question of consistency exists between the Comprehensive Plan and its elements and RCW 36.70A, the County-wide Planning Policies for Pierce County, Multi-County Planning Policies, or development regulations.**

Staff Analysis: Not Applicable.

### **Economic Impact Assessment:**

The proposed amendment would increase the limitations on the size, height, and brightness of digital changing message center signs. It is assumed that some minor economic impacts may result since digital changing message center signs costs can be tied to their size. However, staff has not received any initial comments noting that increased limitations on such signs will result in any significant economic impacts.

**Staff Recommendation:**

Staff recommends forwarding the proposed amendments to *TMC* Chapter 13.06 for public review and comment.

**Exhibit:**

A. Proposed Amendments to *TMC* Chapter 13.06 (February 20, 2013 Draft)



2013 Annual Amendment Application No. 2013-09  
Sign Code Revisions

DRAFT LAND USE REGULATORY CODE CHANGES  
February 20, 2013

These proposed amendments include modifications to the following Sections of TMC Title 13, the Land Use Regulatory Code

\*Note – These amendments show all of the changes to the *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 is deleted is shown in ~~strikethrough~~.

**Chapter 13.06 - Zoning**

\* \* \*

**13.06.521 General sign regulations.**

\* \* \*

B. Exempt signs. The following signs shall be exempt from all requirements of this section and shall not require permits; however, this subsection is not to be construed as relieving the user of such signage from responsibility for its erection and maintenance, pursuant to Title 2 or any other law or ordinance relating to the same.

1. Changing of the advertising copy or message on a sign specifically designed for the use of replaceable copy.
2. Repainting, maintenance, and repair of existing signs or sign structures; provided, work is done on-site and no structural change is made.
3. Signs not visible from the public right-of-way and beyond the boundaries of the lot or parcel.
4. Incidental and warning signs.
5. Sculptures, fountains, mosaics, murals, and other works of art that do not incorporate business identification or commercial messages.
6. Signs installed and maintained on bus benches and/or shelters within City right-of-way, pursuant to a franchise authorized by the City Council.
7. Seasonal decorations for display on private property.
8. Memorial signs or tablets, names of buildings and date of erection, when cut into any masonry surface or when constructed of bronze or other incombustible material.
9. Signs of public service companies indicating danger and aid to service or safety.
10. Non-electric bulletin boards not exceeding 12 square feet in area for each public, charitable, or religious institution, when the same are located on the premises of said institutions.
11. Construction signs denoting a building which is under construction, structural alterations, or repair, which announce the character of the building enterprise or the purpose for which the building is intended, including names

of architects, engineers, contractors, developers, financiers, and others; provided, the area of such sign shall not exceed 32 square feet.

12. Window sign.

13. Political signs, as set forth in Title 2.

14. Real estate signs, 12 square feet or less, located on the site. Condominiums or apartment complexes shall be permitted one real estate sign with up to 12 square feet per street frontage. Such sign(s) may be used as a directory sign that advertises more than one unit in the complex.

15. Off-premises open house or directional signs, subject to the following regulations:

a. The signs may be placed on private property or on the right-of-way adjacent to said private property, with the permission of the abutting property owner. The signs shall be displayed in such a manner as to not constitute a traffic hazard or impair or impede pedestrians, bicycles, or disabled persons. If either condition is not met, the abutting property owner or the City may remove the sign.

b. Signs shall not be fastened to any utility pole, street light, traffic control device, public structure, fence, tree, shrub, or regulatory municipal sign.

c. A maximum of three off-premises open house or directional signs will be permitted per single-family home. One additional open house or directional sign identifying the open house shall be permitted at the house being sold.

d. Signage shall not exceed four square feet in area per side (eight square feet total) and three feet in height. Off-premises open house or directional signs shall not be decorated with balloons, ribbons, or other decorative devices.

e. Signage shall only be in place between the hours of 11:00 a.m. and 6:00 p.m., when the seller of the product, or the seller's agent, is physically present at the location of the product.

f. Each off-premises open house or directional sign that is placed or posted shall bear the name and address of the person placing or posting the sign in print not smaller than 12 point font. The information identifying the name and address of the person placing or posting the sign is not required to be included within the content of the speakers' message, but may be placed on the underside of the sign or in any other such location.

g. New plats may have up to a maximum of eight plat directional signs for all new homes within the subdivision. New plat directional signs shall identify the plat and may provide directional information but shall not identify individual real estate brokers or agents. New plat directional signs shall be limited in size and manner of display to that allowed for off-premises open house or directional signs. Off-premises open house or directional signs shall not be permitted for new homes within new plats.

h. A maximum of three off-premises open house or directional signs shall be allowed per condominium or apartment complex.

16. Professional name plates two square feet or less.

17. Changing plex-style faces in existing cabinets; provided, work is done on-site without removing sign.

18. Temporary public event signs not exceeding 12 square feet, and temporary event banners, placed on publicly owned land or adjacent public right-of-way. Signs or banners shall be securely attached to the ground or a structure and must be removed after the event.

\* \* \*

D. Special regulations by type of sign. In addition to the general requirements for all signs contained in this section, and the specific requirements for signs in each zone, there are special requirements for the following types of signs: Wall signs; Projecting signs; Freestanding signs; Electronic changing message center signs; Under-marquee signs; Canopy and awning signs; Temporary signs; Off-premises direction signs; and Billboards.

1. Wall signs.

2. Projecting signs.

3. Freestanding signs.

4. Marquee signs.

5. Under-marquee signs.

6. Canopy and awning signs.

~~7. Temporary signs:~~

~~8. Off-premises directional signs:~~

~~9. Billboards:~~

The special requirements for these signs are contained in subsections E through M of this section.

E. Wall Signs. Special regulations governing wall signs are as follows:

1. A wall-mounted sign shall not extend above the wall to which attached or above the roofline.
2. A wall sign shall not extend more than 18 inches from the wall to which it is attached.
3. No wall sign shall cover wholly or partially any wall opening nor project beyond the corner of the wall to which it is attached.
4. Where a wall sign extends over a public or private walkway, a vertical clearance of eight feet shall be maintained above such walkway.
5. For the purposes of this subsection, any building with an actual or false mansard roof may use such walls or roof for wall sign installation.
6. An architectural blade designed primarily for the placement of signs may be erected on top of a wall, parapet, roof, or building face and shall comply with all applicable height limitations. All supporting structure for such signs shall be completely enclosed.
7. Painted signs, on the building, shall be calculated with the allowed sign area for a business.

F. Projecting signs. Special regulations governing projecting signs are as follows:

1. No projecting sign shall extend nearer than two feet to the face of the nearest curb line, measured horizontally.
2. The maximum projection permitted for any one sign shall be six and one-half feet or two-thirds of the width of the sidewalk below the location of the projecting sign, whichever is less.
3. A projecting sign shall not rise above the roofline or the wall to which it is attached.
4. Minimum clearance. All projecting signs over the public right-of-way shall have a minimum clearance to the ground as follows:
  - a. Over alleys and driveways, 14-1/2 feet; provided, said projection is no more than 12 inches;
  - b. Over automobile parking lots and other similar areas where vehicles are moved or stored, 14-1/2 feet;
  - c. Over footpaths, sidewalks, and other spaces accessible to pedestrians, eight feet;
  - d. All parts of electric reflector lamps or other illuminating devices extending over the sidewalk space shall be at least ten feet above the sidewalk, and the projection horizontally over the sidewalk space may not be more than six and one-half feet, but no closer than two feet from the curb line.
5. No projecting sign shall be erected in such a position as to completely block visibility of another projecting sign already in place on either side.
6. All projecting signs shall be installed in such a manner that the support structure above a roof, building face, or wall shall be minimally visible.
7. Supporting framework for a projecting sign may rise 12 inches above a parapet; however, where there is a space between the edge of the sign and the building face, such framework must be enclosed.

G. Freestanding signs. Special regulations governing freestanding signs are as follows:

1. No freestanding sign shall be located within 15 feet of a residentially-zoned district, and where the side of a commercially zoned property abuts the side of a residentially-zoned property the first 100 feet of the commercial frontage shall have a sign setback requirement of 15 feet.
2. Minimum clearance. All freestanding signs shall have a minimum clearance to the ground as follows:
  - a. Over parking lots and other similar areas where vehicles are moved or stored, 14-1/2 feet;
  - b. Over footpaths, sidewalks, and other spaces accessible to pedestrians, eight feet.
3. Signs shall be located upon the frontage for which the sign area is calculated.

4. No freestanding sign shall project over a public right-of-way, unless an adjacent structure or sign is built out to or over the property line that blocks visibility to a freestanding sign on the adjoining property; then, such freestanding sign may be located so that the sign structure is on private property and the sign cabinet may project over the right-of-way, subject to all the provisions regulating projecting signs which project over rights-of-way.

5. Signs placed on public property and/or right-of-way, abutting the business for which they identify, will require a Street Occupancy Permit. Sign regulations shall be determined by the zoning district of the abutting property.

H. ~~(Reserved)~~ Electronic changing message center signs. Electronic changing message center signs may be either “wall signs” or “freestanding signs”, and in addition to all other applicable sign regulations the following are special regulations governing electronic changing message center signs. When a conflict exists between these regulations and other regulations outlined throughout the sign code, the more restrictive shall apply:

1. Freestanding electronic changing message center signs cannot exceed 15 feet in height. Such signs located on sites defined as “regional convention or entertainment facility” and super regional mall sites are exempt from this limitation.

2. The maximum allowed sign area for any electronic changing message center sign shall be limited to 75% of the area that would be allowed outright in the zoning district it is located in, or 30 square feet, whichever is less. Such signs located on sites defined as a “regional convention or entertainment facility” and super regional mall sites are exempt from this limitation.

4. Electronic changing message center signs shall never flash, flicker, scroll, animate, depict movement or provide video. The frequency of picture/message change for an electronic changing message center sign shall not be less than 8 seconds per message.

5. The brightness of an electronic changing message center sign shall not exceed .3 foot candles over ambient light levels at any given time and shall be equipped with an automatic dimmer and/or light adjustments to ensure compliance. Such signs located on sites defined as a “regional convention or entertainment facility” and super regional mall sites are exempt from this limitation.

6. Electronic changing message center signs shall not operate beyond the hours of operation of the facility for which it serves. In no instance, can a digital changing message center sign located in a Residential zoning district operate between the hours of 10 PM and 6 AM. Such signs shall be equipped with an automatic timer or light sensor that turns the sign off and on to ensure compliance with this requirement.

7. Electronic changing message center signs shall only provide advertising for goods and services that are available on-site. Advertising for other businesses and services that are off-site shall be prohibited.

\* \* \*

I. Under-canopy and blade signs. :

1. Under-canopy signs shall be considered “blade signs” for the purposes of sign area calculation.

2. An under-canopy sign may project the full width of such feature. Such a sign shall not exceed eight square feet in area unless otherwise allowed in the district.

3. A blade sign may project a maximum of 3 ½ feet from the building face.

4. Both blade and under-canopy signs are limited to a maximum sign thickness of 12 inches.

5. Both blade and under-canopy signs must meet all minimum clearance requirements for projecting signs.

6. Each business is allowed one individual blade sign as of right, up to eight square feet in area, located above the sidewalk or an under canopy blade sign up to eight square feet in area located above sidewalk. Such signs shall be illuminated only by indirect lighting, maximum projection of 3 ½ feet, and shall maintain a minimum clearance of eight feet above the sidewalk. Such sign shall not be counted against the businesses allowed sign area.

<b>Section 13.06.522.J</b>	<b>DCC, DMU</b>	<b>WR</b>	<b>DR</b>
<b>Signage Allocation</b>			
Total sign area allocation for signs attached to buildings and freestanding signs	Each business, 1-1/2 square feet per 1 foot building or street frontage on which the sign(s) will be located (area is calculated from frontage occupied by the business it identifies).	Same as DCC.	1 square foot per 1 foot of building frontage occupied by the business.
<b>Signs Attached to Buildings</b>			
Maximum number	Each business allowed 2 signs per frontage, but no more than 3 signs total for the business, no maximum number for public facility over 5 acres.	Same as DCC.	Same as DCC.
Maximum area per sign	Non-residential, 150 square feet per sign. Public facility over 5 acres, 300 square feet. Residential, 20 square feet.	Non-residential, 200 square feet per sign. Residential, 20 square feet.	Non-residential, 100 square feet per sign. Residential, 20 square feet.
Minimum sign area	First floor, 30 square feet. Second floor, 25 square feet.	Same as DCC.	Same as DCC.
Wall	Provisions of Section 13.06.521.E shall apply. Shall not exceed 35 feet above grade level, except for 1 corporate logo sign of 150 square feet allowed per building above 35 feet. Public facility over 5 acres not limited to 35 feet above grade.	Same as DCC.	Same as WR, except no corporate logo allowed.
Awning, canopy, marquee, under marquee	Provisions of Sections 13.06.521.H, I, and J shall apply.	Same as DCC.	Same as DCC.
Projecting	Provisions of Section 13.06.521.F shall apply with one per building allowed if no freestanding sign exists on the same frontage, shall not extend above 35 feet. Public facility over 5 acres not limited to 35 feet above grade.	Same as DCC.	Same as DCC.
Blade, under-canopy	Provisions of Section 13.521.I shall apply. 1 per business, shall not exceed 8 square feet per side, shall be illuminated only by indirect lighting, maximum projection of 3-1/2 feet, maximum wide thickness of 12 inches, and shall maintain a minimum clearance of 8 feet above the sidewalk. Area increase of 25% when using symbolic shape, rather than rectangle or square.	Same as DCC.	Same as DCC.
Rooftop signs	Prohibited.	Prohibited.	Prohibited.
Billboards	Prohibited.	Prohibited.	Prohibited.
<b>Freestanding Signs</b>			
Maximum number	1 per street frontage, per site not use and no more than 2 per site. 1 per street frontage(s) for public facility over 5 acres.	Same as DCC.	Same as DCC.

<b>Section 13.06.522.J</b>	<b>DCC, DMU</b>	<b>WR</b>	<b>DR</b>
Maximum area per sign	30 square feet. 300 square feet for public facility over 5 acres.	100 square feet.	30 square feet.
When not allowed	When building signage exceeds the sign area limit, not allowed on the same frontage as a projecting sign.	Same as DCC.	Same as DCC.
Maximum height	6 feet. 30 feet for public facility over 5 acres.	20 feet.	6 feet.
Directionals	Shall be limited to 4 feet in height.	Same as DCC.	Same as DCC.
Setback	None, but signs shall be on private property.	Same as DCC.	Same as DCC.
Billboards	Prohibited.	Prohibited.	Prohibited.
<b>Sign Features</b>			
Lighting	Indirect, internal illumination, neon, and bare bulb allowed.	Same as DCC.	Bare bulb illumination prohibited.
Rotating, mechanized	Allowed.	Same as DCC.	Prohibited.
Flashing, animated	Prohibited.	Prohibited.	Prohibited.
<b>Electronic c</b> hanging message center	Allowed.	Same as DCC.	Same as DCC.
<b>Temporary Signs</b>			
A-boards	<del>1</del> <u>2</u> permitted each business, shall not exceed 12 square feet in area nor 4 feet in height and shall not be placed on sidewalks less than 12 feet in width.	Same as DCC.	Same as DCC.
Banners	1 banner per business with a 60 square feet maximum displayed no longer than 6 months per year. Banners for cultural purposes shall not exceed 400 square feet and are not limited in number or duration.	1 banner per business with a 60 square feet maximum displayed no longer than 6 months per year.	Not allowed.
<b>Feather Signs</b>	<b>Prohibited</b>	<b>Prohibited</b>	<b>Prohibited</b>
Flags	Shall be on private property, no advertising allowed except logos.	Same as DCC.	Same as DCC.
Window signs	Exempt, but shall not exceed 25 percent of the window area.	Same as DCC.	Same as DCC.
Searchlights, beacons	1 allowed per site, displayed no longer than 7 days per year. No restrictions during an event for public facility over 5 acres.	Same as DCC.	Prohibited.
Temporary off-premises advertising signs	Section 13.06.521.C shall apply, except public facility sites in DCC shall be allowed temporary advertising signs of 32 square feet, including banners not to exceed 160 square feet, attached to temporary fencing during the time of construction.	Prohibited.	Prohibited.

<b>Section 13.06.522.K</b>	<b>C-2, CIX, CCX, UCX, UCX-TD, M-1, M-2, PMI</b>	<b>C-1</b>
<b>Signage Allocation</b>		
Maximum total sign area	Wall signage, 1 square foot per 1 linear foot of the building frontage with the public entrance. Freestanding signage, 1 square foot per 1 linear foot of street frontage(s).	Same as C-2.
<b>Signs Attached to Buildings</b>		
Maximum number	3 per business, 25 percent allocation allowed on building wall(s) without a public entrance. (Note: 50 percent is allowed provided only 2 signs are installed at the business.) No maximum number for public facility over 5 acres.	Same as C-2.
Maximum area per sign	200 square feet. 400 square feet for public facility over 5 acres.	100 square feet.
Minimum sign area	Each business allowed 30 square feet regardless of frontage.	Same as C-2.
Wall	Provisions of Section 13.06.521.E shall apply.	Same as C-2.
Awning, canopy, marquee, under-marquee	Provisions of Section 13.06.521.H, I, and J shall apply.	Same as C-2.
Projecting	Provisions of Section 13.06.521.F shall apply, maximum projection 6-1/2 feet. Single business, in lieu of freestanding sign. Multi-business, not allowed.	Same as C-2.
Blade, under-canopy	Provisions of Section 13.521.I shall apply. 1 per business, shall not exceed 8 square feet per side, shall be illuminated only by indirect lighting, maximum projection of 3-1/2 feet, maximum wide thickness of 12 inches, and shall maintain a minimum clearance of 8 feet above the sidewalk. Area increase of 25% when using symbolic shape, rather than rectangle or square.	Same as C-2.
Roof signs	Prohibited.	Prohibited.
Billboards	Allowed only in C-2, M-1, M-2, and PMI. Provisions of Section 13.06.521.M shall apply.	Prohibited.
<b>Freestanding Signs</b>		
Maximum number	1 per street frontage, each 300 feet considered separate street frontage, corner sites require a minimum 300 feet on both frontages for an additional sign.	Same as C-2.
Maximum area per sign	200 square feet (additional 100 square feet allowed for name of shopping center), sites with freeway frontage shall not exceed 75 percent of the maximum allowed. 400 square feet for public facility over 5 acres.	100 square feet.
When not allowed	No freestanding sign shall be on same frontage as a projecting sign.	Same as C-2.
Maximum height	35 feet maximum; signs located 300 feet or less from residential district shall not exceed height of building it identifies. Sign height for site with freeway frontage is prohibited to exceed height of building it identifies. 45 feet for public facility over 5	6 feet for sites with less than 100 feet of frontage, 15 feet for sites with frontage between 100 feet and 300 feet, no sign shall

<b>Section 13.06.522.K</b>	<b>C-2, CIX, CCX, UCX, UCX-TD, M-1, M-2, PMI</b>	<b>C-1</b>
	acres.	exceed the height of the building it identifies.
Directionals	Shall be limited to 4 feet in height, except 15 feet shall be allowed in PMI.	Same as C-2.
Off-premises directionals	Provisions of Section 13.06.521.L shall apply, except 25 square feet shall be allowed in PMI with a maximum height of 15 feet and a maximum number of four per business.	Same as C-2.
Setback	Provisions of Section 13.06.521.G shall apply, minimum 200 feet separation from other freestanding signs, sites with freeway frontage shall locate signs on the abutting parallel frontage, no signs shall be allowed adjacent to the freeway.	Same as C-2.
Billboards	Allowed only in C-2, M-1, M-2, and PMI. Provisions of Section 13.06.521.M shall apply.	Prohibited.
<b>Sign Features</b>		
Lighting	Indirect, internal illumination, neon and bare bulb allowed.	Bare bulb illumination prohibited.
Rotating, mechanized	Allowed.	Prohibited.
Flashing, animated	Prohibited.	Prohibited.
Electronic changing message center	Allowed, <u>but prohibited on Core Pedestrian Streets, as defined in 13.06.300.C and 13.06.200.D.</u>	Same as C-2.
<b>Temporary Signs</b>		
A-boards	1 per business, on private property, 12 square feet per side, 4 feet height.	Same as C-2.
Banners	1 per business, 60 square feet maximum, 6 months per year. Banners for cultural purposes shall not exceed 400 square feet and are not limited in number or duration.	Prohibited.
<u>Feather Signs</u>	<u>1 per 25 feet of linear street frontage, per site, with maximum of 3 signs per street frontage. Each sign allowed up to 12 square feet in area and 6 feet in height. Shall be located on private property.</u>	<u>Same as C-2.</u>
Flags, pennants	Shall be on private property, no advertising allowed, except logos.	Same as C-2.
Window signs	Exempt, but shall not exceed 25 percent of the window area.	Same as C-2.
Searchlights, beacons	One allowed per site, displayed no longer than 7 days per year. No restrictions during an event for public facility over 5 acres.	Prohibited.
Temporary off-premises advertising signs	Provisions of Section 13.06.521.C shall apply, except public facility sites in UCX-TD shall be allowed temporary advertising signs of 32 square feet each, including banners not to exceed 160 square feet, attached to temporary fencing during the time of construction.	Prohibited.

<b>13.06.522.L</b>	<b>T, NCX, URX, Non-Residential Districts with VSD</b>	<b>HM, HMX</b>
<b>Signage Allocation</b>		
Maximum total sign area	1-1/2 square feet per 1 linear feet of building frontage abutting a street frontage, applies to the first 50 feet, with ½ square foot per 1 linear foot of building frontage over 50 feet.	HM and HMX sign regulations for use by hospitals only, all other uses in HM and HMX to follow T sign regulations.
<b>Signs Attached to Buildings</b>		
Maximum number	2 per primary frontage (1 may be ground sign), 1 per perpendicular frontage(s), 1 per alley frontage with a public entrance.	One per elevation.
Maximum area per sign	Shall not exceed size allocation on primary frontage, 50 square feet on perpendicular frontage(s), 25 square feet on alley frontage, 10 square feet on upper story or basement uses.	Identification signs at 75 square feet. Directional signs at 25 square feet.
Minimum sign area	30 square feet, except for upper story or basement uses.	
Wall	Provisions of Section 13.06.521.E shall apply.	Same as T.
Awning, canopy	Provisions of Section 13.06.521.J shall apply.	Same as T.
Blade, under-canopy	Provisions of Section 13.06.521.-I shall apply. Indirect illumination only.	Same as T.
Projecting	40 square feet with frontage of at least 25 feet and not allowed on alleys, provisions of Section 13.06.521.F shall apply.	Provisions of Section 13.06.521.G shall apply.
Roof signs	Prohibited.	Same as T.
Billboards	Prohibited.	Same as T.
<b>Freestanding Signs</b>		
Maximum number	1 per site, sign area shared with building sign allocation (not allowed on an alley).	1 per right-of-way frontage or 1 per access, regardless the number of major accesses on one right-of-way frontage.
Maximum area per sign	30 square feet.	Identification or directory signs at 50 square feet. Directional signs at 25 square feet.
When not allowed	When the building signage has utilized the allowed sign area for wall signage or when a projection sign exists on the site.	N/A.
Maximum height	6 feet.	Identification or directory signs at 15 feet.
Directionals	Shall be limited to 4 feet in height.	Shall be limited to 6 feet in height.
Setback	None, but signs shall be on private property.	Same as T.
Billboards	Prohibited.	Same as T.

<b>13.06.522.L</b>	<b>T, NCX, URX, Non-Residential Districts with VSD</b>	<b>HM, HMX</b>
<b>Sign Features</b>		
Lighting	Indirect, or internal illumination allowed. No bare bulb illumination allowed. All external lighting to be directed away from adjacent properties to minimize effects of light and glare upon adjacent uses.	Same as T.
Rotating, mechanized	Prohibited.	Same as T.
Flashing, animated	Prohibited.	Same as T.
<del>Electronic c</del> Changing message center	<del>Allowed.</del> <u>Prohibited.</u>	<del>Same as T.</del> <u>Allowed, but prohibited on core pedestrian streets as defined in 13.06.300.C.</u>
<b>Temporary Signs</b>		
A-boards	1 per business, on private property, 12 square feet per side, 4 feet height.	Prohibited.
Banners, pennants	Prohibited.	Banners allowed at 30 square feet.
<u>Feather Signs</u>	<u>Prohibited on Core Pedestrian Streets, as defined in 13.06.300.C and 13.06.200.D.</u>	<u>Prohibited.</u>
Flags	Prohibited, except for the national flag, state flag, flags of other political subdivisions.	Same as T.
Window signs	Exempt, but shall not exceed 25 percent of the window area.	Same as T.
Incidental public service signs	Less than 4 square feet, contains no advertising, intended to provide messages such as "no parking," "exit," "entrance," etc.	Same as T.
Searchlights, beacons	Prohibited.	Same as T.

<b>Section 13.06.522.M</b>	<b>PDB</b>	<b>RCX</b>
<b>Signage Allocation</b>		
Maximum total sign area	Single business (wall signs), ½ square foot per 1 linear foot of building frontage.	1 square foot per 1 linear foot of building frontage abutting a street frontage, applies to the first 50 feet, with 1/2 square foot per 1 linear foot of building frontage over 50 ft.
<b>Signs Attached to Buildings</b>		
Maximum number	Single business, 1 per elevation, 2 total. Multi-business, 1 per business.	2 per primary frontage (1 may be a ground sign), 1 per perpendicular frontage(s), 1 per alley frontage with a public entrance.
Maximum area per sign	Single business, 75 square feet per elevation, total 150 square feet for all signs. Multi-business, 20 square feet.	30 square feet maximum on perpendicular frontage(s), but not to exceed size area allocation, 10 square feet on alley frontage, upper story and basement uses.

<b>Section 13.06.522.M</b>	<b>PDB</b>	<b>RCX</b>
Minimum sign area	Single business, 30 square feet each business regardless of frontage. Multi-business, 20 square feet each business regardless of frontage.	20 square feet each business regardless of frontage.
Wall	Provisions of Section 13.06.521.E shall apply.	Same as PDB.
Awning, canopy, under-canopy	Provisions of Section 13.06.521. I and J shall apply.	Same as PDB.
Roof signs	Prohibited.	Prohibited.
Billboards	Prohibited.	Prohibited.
<b>Freestanding Signs</b>		
Maximum number	1 per site (single or multi-business) located in landscaped area.	1 per site (not allowed on an alley).
Maximum area per sign	30 square feet.	25 square feet.
Maximum height	6 feet.	4 feet.
Directionals	Shall be limited to 4 feet in height.	Same as PDB.
Setback	Minimum 5 feet from property lines.	None, but signs shall be on private property.
Billboards	Prohibited.	Prohibited.
<b>Sign Features</b>		
Lighting	Indirect or internal illumination allowed. No bare bulb or neon illumination allowed. All external lighting shall be directed away from adjacent properties to minimize effects of light and glare upon adjacent uses.	Same as PDB.
Rotating, mechanized	Prohibited.	Same as PDB.
Flashing	Prohibited.	Same as PDB.
<u>Electronic c</u> Changing message center	Allowed.	Prohibited.
<b>Temporary Signs</b>		
A-boards	Prohibited.	1 per business, on private property, 12 square feet per side, 4 feet in height.
Banners, pennants	Prohibited.	Prohibited.
Window signs	Exempt, but shall not exceed 25 percent of the window area.	Same as PDB.
<u>Feather signs</u>	<u>Prohibited.</u>	<u>Prohibited.</u>
Flags	Prohibited, except the national flag, state flag, flags of other political subdivisions.	Same as PDB.
Incidental public service signs	Less than 4 square feet, contains no advertising, intended to provide messages such as “no parking,” “exit,” “entrance,” etc.	Same as PDB.
Searchlights, beacons	Prohibited.	Prohibited.

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### 13.06.700 Definitions and illustrations.

\* \* \*

Regional convention or entertainment facility. A facility, publically funded, of regional significance that operates as an entertainment venue for sporting events, conventions, performances, or similar function.

\* \* \*

Sign, blade. A double-faced sign intended for pedestrian viewing installed no higher than the top of the first floor of a building and generally perpendicular to the building facade for which it identifies.



Sign, feather. A portable freestanding type sign, usually comprised of nylon or similar material affixed to a light weight pole, intended to advertise temporary promotions, services, and events.



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Sign, temporary. An on-premises sign, banner, balloon, feather sign, pennant, valance, A-board, or advertising display constructed of cloth, canvas, fabric, paper, cardboard, plywood, wood, wallboard, plastic, sheet metal, or other similar light material, with or without a frame, which is not permanently affixed to any sign structure and which is intended to be displayed for a limited time only



## **Proposed Amendments and Staff Analyses**

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**Application #2013-12:**

**Code Clean-up**





**2013 Annual Amendment Application No. 2013-12**  
*Minor Amendments and Refinements*

STAFF REPORT

<b>Application #:</b>	2013-12
<b>Applicant:</b>	City of Tacoma, Planning and Development Services
<b>Contact:</b>	Brian Boudet, Comprehensive Planning Division
<b>Type of Amendment:</b>	Regulatory Code Text Changes
<b>Current Land Use Intensity:</b>	Various
<b>Current Area Zoning:</b>	Various
<b>Size of Area:</b>	Not Applicable
<b>Location:</b>	City-wide
<b>Neighborhood Council area:</b>	City-wide
<b>Proposed Amendment:</b>	Various amendments to the Land Use Regulatory Code to address inconsistencies, correct minor errors, and provide additional clarity.

**General Description of the Proposed Amendment:**

The proposed amendments involve general text corrections to the Regulatory Code. These minor amendments are intended to address inconsistencies, correct minor errors, and improve provisions that, through administration and application of the Zoning Code, are found to be unclear or not fully meeting their intent.

A general summary of the proposed amendments is as follows:

**Changes to Chapter 1.37 Transfer of Development Rights Program Administrative Code, including:**

- This change corrects the TDR exchange ratio for Pierce County sending areas to be consistent with the final ratio agreed to by the City and County and reflected in the implementing Inter-local Agreement entered to by both parties. The updated ratio is based on the latest economic analysis conducted on the program and was intended to be an amendment in the ordinance adopted by City Council, but unfortunately was not correctly reflected in the final code exhibit.

**Changes to Chapter 13.05 Land Use Permit Procedures, including:**

- The creation of an Administrative Determination permit type which will provide a more clearly defined process for Determinations of the Director such as reasonable accommodation requests, zoning verification requests, minor variance requests and information requests.
- Adding provisions for a one-year, one-time permit extension for certain Land Use Permits.
- Updating the Notice, Comment, and Expiration for Land Use Permits chart to correct minor inaccuracies.

## **Changes to Chapter 13.06 Zoning, including:**

### Section 13.06.100 – Residential Zoning and Development Standards

- Clarification that the usable yard space required for residential lots may be located within the functional rear yard for through lots.
- Providing an allowance for accessory buildings on lots greater than ½ acre to exceed 85% of the square footage of the main structure and the 1,000/1,500 square foot limit.

### Section 13.06.200 – Commercial Districts

- The addition of a new use category “Craft Production” which will replace “Art/Craft Production,” “Craft food and non alcoholic beverage production,” and “Microwinery, limited.”

### Section 13.06.300 – Mixed-Use Center Districts Zoning and Development Standards

- Changes have been made to the Mixed-Use Center Pedestrian Streets for the Lincoln Mixed-Use Center in order to fix inaccuracies relating to street vacations and locations.
- Removal of the Open Space Fund Contribution Bonus Feature from the Level 2 Height Bonus Palette in the Mixed-Use Center District regulations.
- The addition of a new use category “Craft Production” which will replace “Art/Craft Production,” “Craft food and non alcoholic beverage production,” and “Microwinery, limited.”

### Section 13.06.400 – Industrial Districts

- The addition of a new use category “Craft Production” which will replace “Art/Craft Production,” “Craft food and non alcoholic beverage production,” and “Microwinery, limited.”

### Section 13.06.501 – Building Design Standards

- Clarification that the X-District Façade Surface Standards, Building Details requirement applies to all Facades facing Core Pedestrian Streets.

### Section 13.06.645 - Variances

- The creation of a minor variance permit which is a variance in which the relief requested is within 10 percent of the quantified standard contained in the code. These would be processed in accordance with the procedures for the previously mentioned Administrative Determinations.

### Section 13.06.700 – Definitions

- The definition of “Building, height of” has been modified. Through this proposal the height of all buildings that are not located within a View-Sensitive Overlay District will be measured in accordance with the applicable Building Code. Buildings located within a View-Sensitive Overlay District will use the method currently provided in the definition found in *TMC* 13.06.
- The definition of a new use category, “Craft Production,” has been added and will replace the uses categories of “Art/Craft Production,” “Craft food and non alcoholic beverage production,” and “Microwinery, limited.” It is the intent that the new “Craft Production” category combines the intent and purposes of the three eliminated categories while allowing for the craft production of alcoholic beverages in quantities of up to 5,000 gallons a year. Craft Production is a commercial use that allows for the production of arts, crafts, foods, and beverages with on-site production of goods using hand tools and small-scale equipment.

## **Changes to Chapter 13.06A – Downtown Tacoma, including:**

- The addition of provisions to allow variances in all of the Downtown Districts. Presently, variances are not allowed to certain standards and this change would allow more flexibility in the application of the code in Downtown Tacoma.

### **Project Background:**

These amendments are being brought forward as part of staff's efforts to improve the clarity and effectiveness of the Zoning Code by addressing inconsistencies, incorporating legislative revisions, correcting minor errors, and improving confusing or ineffective standards. The proposed amendments include issues that have been identified by staff as well as issues identified by the public and Planning and Development Services Department's customers. While many of the code changes associated with this application are relatively minor, addressing things like code organization, terminology, and internal consistency, a few of the proposed changes are worth highlighting:

#### The Establishment of an Administrative Determination Permit Type

The changes to the code would add a new process for permits that do not currently require public notification but in which certain cases it may be desirable to do so. As proposed, notification of an Administrative Determination will be mailed to the property owner and applicant while the discretion to extend the notice to neighbors, community groups, or agencies will be determined on a case-by-case basis by the Director. Administrative Determinations are typically written in the form of a letter to the property/owner and appeal provisions are provided. Examples of Administrative Determinations are reasonable accommodations, review of non-conforming rights, zoning verifications, and minor variances.

#### Creation of a Minor Variance Permit Type

This would include a variance in which the relief requested is within 10 percent of the quantified standard contained in the code and carries a lighter public notice requirement. Rather than require a determination of complete application, public notice to qualified parties within 100 feet, and notice of a decision, as required through a the full variance process, the reduced variance permit will be an Administrative Determination issued by the Director. While design guidelines generally allow for staff discretion during the plan review process, many of the basic standards do not provide leeway for discretion. Minor variances provide a tool to allow for more efficient review of de minimis requests. Minor variances may be granted for development regulations (bulk, area), accessory building height, design, sign regulations, and off street parking quantity standards. Examples of quantitative standards are building setback, parking quantity, lot size, and minimum density requirements.

#### Equivalency Discretion to Director of Planning and Development Services

An increasing challenge for current planning and plan review staff is the administration of the new design standards, some of which are unique to specific mixed-use centers or other districts. Many of the standards are quite explicit, presumably to ensure that specific design goals are met by new developments. While design *guidelines* generally allow for staff discretion during the plan review process, many of the *standards* do not provide much leeway for discretion. In cases where the deviation from code is not substantial and there are design alternatives that may provide equal or superior results in terms of quantity, quality, location and function the variance process can be overly time-consuming and costly for the applicant and city alike. It is with the intent to expedite the permit review time that the Director has been provided the discretion to determine that an alternative design proposed by the applicant meets the intent of the regulation and is therefore equivalent. However, the Director may determine that an equivalency has not been proposed and may deny the request, and the applicant may then choose to apply for a variance or redesign the project.

### New Use Category – Craft Production

The new use category of “Craft Production” consolidates and expands upon the three existing use categories of “Art/Craft Production,” “Craft food and non alcoholic beverage production,” and “Microwinery, limited,” which will be eliminated. This use category encompasses such uses as bakeries, confectionaries, butchers, candle making, jewelry production, glass working, and will be extended to craft alcoholic beverage production such as craft wineries, craft breweries, and craft distilleries.

The craft alcoholic beverage producers will be limited to the production 5,000 gallons of product per year and will be required to provide an eating/drinking/tasting component to their operations. Additionally, while previously prohibited or dependent upon the approval of a Conditional Use Permit in the commercial districts, alcoholic beverage production will now be a permitted use in all of the commercial districts save for the Transitional District where it will become a conditional use due to the low intensity nature of the district. “Craft Production” will be a permitted use in all of the Mixed-Use Districts save for the HMX, URX, and NRX Districts, in which, similar to the Transitional District, a lower intensity of uses is desired.

### **Public Outreach:**

Over the past few months, staff have discussed the 2013 Annual Amendment package with various stakeholder groups, including the Sustainability Commission, Master Builders Association (MBA), and other development industry representatives. In addition, planning staff have reached out to the Community Council, Neighborhood Councils, the Cross District Association, and Neighborhood Business Districts, informing them of the 2013 Annual Amendment process and offering presentations on the proposed amendments at their board meetings. In response to requests, staff provided overview presentations to the New Tacoma Neighborhood Council, West End Neighborhood Council, South End Neighborhood Council, and South Tacoma Business District. Additional outreach will occur through and during the Planning Commission and City Council’s public hearing and notice processes.

### **Applicable Provisions of the Growth Management Act:**

The Growth Management Act (GMA) requires that development regulations shall be consistent with and implement the Comprehensive Plan. Development regulations include, but are not limited to, zoning controls, critical area ordinances, shoreline master programs, official controls, planned unit development ordinances, subdivision ordinances, and binding site plan ordinances. The proposed amendments are designed to improve consistency and compatibility within the development regulations and between the Comprehensive Plan, zoning classifications and development regulations.

### **Applicable Provisions of the Comprehensive Plan:**

The following provisions of the City’s Comprehensive Plan relate to the proposed amendment:

#### Generalized Land Use Element

General Growth and Development Goal: To achieve orderly, timely, desirable, planned growth and development that enhances the quality of life for the citizens of Tacoma.

General Growth and Development Policies:

- LU-GGD-1 Intergovernmental Coordination - Manage growth and development in an orderly and desirable manner consistent with the expressed goals of the City, local governmental jurisdictions, regional and federal agencies, and the State of Washington.

#### Urban Aesthetics and Design Policies:

- LU-UAD-1 Development Standards - Craft development standards that are easy to use and administer and encourage quality site and building design consistent with the goals and policies herein. Refine development standards as needed to accomplish design goals per changing demographics, development conditions, and community interests.
- LU-UAD-3 Distinct Character and Identity of the City - Enhance the distinct character and identity of Tacoma by:
  - Emphasizing pedestrian-oriented design at all levels of design (city, neighborhood, site, and building).
  - Recognizing and retaining existing scale, proportion and rhythm and using compatible materials in new development and redevelopment.
  - Embracing the natural setting and encouraging regional character in new development.
  - Balancing the historic, working-class character of the community and its physical development with the community's desire to be progressive, innovative and accepting of new ideas and methods.

Mixed-Use Centers Goal: To achieve concentrated centers of development with appropriate multimodal transportation facilities, services and linkages that promote a balanced pattern of growth and development, reduce sprawl, foster economies in the provision of public utilities and services, and yield energy savings.

#### Mixed-Use Centers Policies:

- LU-MU-2 Variety of Development - Encourage as broad and as balanced a range of development as possible including shopping, housing, offices, restaurants, hotels, recreational facilities, entertainment, public facilities and others, to meet the needs of all segments of the community, especially youth, seniors, the disabled, and families.

Residential Development Goal: To provide fair and equitable distribution of a variety of housing types and living areas as well as protect and enhance already established neighborhoods.

#### Residential Development Policies:

- LU-RDG-2 Prohibit Incompatible Land Uses - Prohibit incompatible land uses from siting within or adjacent to existing or future residential developments and gradually eliminate existing incompatible uses from existing residential areas.
- LU-RDG-3 Housing Opportunities - Encourage the development of residential areas that offer a variety of housing opportunities for all segments of the population within all areas of the city.

Commercial Development Goal: To achieve an attractive, convenient and well-balanced system of commercial facilities, which serve the needs of the citizens, are appropriate to their relative service areas and are compatible with adjacent land use.

#### Commercial Development Policies:

- LU-CDLA-4 Locate in Existing Commercial Areas and in Mixed-use Centers - Encourage new commercial development to locate within existing commercial areas and in mixed-use centers in order to maximize the use of the land and maintain the economic viability of established commercial developments.

- LU-CDLA-5 Citizen Needs and Land Use Capabilities - Consider population needs and land use compatibilities when planning the development of neighborhood, community or regional commercial facilities in order to insure minimal adverse influences on surrounding or adjacent land uses.

The proposed amendments to the zoning code are designed to further many of the goals and policies outlined in the Comprehensive Plan, to address inconsistencies and ambiguities in the code and to better reflect current development trends and techniques. Proposed changes to the standards will bring the City in-line with current standards and provide additional flexibility in code application.

**Amendment Criteria:**

*Applications for amendments to the Land Use Regulatory Code are subject to review based on the adoption and amendment procedures and the review criteria contained in TMC 13.02.045.G. Proposed amendments are required to be consistent with or achieve consistency with the Comprehensive Plan and meet at least one of the ten review criteria to be considered by the Planning Commission. The following section provides a review of each of these criteria with respect to the proposal. Each of the criteria is provided, followed by staff analysis of the criterion as it relates to this proposal.*

**1. There exists an obvious technical error in the pertinent Comprehensive Plan or regulatory code provisions.**

Staff Analysis: The general purpose of this application is to address technical errors that have been identified through administration and application of the code. The proposed amendments are intended to address inconsistencies, correct minor errors, and improve provisions that are found to be unclear or not fully meeting their intent.

**2. Circumstances related to the proposed amendment have significantly changed, or a lack of change in circumstances has occurred since the area or issue was last considered by the Planning Commission.**

Staff Analysis: Not applicable

**3. The needs of the City have changed, which support an amendment.**

Staff Analysis: Not applicable.

**4. The amendment is compatible with existing or planned land uses and the surrounding development pattern.**

Staff Analysis: Not applicable.

**5. Growth and development, as envisioned in the Plan, is occurring faster, slower, or is failing to materialize.**

Staff Analysis: Not applicable.

**6. The capacity to provide adequate services is diminished or increased.**

Staff Analysis: Not applicable.

**7. Plan objectives are not being met as specified, and/or the assumptions upon which the plan is based are found to be invalid.**

Staff Analysis: The proposed amendments will improve consistency within the Land Use Regulatory Code and between the Comprehensive Plan and Code.

**8. Transportation and and/or other capital improvements are not being made as expected.**

Staff Analysis: Not applicable.

**9. For proposed amendments to land use intensity or zoning classification, substantial similarities of conditions and characteristics can be demonstrated on abutting properties that warrant a change in land use intensity or zoning classification.**

Staff Analysis: Not applicable.

**10. A question of consistency exists between the Comprehensive Plan and its elements and RCW 36.70A, the County-wide Planning Policies for Pierce County, Multi-County Planning Policies, or development regulations.**

Staff Analysis: Not applicable.

**Economic Impact Assessment:**

This proposal would reduce regulatory barriers resulting in cost savings, increased certainty regarding City requirements, and reduced delay in the City permitting process. Secondary communitywide economic benefits could result from this proposal, to the extent that the proposed amendments achieve their objectives of streamlining and facilitating development. Both are important components of a long-term strategy to improve quality of life and thus make the City more attractive to existing and new residents and employers.

**Staff Recommendation:**

Staff recommends forwarding the draft Land Use Regulatory Code clarifications and refinements for public review and comment.

**Exhibits:**

- A. Draft Land Use Regulatory Code Amendments





**2013 Annual Amendment Application No. 2012-12  
Code Clean-up**

DRAFT ADMINISTRATIVE AND LAND USE REGULATORY CODE CHANGES  
*February 20, 2013*

**Chapter 1.37– Transfer of Development Rights Program Administrative Code**

- 1.37.060 – Receiving Area Baselines, Maximum Development and Exchange Ratios for Receiving Areas Where Bonus Development Is Allowed By TDR

**Chapter 13.05 – Land Use Permit Procedures**

- 13.05.020 – Notice Process
- 13.05.030 – Director Decision Making Authority
- 13.05.070 – Expiration of Permits

**Chapter 13.06 - Zoning**

- 13.06.100 – Residential Development
- 13.06.200 – Commercial Districts
- 13.06.300 – Mixed-Use Center Districts
- 13.06.400 – Industrial Districts
- 13.06.700 – Definitions and Illustrations
- 13.06A – Downtown Tacoma

Note: 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~~.

## Chapter 1.37

### TRANSFER OF DEVELOPMENT RIGHTS PROGRAM ADMINISTRATIVE CODE

Sections:

1.37.010	Purpose.
1.37.020	Definitions.
1.37.030	Sending Areas.
1.37.040	Sending Area Development Limitations.
1.37.050	Sending Area TDR Allocation.
1.37.060	Receiving Area Baselines, Maximum Development and Exchange Ratios for Receiving Areas Where Bonus Development Is Allowed By TDR.
1.37.070	Sending Area Process / TDR Certification.
1.37.080	Receiving Area Process.
1.37.090	TDR Manager Responsibilities.

#### **1.37.010 Purpose.**

The Transfer of Development Rights (TDR) Administrative Code establishes procedures for the operation of the City's TDR Program. The TDR Program is designed to advance the goals of the State's Growth Management Act by providing a tool to advance the City's conservation goals, historical preservation goals, and built environment goals by encouraging the voluntary redirection of development potential away from areas where the City wants less or no development potential, called sending areas, toward areas that the City has designated as suitable for bonus development potential, called receiving areas.

\* \* \*

#### **1.37.060 Receiving Area Baselines, Maximum Development and Exchange Ratios for Receiving Areas Where Bonus Development Is Allowed By TDR.**

In zones where Title 13 TMC expresses bonus development in terms of height, the number of TDRs required to obtain a development bonus shall be calculated using square feet of bonus floor area.

As provided in Title 13 TMC, the relevant zoning regulations for each TDR receiving area establish the property's base height limit development potential and the ability to use TDRs to achieve the property's maximum development potential. TDRs may be used as follows to achieve the height bonus as provided in Title 13 TMC:

- A. For sending areas situated in unincorporated Pierce County: one TDR allows ~~3,750~~ 5,000 square feet of bonus floor area.
- B. For sending areas situated in unincorporated King County: one TDR allows 10,000 square feet of bonus floor area.
- C. For Tacoma Habitat sending areas: one TDR allows 15,000 square feet of bonus floor area.
- D. For Tacoma Landmarks sending area: one TDR allows 10,000 square feet of bonus floor area.
- E. In addition to, or as an alternative to acquiring TDRs, a developer can achieve one (1) square foot of bonus floor area for every two dollars (\$2.00) deposited into the City's open space fund. Revenue accrued for TDRs must be used for TDR purchases from In-city and/or Regional TDRs.

Project applicants may use TDRs from one or more sending sites for an individual project. If the project results in unused TDRs, the City's TDR Manager shall, upon the project applicant's request, mark the TDR certificate as having a fractional TDR value. Fractional TDRs may be transferred to third parties.

\* \* \*

**Chapter 13.05**  
**LAND USE PERMIT PROCEDURES**

Sections:

- 13.05.005 Definitions.
- 13.05.010 Application requirements for land use permits.
- 13.05.020 Notice process.
- 13.05.030 Director Decision Making Authority.
- 13.05.040 Decision of the Director.
- 13.05.045 Historic Preservation Land Use Decisions.
- 13.05.046 Compatibility of historic standards with zoning development standards.
- 13.05.047 Certificates of approval, historic.
- 13.05.048 Demolition of City Landmarks.
- 13.05.049 Minimum buildings standards, historic.
- 13.05.050 Appeals of administrative decisions.
- 13.05.060 Applications considered by the Hearing Examiner.
- 13.05.070 Expiration of permits.
- 13.05.080 Modification/revision to permits.
- 13.05.090 Director approval authority.
- 13.05.095 Development Regulation Agreements.
- 13.05.100 Enforcement.
- 13.05.105 *Repealed.*
- 13.05.110 *Repealed.*

\* \* \*

**13.05.020 Notice process.**

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

B. Administrative Determination

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

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

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

C. Process I – Minor Land Use Decisions

1. A notice of application shall be provided within 14 days following a notice of complete application being issued to the applicant as identified in Section 13.05.010.E. Examples of minor land use decisions are waivers, variances, wetland/stream/FWHCA Verifications, and wetland/stream/FWHCA Minor Development Permits.

2. Notice of application shall be mailed by first-class mail to the applicant; property owner (if different than the applicant); neighborhood councils in the vicinity where the proposal is located; qualified neighborhood or community organizations; the Tacoma Landmarks Commission (for proposals located within a historic district or affecting a designated landmark); the Puyallup Indian Tribe for “substantial action” as defined in the “Agreement Between the Puyallup Tribe of Indians, Local Governments in Pierce County, the State of Washington, the United States of America, and Certain Private Property Owners,” dated August 27, 1988; and to owners of property and/or taxpayers of record, as indicated by the records of the Pierce County Assessor/Treasurer, within the distances identified in Section 13.05.020.GH.

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

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

Determination by the Responsible Official for the Department. A decision shall be mailed by first-class mail to: owners of property and/or taxpayers of record as indicated by the Pierce County Assessor/Treasurer's records within the distance identified in Section 13.05.020.GH; neighborhood councils in the vicinity where the proposal is located; qualified neighborhood or community organizations; and the Puyallup Indian Tribe for "substantial action" as defined in the "Agreement Between the Puyallup Tribe of Indians, Local Governments in Pierce County, the State of Washington, the United States of America, and Certain Private Property Owners," dated August 27, 1988.

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

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

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

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

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

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

8. A public information sign (or signs), provided by the Department for applications noted in Table GH (Section 13.05.020.GH), indicating that a land use permit application for a proposal has been submitted, shall be erected on the site by the applicant, in a location specified by the Department, within seven calendar days of the date on which a notice of complete application is issued to the applicant. The sign shall remain on the site until the date of final decision, at which time the sign shall be removed by the applicant. The sign shall contain, at a minimum, the following information: type of application, name of applicant, description and location of proposal, and where additional information can be obtained.

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

1. A notice of application shall be provided within 14 days following a notice of complete application being issued to the applicant as identified in Section 13.05.010.E.

2. Notice of application shall be mailed by first-class mail to the applicant; property owner (if different than the applicant); neighborhood councils in the vicinity where the proposal is located; qualified neighborhood or community organizations consistent with the requirements set forth for Process I land use permits; the Tacoma Landmarks Commission (for proposals located within a historic district or affecting a designated landmark); the Puyallup Indian Tribe for "substantial action" as defined in the "Agreement Between the Puyallup Tribe of Indians, Local Governments in Pierce County, the State of Washington, the United States of America, and Certain Private Property Owners," dated August 27, 1988; and to owners of property and/or taxpayers of record, as indicated by the records of the Pierce County Assessor/Treasurer, within the distances identified in Section 13.05.020.GH. For major modifications to development approved in a PRD District rezone and/or site approval, the notice of application shall also be provided to all owners of property and/or taxpayers of record within the entire PRD District and owners of property and/or taxpayers of record, as indicated by the records of the Pierce County Assessor/Treasurer, within the distances identified in Section 13.05.020.GH, from the boundary of the PRD District.

3. Parties receiving notice of application shall be given 30 days, with the exception of five to nine lot preliminary plats which shall be given 20 days from the date of mailing (including the day of mailing) to provide any comments on the proposed project to the Department, unless a Public Meeting is held, as provided by Section 13.05.020.F. The notice shall indicate that a copy of the decision taken upon such application will be provided to any person who submits written comments on the application within 30 days of the mailing of such notice, or who requests receipt of a copy of the decision.

4. A public information sign (or signs), provided by the Department for applications noted in Table GH (Section 13.05.020.GH), indicating that a land use permit application for a proposal has been submitted, shall be erected on the site by the applicant, in a location specified by the Department, within seven calendar days of the date on which a notice of complete application is issued to the applicant. The sign shall remain on the site until the date of final decision, at which time the sign shall be removed by the applicant. The sign shall contain, at a minimum, the following information: type of application, name of applicant, description and location of proposal, and where additional information can be obtained.

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

DE. Process III – Decisions Requiring a Public Hearing.

1. A notice of application shall be provided within 14 days following a notice of complete application being issued to the applicant as identified in Section 13.05.010.C.
2. Notice of application, including the information identified in Section 13.05.020.~~EF~~, shall be mailed by first-class mail to the applicant, property owner (if different than the applicant), neighborhood councils in the vicinity where the proposal is located; qualified neighborhood or community organizations; the Tacoma Landmarks Commission (for proposals located within a historic district or affecting a designated landmark); Puyallup Indian Tribe for “substantial action” as defined in the “Agreement Between the Puyallup Tribe of Indians, Local Governments in Pierce County, the State of Washington, the United States of America, and Certain Private Property Owners,” dated August 27, 1988; and to owners of property and/or taxpayers of record, as indicated by the records of the Pierce County Assessor/Treasurer, within the distances identified in Section 13.05.020.~~GH~~. For major modifications to development approved in a PRD District rezone and/or site approval, the notice of application shall also be provided to all owners of property and/or taxpayers of record within the entire PRD District and owners of property and/or taxpayers of record, as indicated by the records of the Pierce County Assessor/Treasurer, within the distances identified in Section 13.05.020.~~GH~~ from the boundary of the PRD District.
3. The notified parties shall be allowed 21 days from the date of mailing to comment on the pre-threshold environmental determination under provisions of Chapter 13.12, after which time the responsible official for SEPA shall make a final determination. Those parties who comment on the environmental information shall receive notice of the environmental determination. If an appeal of the determination is filed, it will be considered by the Hearing Examiner at the public hearing on the proposal.
4. A public information sign (or signs), provided by the Department, indicating that a land use permit application for a proposal has been submitted, shall be erected on the site by the applicant, in a location specified by the Department, within seven calendar days of the date on which a notice of complete application is issued to the applicant. The sign shall remain on the site until the date of final decision, at which time the sign shall be removed by the applicant. The notice shall contain, at a minimum, the following information: type of application, name of applicant, location of proposal, and where additional information can be obtained.
5. Notice shall be published in a newspaper of general circulation for applications identified in the table in subsection G of this section.

~~EF~~. Content of Public Notice of Application. Notice of application shall contain the following information, where applicable, in whatever sequence is most appropriate for the proposal:

1. Date of application;
2. Date of notice of completion for the application;
3. Date of the notice of application;
4. Description of the proposed project action;
5. List of permits included in the application;
6. List of studies requested;
7. Other permits which may be required;
8. A list of existing environmental documents used to evaluate the proposed project(s) and where they can be reviewed;
9. Public comment period (not less than 14 nor more than 30 days), statement of right to comment on the application, receive notice of and participate in hearings, request a copy of the decision when made, and any appeal rights;
10. Date, time, place and type of hearing (notice must be provided at least 15 days prior to the open record hearing);
11. Statement of preliminary determination of development regulations that will be used for project mitigation and of consistency;
12. A provision which advises that a “public meeting” may be requested by any party entitled to notice;
13. Any other information determined appropriate, e.g., preliminary environmental determination, applicant’s analysis of code/policy applicability to project.

F. Public Comment Provisions. Parties receiving notice of application shall be given the opportunity to comment in writing to the department. A “public meeting” to obtain information, as defined in Section 13.05.005, may be held on applications which require public notification under Process II when:

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

2. The neighborhood council in the area of the proposed project requests a “public meeting”; or
3. The owners of five or more parcels entitled to notice for the application make a written request for a meeting; or
4. The applicant has requested a “public meeting.”

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

The comment period for permit type is identified in Section 13.05.020.GH. When a proposal requires an environmental determination under Chapter 13.12, the notice shall include the time within which comments will be accepted prior to making a threshold determination of environmental significance or non-significance.

GH. Notice and Comment Period for Specified Permit Applications. Table GH specifies how to notify, the distance required, the comment period allowed, expiration of permits, and who has authority for the decision to be made on the application.

**Table GH – Notice, Comment and Expiration for Land Use Permits**

Permit Type	Preapplication Meeting	Notice: Distance	Notice: Newspaper	Notice: Post Site	Comment Period	Decision	Hearing Required	City Council	Expiration of Permit
Interpretation/determination of code	Recommended	100 feet for site specific	For general application	Yes	14 days	Director	No	No	None
Uses not specifically classified	Recommended	400 feet	Yes	Yes	30 days	Director	No	No	None
Boundary line adjustment	Required	No	No	No	No	Director	No	No	5 years*** <sup>3</sup>
Binding site plan	Required	No	No	No	No	Director	No	No	5 years*** <sup>3</sup>
Environmental SEPA DNS/EIS	Optional	Same as case type	Yes if no hearing required	Yes for EIS	Same as case type	Director	No	No	None
Variance, height of main structure	Required	400 feet	No	Yes	30 days	Director	No <sup>1</sup>	No	5 years
Open space classification	Required	400 feet	No	Yes	** <sup>2</sup>	Hearing Examiner	Yes	Yes	None
Plats 10+ lots	Required	400 feet	Yes	Yes	21 days SEPA *** <sup>2</sup>	Hearing Examiner	Yes	Final Plat	5 years*** <sup>6</sup>
Plats 5-9 lots	Required	400 feet	Yes	Yes	20 days	Director	No <sup>1</sup>	Final Plat	5 years*** <sup>6</sup>
Rezoning	Required	400 feet	No	Yes	21 days SEPA *** <sup>2</sup>	Hearing Examiner	Yes	Yes	None
Shoreline/CUP/ variance	Required	400 feet	No	Yes	30 days*** <sup>2</sup> *** <sup>5</sup>	Director	No <sup>1</sup>	No	2 years/ maximum 6

<sup>1</sup> When an open record hearing is required, all other land use permit applications for a specific site or project shall be considered concurrently by the Hearing Examiner (refer to Section 13.05.040.E).

<sup>2</sup> Comment on land use permit proposal allowed from date of notice to hearing.

<sup>3</sup> Must be recorded with the Pierce County Auditor within five years.

<sup>4</sup> Special use permits for wireless communication facilities, including towers, are limited to two years from the effective date of the Director’s decision.

<sup>5</sup> If a public meeting is held, the public comment period shall be extended 7 days beyond and including the date of the public meeting.

<sup>6</sup> Refer to Section 13.05.070 for preliminary plat expirations dates.

Short plat	Required	No	No	No	No	Director	No	No	5 years <sup>***3</sup>
Site approval	Optional	400 feet	No	Yes	30 days <sup>***5</sup>	Director	No <sup>*</sup>	No	5 years
Conditional use	Required	400 feet	No	Yes	30 days <sup>***5</sup>	Director	No <sup>*</sup>	No	5 years <sup>***4</sup>
Conditional use, large-scale retail	Required	1,000 feet	Yes	Yes	30 days <sup>**2</sup>	Hearing Examiner	Yes	No	5 years
<u>Minor Variance</u>	<u>Optional</u>	<u>100 feet<sup>7</sup></u>	<u>No</u>	<u>No</u>	<u>14 Days~</u>	<u>Director</u>	<u>No<sup>1</sup></u>	<u>No</u>	<u>5 Years</u>
Variance	Optional	100 feet	No	Yes	14 days	Director	No <sup>*1</sup>	No	5 years
Waiver	Optional	100 feet	No	Yes	14 days	Director	No <sup>*1</sup>	No	Condition of permit
Wetland/Stream/FWHCA development permits	Required	400 feet	No	Yes	30 days	Director	No <sup>*1</sup>	No	5 years with 5 year renewal option to a maximum of 20 years total
Wetland/Stream/FWHCA Minor Development Permits	Required	100 feet	No	Yes	14 days	Director	No <sup>*1</sup>	No	5 years with 5 year renewal option to a maximum of 20 years total
Wetland/Stream/FWHCA verification	Required	100 feet	No	Yes	14 days	Director	No <sup>*1</sup>	No	5 years

INFORMATION IN THIS TABLE IS FOR REFERENCE PURPOSE ONLY.

- ~~\*~~ When an open record hearing is required, all other land use permit applications for a specific site or project shall be considered concurrently by the Hearing Examiner (refer to Section 13.05.040.E).
- ~~\*\*~~ Comment on land use permit proposal allowed from date of notice to hearing.
- ~~\*\*\*~~ Must be recorded with the Pierce County Auditor within five years.
- ~~\*\*\*\*~~ Special use permits for wireless communication facilities, including towers, are limited to two years from the effective date of the Director's decision.
- ~~\*\*\*\*\*~~ If a public meeting is held, the public comment period shall be extended 7 days beyond and including the date of the public meeting.

<sup>7</sup> Public Notification of Minor Variances may be sent at the discretion of the Director. There is no notice of application for Minor Variances.

### **13.05.030 Director Decision Making Authority.**

A. Authority. The Director shall have the authority to act upon the following matters:

1. Interpretation, enforcement, and administration of the City's land use regulatory codes as prescribed in this title including the approval of equivalencies for projects wherein the deviation from code is not substantial and there are alternatives provided that achieve the intent of the code by providing equal or superior results in terms of quantity, quality, location and/or function;
2. Applications for conditional use permits;
3. Applications for site plan approvals;
4. Applications for minor variances and variances;
5. Applications for waivers;
6. Applications for preliminary and final plats as outlined in Chapter 13.04, Platting;
7. Applications for Wetland/Stream/FWHCA Development Permits, Wetland/Stream/FWHCA Verifications, and Wetland/Stream/FWHCA Minor Development Permits as outlined in Chapter 13.11;
8. Applications for Shoreline Management Substantial Development Permits/conditional use/ variances as outlined in Chapter 13.10;
9. Modifications or revisions to any of the above approvals;
10. Approval of landscape plans;
11. Extension of time limitations;
12. Application for permitted use classification for those uses not specifically classified;
13. Boundary line adjustments, binding site plans, and short plats;
14. Approval of building or development permits requiring Land Use Code and Environmental Code compliance.

D. Interpretation and Application of Land Use Regulatory Code. In interpreting and applying the provisions of the Land Use Regulatory Code, the provisions shall be held to be the minimum requirements for the promotion of the public safety, health, morals or general welfare. It is not intended by this code to interfere with or abrogate or annul any easements, covenants or agreements between parties. Where this code imposes a greater restriction upon the use of buildings or premises or upon the heights of buildings or requires larger yards or setbacks and open spaces than are required in other ordinances, codes, regulations, easements, covenants or agreements, the provisions of this code shall govern. An interpretation shall be utilized where the factual basis to make a determination is unusually complex or there is some problem with the veracity of the facts; where the applicable code provision(s) is ambiguous or its application to the facts unclear; or in those instances where a person applying for a license or permit disagrees with a staff determination made on the application. Requests for interpretation of the provisions of the Land Use Regulatory Code shall be processed in accordance with the requirements of Section 13.05.040.

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### **13.05.040 Decision of the ~~Land Use Administrator~~Director.**

A. Effect of Director's Land Use Decision. The Director's decision shall be final; provided, that pursuant to subsection H of this section, an appeal may be taken to the Hearing Examiner. The Director's decision shall be based upon the criteria set forth for the granting of such permit, the policies of the Comprehensive Plan, and any other applicable program adopted by the City Council. The decision of the Director shall be set forth in a written summary supporting such decision and demonstrating that the decision is consistent with the applicable criteria and standards contained in this title and the policies of the Comprehensive Plan. The decision shall include the environmental determination of the responsible official.

B. Conditioning Land Use Approvals. When acting on any land use matter, the Director may attach any reasonable conditions found necessary to make the project compatible with its environment, to carry out the goals and policies of the City's Comprehensive Plan, including its Shoreline Master Program, or to provide compliance with applicable criteria or standards set forth in the City's Land Use Regulatory Codes. Such conditions may include, but are not limited to:

1. The exact location and nature of the development, including additional building and parking area setbacks, screening in the form of landscape berms, landscaping or fencing;

2. Mitigating measures, identified in applicable environmental documents, which are reasonably capable of being accomplished by the project's sponsor, and which are intended to eliminate or lessen the environmental impact of the development;
3. Provisions for low- and moderate-income housing as authorized by state statute;
4. Hours of use or operation, or type and intensity of activities;
5. Sequence in scheduling of development;
6. Maintenance of the development;
7. Duration of use and subsequent removal of structures;
8. Dedication of land or granting of easements for public utilities and other public purposes;
9. Construction of, or other provisions for, public facilities and utilities. In regard to the conditions requiring the dedication of land or granting of easements for public use and the actual construction of or other provisions for public facilities and utilities, the Director shall find that the problem to be remedied by the condition arises, in whole or significant part, from the development under consideration, the condition is reasonable, and is for a legitimate public purpose.
10. Wetland/stream/FWHCA development permits, wetland/stream/FWHCA minor development permits, and wetland/stream/FWHCA verifications shall be subject to TMC Chapter 13.11.

Refer to Section 13.05.100 and TMC Chapter 13.11 for procedures to enforce permit decisions and conditions.

C. Timing of Decision. After examining all pertinent information and making any inspections deemed necessary by the Director, the Director shall issue a decision within 120 days from the date of notice of a complete application, unless additional time has been agreed to by the applicant, or for other reasons as stated in Section 13.05.010.

In the event the Director cannot act upon a land use matter within the time limits set forth, the Director shall notify the applicant in writing, setting forth reasons the matter cannot be acted upon within the time limitations prescribed, and estimating additional time necessary for completing the recommendation or decision.

D. Mailing of Decision.

1. A copy of the decision shall be mailed to the applicant and the property owner, if different than the applicant, by first class mail. A copy of the decision shall be mailed to those who commented in writing or requested a copy of the decision within the time period specified in Section 13.05.020 and a summary of the decision shall also be mailed by first-class mail to owners of the property, as indicated by the records of the Pierce County Assessor/Treasurer, within the distances specified in Section 13.05.020. ~~GH~~; the Puyallup Indian Tribe for "substantial actions" as defined in the "Agreement Between the Puyallup Tribe of Indians, Local Governments in Pierce County, the State of Washington, the United States of America, and Certain Private Property Owners," dated August 27, 1988; neighborhood councils in the vicinity of the proposal; and qualified neighborhood or community organizations.

2. Notice to the State of Washington on Shoreline Permit Decisions/Recommendations. Copies of the original application and other pertinent materials used in the final decision in accordance with this section, State regulations, and, pursuant to RCW 90.58 or 43.21C, the permit and any other written evidence of the final order of the City relative to the application, shall be transmitted by the Director to the Attorney General of the State of Washington and the Department of Ecology in accordance with WAC 173-27-130 and RCW 90.58.140(6).

3. Notice shall be provided to property owners affected by the Director's decision that such owners may request a change in valuation for property tax purposes notwithstanding any program of revaluation. Notice of the Director's decision shall also be provided to the Pierce County Assessor/Treasurer's Office.

E. Consolidated Review of Multiple Permit Applications and of Environmental Appeals with the Underlying Land Use Action. Applications which require an open-record hearing shall be considered by the Hearing Examiner. When an open-record hearing is required, all other land use permit applications for a specific site or project shall be considered concurrently. Therefore, in this situation, applications for which the Director has authority shall be transferred to the jurisdiction of the Hearing Examiner to allow consideration of all land use actions concurrently.

F. Consolidated Review of Land Use Permitting on Multi-Jurisdictional Projects. Applications for projects that require land use permits from the City of Tacoma as well as from a neighboring jurisdiction, and where such neighboring jurisdiction's land use permitting processes require a pre-decision public hearing, the application for the City of Tacoma's land use permit shall be transferred to the jurisdiction of the Hearing Examiner for the purpose of conducting a joint hearing with the other permitting jurisdiction. Should a joint hearing not be arranged by agreement of the permitting jurisdictions, the matter shall be returned to the jurisdiction of the Director.

G. Reconsideration. A request for reconsideration may be made on any decision or ruling of the Director by any aggrieved person or entity having standing under this chapter. A request seeking reconsideration shall be in writing and shall set forth the alleged errors of procedure, fact, or law. The request for reconsideration shall be filed with Planning and Development Services within 14 calendar days of the issuance of the Director’s decision, not counting the day of issuance of the decision. If the last day for filing the request for reconsideration falls on a weekend day or a holiday, the last day for filing shall be the next working day. It shall be within the discretion of the Director to determine whether the opposing party or parties will be afforded an opportunity to respond. After review of the matter, the Director shall take such further action deemed proper, which may include the issuance of a revised decision.

H. Appeal to the Hearing Examiner. Any aggrieved person having standing under this chapter shall have the right, within 14 calendar days of the issuance of the Director’s decision to appeal the Director’s decision to the Hearing Examiner. Such appeal shall be in accordance with Section 13.05.050 of this chapter.

I. Compliance with Permit Conditions. Compliance with conditions established in a permit is required. Any departure from the conditions of approval or approved plans constitutes a violation of this title and shall be subject to enforcement actions and penalties. See Sections 13.05.100 and 13.05.110 for enforcement and penalties.

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**13.05.070 Expiration of permits.**

*(Refer to Table G in Section 13.05.020).*

A. Expiration Schedule. The following schedule indicates the expiration provisions for land use permits within the City of Tacoma.

	<b>Type of Permit</b>	<b>Maximum Duration</b>
1.	Conditional Use Permit	5 years, <u>possible 1-year extension</u> <sup>1</sup>
2.	Variance	5 years, <u>possible 1-year extension</u>
3.	Site Approval	5 years, <u>possible 1-year extension</u>
4.	Waiver	5 years, <u>possible 1-year extension</u>
5.	Wetland/Stream/FWHCA Development Permits and Wetland/Stream/FWHCA Minor Development Permits	5 years with 5 year renewal option to a maximum of 20 years
6.	Wetland Delineation Verifications	5 years
7.	<u>Preliminary Plat</u>	<u>5 years, 7 years, or 9 years to submit a final plat permit application, dependent on preliminary plat approval date per RCW 58</u> <sup>2</sup>
<del>7</del> 8.	<del>Preliminary Plats</del> , Binding Site Plans, Short Plats, Boundary Line Adjustments	5 years to record with Pierce County Auditor
<del>8</del> 9.	Shoreline Permits	2 years to commence construction; 5 years maximum, possible one- year extension

Conditional use permits for wireless communication facilities, including towers, are limited to two years from the effective date of the Director’s decision.

The Hearing Examiner or Director may, when issuing a decision, require a shorter expiration period than that indicated in subsection A of this section. However, in limiting the term of a permit, the Hearing Examiner or Director shall find that the nature of the specific development is such that the normal expiration period is unreasonable or would adversely affect the health, safety, or general welfare of people working or residing in the area of the proposal. The Director may adopt appropriate time limits as a part of action on shoreline permits, in accordance with WAC 173-27-090.

B. Commencement of Permit Term. The term for a permit shall commence on the date of the Hearing Examiner’s or Director’s decision; provided, that in the event the decision is appealed, the effective date shall be the date of decision on appeal. The term for a shoreline permit shall commence on the effective date of the permit as defined in WAC 173-27-090.

<sup>1</sup> Conditional use permits for wireless communication facilities, including towers, shall expire to two years from the effective date of the Director’s decision and are not eligible for a one-year extension.

<sup>2</sup> If the preliminary plat was approved on or before December 7, 2007, the final plat must be submitted within nine years of the preliminary plat approval. If the preliminary plat was approved after December 7, 2007, but on or before December 31, 2014, the final plat must be submitted within seven years of the preliminary plat approval. A preliminary plat approved after January 1, 2015, must be submitted for final plat within five years of the preliminary plat approval.

C. When Permit Expired. A permit under this chapter shall expire if, on the date the permit expires, the project sponsor has not submitted a complete application for building permit or the building permit has expired, with the exception of projects that qualify for a programmatic restoration project extension. Programmatic restoration projects shall be allowed to be renewed every five (5) years for a maximum total of 20 years to allow implementation of long-term habitat recovery that may be utilized as advanced mitigation for future impacts associated with public access and enjoyment.

In order to renew every 5 years, the applicant is required to submit a status report explaining the progress of a minor development permit or development permit and shall identify the remaining items requiring additional permitting, including building permits. The applicant shall provide copies of any monitoring reports that were required as part of the permit conditions. The renewal application shall be submitted prior to the termination of the five year limit with the appropriate renewal fees.

D. Extension of Permits (excluding those permits subject to RCW 58 Boundaries and Plats and those permits subject to WAC 173-27-090). The Director may authorize a permit extension for up to one (1) year if a written request for an extension has been filed prior to the permit expiration date and has been determined to comply with the following criteria:

1. No significant changes in the site, proposal, or surrounding area have occurred which would result in the modification of a special condition of approval or could significantly alter a finding made in the original decision;

2. No changes have been made to the proposal which would necessitate additional review or permitting;

3. No changes have occurred on the site which would necessitate additional review or permitting;

4. If changes to the proposal or site have occurred, they do not exceed the standards found in 13.05.080.B Minor Modifications.

The Director may place conditions upon the permit extension request and notice of the approved extension shall be mailed to parties of record and required agencies pursuant to section 13.05.020.H. The extension of Shoreline permits shall be authorized in accordance with WAC 173-27-090 and notice of the extension shall be provided to the Department of Ecology.

~~D. Extension of Shoreline Permits. In accordance with WAC 173 27 090, the Director may authorize a single extension before the end of the time limit for up to one year if a request for extension has been filed before the expiration date and notice of the proposed extension is given to parties of record and the Department of Ecology. The extension must be based on reasonable factors.~~

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**Chapter 13.06**  
**ZONING<sup>2</sup>**

Sections:

- 13.06.100 Residential Districts.**  
13.06.100.B.1 R-1 Single-Family Dwelling District.  
13.06.100.B.2 R-2 Single-Family Dwelling District.  
13.06.100.B.3 R-2 SRD Residential Special Review District.  
13.06.100.B.4 HMR-SRD Historic Mixed Residential Special Review District.  
13.06.100.B.5 R-3 Two-Family Dwelling District.  
13.06.100.B.6 R-4-L Low-Density Multiple Family Dwelling District.  
13.06.100.B.7 R-4 Multiple-Family Dwelling District.  
13.06.100.B.8 R-5 Multiple-Family Dwelling District.  
13.06.105 *Repealed.*  
13.06.110 *Repealed.*  
13.06.115 *Repealed.*  
13.06.118 *Repealed.*  
13.06.120 *Repealed.*  
13.06.125 *Repealed.*  
13.06.130 *Repealed.*  
13.06.135 *Repealed.*  
13.06.140 PRD Planned Residential Development District.  
13.06.145 Small-lot single-family residential development.  
13.06.150 Accessory dwelling units.  
13.06.155 Day care centers.
- 13.06.200 Commercial Districts.**  
13.06.200.A District purposes.  
13.06.200.B Districts established.  
13.06.200.B.1 T Transitional District.  
13.06.200.B.2 C-1 General Neighborhood Commercial District.  
13.06.200.B.3 C-2 General Community Commercial District.  
13.06.200.B.4 HM Hospital Medical District.  
13.06.200.B.5 PDB Planned Development Business District.  
13.06.200.C Land use requirements.  
13.06.200.D Building envelope standards.  
13.06.200.E Maximum setback standards on designated streets.  
13.06.200.F Common requirements.
- 13.06.300 Mixed-Use Center Districts.**  
13.06.300.A District purposes.  
13.06.300.B Districts established.  
13.06.300.B.1 NCX Neighborhood Commercial Mixed-Use District.  
13.06.300.B.2 CCX Community Commercial Mixed-Use District.  
13.06.300.B.3 UCX and UCX-TD Urban Center Mixed-Use District.  
13.06.300.B.4 RCX Residential Commercial Mixed-Use District.  
13.06.300.B.5 CIX Commercial Industrial Mixed Use District.  
13.06.300.B.6 NRX Neighborhood Residential Mixed-Use District.  
13.06.300.B.7 URX Urban Residential Mixed-Use District  
13.06.300.B.8 HMX Hospital Medical Mixed-Use District  
13.06.300.C Applicability and pedestrian streets designated.  
13.06.300.D Land use requirements.  
13.06.300.E Building envelope standards.  
13.06.300.F Maximum setback standards.  
13.06.300.G Residential X-District Yard Space Standards.  
13.06.300.H Common requirements.
- 13.06.400 Industrial Districts.**  
13.06.400.A Industrial district purposes.

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<sup>2</sup> Rezone ordinances are on file in the office of the City Clerk.

- 13.06.400.B Districts established.
- 13.06.400.B.1 M-1 Light Industrial District.
- 13.06.400.B.2 M-2 Heavy Industrial District.
- 13.06.400.B.3 PMI Port Maritime & Industrial District.
- 13.06.400.B.4 ST-M/IC South Tacoma Manufacturing/Industrial Overlay District.
- 13.06.400.C Land use requirements.
- 13.06.400.D Building envelope standards.
- 13.06.410 *Repealed.*
- 13.06.420 *Repealed.*
- 13.06.430 *Repealed.*
- 13.06.500 Requirements in all preceding districts.**
- 13.06.501 Building design standards.
- 13.06.502 Landscaping and/or buffering standards.
- 13.06.503 Residential transition standards.
- 13.06.510 Off-street parking and storage areas.
- 13.06.511 Transit support facilities.
- 13.06.512 Pedestrian and bicycle support standards.
- 13.06.520 Signs.
- 13.06.521 General sign regulations.
- 13.06.522 District sign regulations.
- 13.06.525 Adult uses.
- 13.06.530 Juvenile community facilities.
- 13.06.535 Special needs housing.
- 13.06.540 Surface mining.
- 13.06.545 Wireless communication facilities.
- 13.06.550 Work release centers.
- 13.06.555 View-Sensitive Overlay District.
- 13.06.560 Parks, recreation and open space.
- 13.06.600 Zoning code administration – General purposes.**
- 13.06.601 Public Facility Sites – Development Regulation Agreements Authorized.
- 13.06.602 General restrictions.
- 13.06.603 Mineral resource lands.
- 13.06.605 Interpretation and application.
- 13.06.610 *Repealed.*
- 13.06.620 Severability.
- 13.06.625 *Repealed.*
- 13.06.630 Nonconforming parcels/uses/structures.
- 13.06.635 Temporary use.
- 13.06.640 Conditional use permit.
- 13.06.645 Variances.
- 13.06.650 Application for rezone of property.
- 13.06.655 Amendments to the zoning regulations.
- 13.06.700 Definitions and illustrations.**

**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)

A. District purposes. The specific purposes of the Residential Districts are to:

1. Implement the goals and policies of the City’s Comprehensive Plan.

2. Implement the Growth Management Act's goals and county-wide and multi-county planning policies.
3. Provide a fair and equitable distribution of a variety of housing types and living areas.
4. Protect and enhance established neighborhoods.
5. Provide for predictability in expectations for development projects.
6. Allow for creative designs while ensuring desired community design objectives are met.
7. Strengthen the viability of residential areas by eliminating incompatible land uses, protecting natural physical features, promoting quality design, and encouraging repair and rehabilitation of existing residential structures.
8. Allow for the enhancement of residential neighborhoods with parks, open space, schools, religious institutions and other uses as deemed compatible with the overall residential character.

B. Districts established.

1. R-1 Single-Family Dwelling District. This district is intended for low-density, single-family detached housing. Other compatible uses such as residential care homes and shelters are also appropriate. The district is characterized by low residential traffic volumes and properties located within the View Sensitive Overlay district. It is most appropriate in established areas with a relatively quiet and stable neighborhood environment.
2. R-2 Single-Family Dwelling District. This district is intended primarily for low-density, single-family detached housing but may also allow limited lodging uses and uses such as limited holiday sales for Christmas and Halloween. The district is characterized by low residential traffic volumes and generally abuts more intense residential and commercial districts.
3. R-2SRD Residential Special Review District. This district is intended primarily for low-density, single-family detached housing, but it also may allow a limited number of two- and three-family dwellings by conditional use permit where the location, amount, and quality of such development would be compatible with the single-family character of the area and enhance the area's overall quality.
4. HMR-SRD Historic Mixed Residential Special Review District. This district is designed to apply to existing neighborhood areas or portions of existing neighborhood areas which have been designated as an historic special review district because the buildings within reflect significant aspects of Tacoma's early history, architecture, and culture as set forth and according to the procedures in Chapter 13.07, and which are characterized by a mix of residential buildings, including single family residential dwellings and multiple family dwellings, and where it is desirable to protect, preserve, and maintain the historic buildings. Single-family dwellings will continue to be the predominant land use within the HMR-SRD district. Conversion of existing multiple-family uses to single-family uses will be encouraged, but not required.
5. R-3 Two-Family Dwelling District. This district is intended primarily for two-family housing development. Uses such as single-family dwellings, three-family dwellings, and some lodging and boarding homes may also be appropriate. The district is characterized by low residential traffic volumes and generally abuts more intense residential and commercial districts.
6. R-4-L Low-Density Multiple-Family Dwelling District. This district is intended for low-density multiple-family housing, mobile home parks, retirement homes and group living facilities. It is similar to the R-4 Multiple-Family Dwelling District, but more restrictive site development standards are intended to minimize adverse impacts of permitted and conditional uses on adjoining land. The district is characterized by amenities and services associated with single- and two-family residential districts, and it is located generally along major transportation corridors and between higher and lower intensity uses.
7. R-4 Multiple-Family Dwelling District. This district is intended primarily for medium density multiple-family housing. Other appropriate uses may include day care centers, and certain types of special needs housing. The district is characterized by a more active living environment and is located generally along major transportation corridors and between higher and lower intensity uses.
8. R-5 Multiple-Family Dwelling District. This district is intended for high-density multiple family housing, as well as residential hotels, retirement homes, and limited mixed-use buildings. The district is generally located in the center of the city in close proximity to employment centers, conveniences, services, major transportation corridors, and public transportation facilities.

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. 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.

3. 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.

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

Uses	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5	Additional Regulations <sup>1</sup>
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
Adult retail and entertainment	N	N	N	N	N	N	N	N	
Agricultural uses	CU	Such uses shall not be located on a parcel of land containing less than 20,000 square feet of area. Buildings shall not be permitted in connection with such use, except greenhouses having total floor area not in excess of 600 square feet. Livestock is not allowed.							
Airports	CU								
Ambulance services	N	N	N	N	N	N	N	N	
Animal sales and service	N	N	N	N	N	N	N	N	
<del>Art/craft production</del>	<del>N</del>	<del>Prohibited except as provided for in Section 13.06.100.E.</del>							
Assembly facility	N	N	N	N	N	CU	CU	CU	
Brewpub	N	N	N	N	N	N	N	N	
Building materials and services	N	N	N	N	N	N	N	N	
Business support services	N	N	N	N	N	N	N	N	
Carnival	N	N	N	N	N	N	N	N	Subject to additional requirements contained in Section 13.06.635.
Cemetery/internment services	N/CU	New facilities are not permitted. Enlargement of facilities in existence prior to the effective date of this provision (May 27, 1975) may be approved in any zoning district subject to a conditional use permit. See Section 13.06.640.							
Commercial parking facility	N	N	N	N	N	N	N	N	Subject to additional requirements contained in Section 13.06.510.
Commercial recreation and entertainment	N	N	N	N	N	N	N	N	
Communication facility	CU	Antennas for such facilities are subject to the additional requirements contained in Section 13.06.545.							
Confidential Shelter	P	P	P	P	P	P	P	P	Subject to additional requirements contained in Section 13.06.535.
Continuing care retirement community	N	N	N	N	P	P	P	P	Subject to additional requirements contained in Section 13.06.535.
Correctional facility	N	N	N	N	N	CU	CU	CU	Side yards shall be provided as specified in Section 13.06.602.
<del>Craft food and non-alcoholic beverage production</del>	<del>N</del>								
<u>Craft Production</u>	<u>N</u>	<u>Prohibited except as provided for in Section 13.06.100.E</u>							
Cultural institution	N	N	N	N	N	N	N	N	
Day care, family	P	P	P	P	P	P	P	P	Must be licensed by the State of Washington.

Uses	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5	Additional Regulations <sup>1</sup>
Day care center	CU	CU	CU	CU	CU	P/CU	P	P	Subject to additional requirements contained in Section 13.06.155. For R-4L, day care centers with an enrollment limited to 50 or fewer children or adults are permitted, while day care centers for more than 50 children or adults may be allowed subject to the approval of a conditional use permit.
Detoxification center	CU	CU	CU	CU	CU	CU	CU	CU	
Drive-through with any use	N	N	N	N	N	N	N	N	
Dwelling, single-family detached	P	P	P	P	P	P	P	P	No lot shall contain more than one-dwelling unless each dwelling complies with the use regulations, height regulations, area regulations, and parking regulations of the district.
Dwelling, two-family	N	N	P/CU	P/CU	P	P	P	P	In the R-2SRD and HMR-SRD districts, two-family dwellings are permitted if lawfully in existence at the time of reclassification to R-2SRD/HMR-SRD or only upon issuance of a conditional use permit. See Section 13.06.640.
Dwelling, three-family	N	N	P/CU	P/CU	P	P	P	P	In the R-2SRD and HMR-SRD districts, three-family dwellings are permitted if lawfully in existence at the time of reclassification to R-2SRD or HMR-SRD. New three-family dwellings are permitted only upon issuance of a conditional use permit. See Section 13.06.640. For R-3, three-family dwellings are permitted, provided existing single- or two-family dwellings shall not be enlarged, altered, extended, or occupied as a three-family dwelling, unless the entire building is made to comply with all zoning standards applicable to new buildings; and, further provided such existing structures shall not be enlarged or extended, unless such enlargement, extension, or alteration is made to conform to the height, area, and parking regulations of this district.
Dwelling, multiple-family	N	N	N	P/N	N	P	P	P	In the HMR-SRD district, only multiple-family dwellings lawfully in existence on December 31, 2005 are permitted. Such multiple-family dwellings may continue and may be changed, repaired, and replaced, or otherwise modified, provided, however, that the use may not be expanded beyond property boundaries owned, leased, or operated as a multiple-family dwelling on December 31, 2005.
Dwelling, townhouse	N	N	CU	N	P	P	P	N	Subject to additional requirements contained in Section 13.06.100.G.
Dwelling, accessory (ADU)	P/N	P/N	P/N	P/N	P	P	P	P	In the R-1, R-2, R-2SRD and HMR-SRD districts, <i>detached</i> ADUs are prohibited while <i>attached</i> ADUs are permitted. Subject to additional requirements contained in 13.06.150.
Eating and drinking	N	N	N	N	N	N	N	P	For R-5, minor eating and drinking establishments are permitted, provided they are within retirement homes, continuing care retirement communities, student housing, apartment complexes, or similar facilities, are designed primarily to serve on-site residents, and are consistent with a restaurant use per Section 13.06.700.E.

Uses	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5	Additional Regulations <sup>1</sup>
Emergency and transitional housing	N	N	N	N	N	CU	CU	CU	Subject to additional requirements contained in Section 13.06.535.
Extended care facility	N	N	N	N	P	P	P	P	Subject to additional requirements contained in Section 13.06.535.
Foster home	P	P	P	P	P	P	P	P	
Fueling station	N	N	N	N	N	N	N	N	
Funeral home	N	N	N	N	N	N	N	N	
Golf course	P	P	P	P	P	P	P	P	
Group housing	P	P	P	P	P	P	P	P	In the R-1, R-2, R-2SRD, and HMR-SRD districts, group housing is limited to 6 or fewer unrelated adults. In the R-3 district, group housing is limited to 15 or fewer unrelated adults. In the R-4L, R-4 and R-5 districts, there is no limit to the allowed number residents in a group housing facility.
Heliport	CU	CU	CU	CU	CU	CU	CU	CU	
Home occupation	P	P	P	P	P	P	P	P	Subject to additional requirements contained in Section 13.06.100.E.
Hospital	N	N	N	N	N	CU	CU	CU	
Hotel/motel	N	N	N	N	N	N	N	N	
Industry, heavy	N	N	N	N	N	N	N	N	
Industry, light	N	N	N	N	N	N	N	N	
Intermediate care facility	N	N	N	N	P	P	P	P	Subject to additional requirements contained in Section 13.06.535.
Juvenile community facility	CU	CU	CU	CU	CU	CU	CU	CU	Subject to additional requirements contained in Section 13.06.530.
Lodging house	N	P	P	P	P	P	P/CU	P/CU	For R-2, R-2SRD, and HMR-SRD lodging is limited to one guest room only, provided such use shall not be in connection with a foster home for children or foster home for adults which may otherwise be authorized. For R-3 and R-4-L, lodging is limited to two guest rooms, provided such use shall not be in connection with a foster home for children, a foster home for adults, or lodging which may otherwise be authorized. For R-4 and R-5, lodging is limited to two guest rooms, provided that lodging with for more than two guest rooms may be allowed subject to the approval of a conditional use permit.
Master plans for any conditional use	CU	CU	CU	CU	CU	CU	CU	CU	The purpose of this process is to allow an applicant to seek approval for a development program which occupies a large site with multiple-buildings, a complex program, and a detailed plan developed by the applicant which would be implemented in phases and which would extend beyond the normal expiration date, to be reviewed after a ten-year period for those portions of the plan which have not yet been developed.

Uses	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5	Additional Regulations <sup>1</sup>
Microbrewery/winery	N	N	N	N	N	N	N	N	
<del>Microwinery, limited</del>	<del>N</del>								
Mobile home/trailer court	N	N	N	N	N	CU	N	N	Subject to additional requirements contained in Section 13.06.502
Nursery	N	N	N	N	N	N	N	N	
Office	N	N	N	N	N	N	N	N	
Parks, recreation and open space	P/CU	<p>Parks, recreation and open space uses are permitted outright. However, the following parks and recreation features and facilities require a Conditional Use Permit:</p> <ul style="list-style-type: none"> <li>• Destination facilities</li> <li>• High-intensity recreation facilities</li> <li>• High-intensity lighting</li> <li>• Development of more than 20 off-street parking spaces</li> </ul> <p>Parks, recreation and open space uses are subject to the requirements of Section 13.06.560, where the above features are defined.</p>							
Passenger terminal	N	N	N	N	N	N	N	N	
Personal services	N	N	N	N	N	N	N	P	For R-5, minor personal service uses, such as beauty parlors and instructional services, are permitted, provided they are within retirement homes, continuing care retirement communities, student housing, apartment complexes, or similar facilities and are designed primarily to serve on-site residents.
Port, terminal, and industrial; water-dependent or water-related (as defined in Chapter 13.10)	N	N	N	N	N	N	N	N	
Public safety and public service facilities	CU	Unless the specific use is otherwise allowed outright, public service facilities are permitted only upon issuance of a conditional use permit. See Section 13.06.640.							
Religious assembly	CU								
Repair services	N	N	N	N	N	N	N	N	
Research and development industry	N	N	N	N	N	N	N	N	
Residential care facility for youth	N	N	N	N	P	P	P	P	Subject to additional requirements contained in 13.06.535.
Residential chemical dependency facility	N	N	N	N	N	P	P	P	Subject to additional requirements contained in 13.06.535.
Retail	N	N	N	N	N	N	N	P	For R-5, minor retail businesses such as drug stores and newsstands are permitted, provided they are within retirement homes, continuing care retirement communities, student housing, apartment complexes, or similar facilities and are designed primarily to serve on-site residents.
Retirement home	N	N	N	N	P	P	P	P	Subject to additional requirements contained in Section 13.06.535.

Uses	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5	Additional Regulations <sup>1</sup>
School, public or private	CU	CU	CU	CU	CU	CU	CU	CU	
Seasonal sales	TU	TU	TU	TU	TU	TU	TU	TU	Subject to additional requirements contained in Section 13.06.635.
Self-storage	N	N	N	N	N	N	N	N	
Staffed residential home	P	P	P	P	P	P	P	P	Subject to additional requirements contained in Section 13.06.535.
Student housing	CU	CU	CU	CU	CU	CU	CU	CU	
Surface mining	CU	CU	CU	CU	CU	CU	CU	CU	Subject to additional requirements contained in Section 13.06.540.
Temporary uses	TU	TU	TU	TU	TU	TU	TU	TU	See Section 13.06.635
Theater	N	N	N	N	N	N	N	N	
Transportation/freight terminal	N	N	N	N	N	N	N	N	
Utilities	CU	CU	CU	CU	CU	CU	CU	CU	
Vehicle rental and sales	N	N	N	N	N	N	N	N	
Vehicle service and repair	N	N	N	N	N	N	N	N	
Vehicle service and repair, industrial	N	N	N	N	N	N	N	N	
Vehicle storage	N	N	N	N	N	N	N	N	
Warehouse, storage	N	N	N	N	N	N	N	N	
Wholesale or distribution	N	N	N	N	N	N	N	N	
Wireless communication facility	CU	CU	CU	N	CU	CU	CU	CU	Subject to additional requirements contained in Section 13.06.545 and the time limitations set forth in Chapter 13.05, Table G.
Work release center	N	N	N	N	N	N	N	N	Subject to additional requirements contained in Section 13.06.550.
Uses not prohibited by City Charter and not prohibited herein	N	N	N	N	N	N	N	N	

**Footnotes:**

<sup>1</sup> 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.F for additional details, limitations and requirements.

D. Lot size and building envelope standards.

	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5
<b>Minimum Lot Area (in square feet, unless otherwise noted)</b>								
single-family dwellings	7,500	5,000	5,000	5,000	5,000	5,000	5,000	5,000
two-family dwellings			6,000	6,000	6,000	6,000	6,000	6,000
three-family dwellings			9,000	9,000	9,000	6,000	6,000	6,000

	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5
multiple-family dwellings						6,000 sq. ft. plus 1,500 sq. ft. for each unit in excess of four	6,000	6,000
Townhouse dwellings	-	-	3000	-	3000	1500	1000	-
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).							
Exceptions to Minimum Lot Area Requirements	Reductions to minimum lot area requirements may be allowed pursuant to Section 13.06.145.							
<b>Lot Measurements (in feet)</b>								
Minimum Average Lot Width	50	50	50	50	50	50	50	50
					16 for townhouse dwellings			
Minimum Lot Frontage	25	25	25	25	25	50	50	50
Exceptions to Minimum Lot Width	Reductions to minimum lot width may be allowed pursuant to Section 13.06.145.							
<b>Lot Coverage (percentage)</b>								
Maximum lot coverage	-	-	-	-	-	35	-	-
<b>Max. Height Limits (in feet)</b>								
Main Buildings	35	35	35	35	35	35	60	150
Accessory Buildings	<del>18 feet for buildings with sloped roofs with a minimum pitch of 3:12 15-feet for other accessory structures, buildings with flat roofs or with roofs with a pitch of less than 3:12 and for buildings in View Sensitive Overlay Districts.</del>							
Exceptions	Buildings within a View Sensitive Overlay district are subject to the additional height restrictions contained in 13.06.555. Certain specified uses and structures are allowed to extend above height limits, per Section 13.06.602.							

	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5
<b>Setbacks (in feet)</b>	<p>These residential setback requirements are designed to provide yard areas that help to minimize impacts between neighboring uses, allow space for recreational activities, allow access to light and air, serve as filtration areas for storm water run-off, provide a level of privacy and comfort, provide emergency and utility access around and into buildings, provide public view corridors, create a pleasing, rhythmic streetscape, promote consistency with existing development patterns, and promote the desired character of residential neighborhoods.</p> <p>Certain conditional uses may require different minimum setbacks. See Section 13.06.640.</p>							
Minimum Front Setback	25	20	20	20	20	20	15	10
	<p>For townhouse dwellings, the minimum front yard setback shall apply only along the front property line of the development, and not to property lines internal to the development. For additional townhouse development requirements, see Section 13.06.100.G.</p>							
	<p>Vehicular doors that face the front property line, where such property line abuts a public street or private road, shall be setback a minimum of 20 feet from the front property line or private road easement.</p>							
	<p>Pipestem lots shall provide the required front setback along one of the property lines that abut or are nearest to the accessway/lot extension. The accessway/lot extension shall not be included when measuring the setback. The front yard setback will determine the orientation of the other required setbacks.</p>							

	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5
Front Setback Averaging	<p>For residential uses, the minimum front yard setback shall be either the minimum front setback required for the zoning district in which it is located (as noted above) or the average of the front yard setbacks provided by the structures on either side, whichever is less.</p>							

	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5
<p>(1) Where a side property line abuts the rear property line of an adjacent corner lot (see example below), the front yard setback for the main building shall be either the average of the adjacent side and front setbacks provided by the structures on either side, or the minimum front yard setback required for the zoning district in which it is located, whichever is less.</p> <p>(2) For properties where one side abuts an undeveloped lot, a street or an alley, averaging shall be calculated by adding the setback provided on the adjacent developed lot and the minimum setback of the district in which it is located and dividing by two.</p> <p>(3) In no case shall averaging be construed to require a greater setback than the standard minimum setback required by the regulations of the district.</p>								
Minimum Side Setback (Interior Lots)	7.5	5	5	5	5	5	5	5 ft. for buildings less than 6 stories  Each side yard setback shall be increased 1-ft. in width for each story, in part thereof, above 6 stories.
For townhouse dwellings, the minimum side yard setback shall apply only along the side property lines of the development, and not to property lines internal to the development. For additional townhouse development requirements, see Section 13.06.100.G.								

	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5
<p>Minimum Side Setback (Corner Lots)</p> <p>On corner lots, the side yard setback regulations shall be the same as for interior lots, except where the rear lot line of a corner lot abuts the side lot line of a lot in the rear (see example below). In this case, there shall be a side yard setback on the street-side of such corner lot of not less than one-half of the front yard setback provided on the lot in the rear, but such side yard setback need not exceed half the standard front yard setback requirement for the district. In no case, however shall the side yard setback be less than five feet.</p> <p>Side Yard Averaging allows for the street-side yard requirement here to be 1/2 of the front yard provided by the lot in the rear (10 feet / 2 = 5 feet)</p> <p>Existing Home - 10-foot Front Setback</p> <p>Property Lines</p> <p>Sidewalk</p> <p>Street</p>								
Minimum Rear Setback	25	25	25	25	25	20	25 20 ft. for mobile home parks	20
	For townhouse dwellings, the minimum rear yard setback shall apply only along the rear property line of the development, and not to property lines internal to the development. For additional townhouse development requirements, see Section 13.06.100.G.							

	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5
<b>Additional Residential Development Standards</b>								
Minimum Usable Yard Space	<p>All lots shall provide a contiguous rear or side usable yard space equivalent to at least 10% of the lot size. This usable yard space shall meet all of the following standards:</p> <ul style="list-style-type: none"> <li>• Have no dimension less than 15-feet, except for lots that are less than 3500 SF, where the minimum dimension shall be no less than 12 feet</li> <li>• Not include structures, parking, alley or driveway spaces or required buffers</li> <li>• Not be located in the front yard</li> </ul> <p>For townhouse and multi-family developments, this usable yard space requirement can be calculated based on the overall project site and the yard space(s) provided to meet the requirement can be any combination of individual and shared yard spaces, as long as each meets the above standards and as long as all dwellings have access to at least one qualifying yard space.</p> <p><u><a href="#">For through lots, the required yard space may be located within the “functional rear yard” (see Subsection 13.06.100.F.5.a for additional information about “functional rear yards”).</a></u></p>							
Vehicular Access and Parking	<p>All on-site parking for dwellings and buildings other than dwellings shall be located in the rear portion of the lot and shall not be accessed from the front if suitable access to the rear is available, such as an abutting right-of-way that is or can practicably be developed. If access is not practicably available to the rear yard or not practicably limited only to the rear and sides (such as for institutional and other large uses), subject to determination by the City Engineer, then vehicular access to the front may be developed. However, in all cases such access and parking shall be limited to the minimum necessary and in no case shall driveway and/or parking areas exceed a total of 50 percent of the front yard or 50 percent of a corner street side yard.</p>							

\* \* \*

F. Accessory building standards. Accessory buildings permitted per Section 13.06.100.C.4, such as garages, sheds, common utility and laundry facilities, and business offices and recreational facilities for mobile home/trailer courts and multi-family uses, are subject to the following location and development standards:

1. The total square footage of all accessory building footprints shall be no more than 85% of the square footage of the main building footprint and no more than 15% of the square footage of the lot. In addition, the total building footprint square footage of structures accessory to a single-family dwelling shall not exceed 1,000 square feet, except where properties contain a detached accessory dwelling unit, in which case, the total square footage of accessory building footprints (including the detached ADU) shall be no more than 1,500 square feet. See Section 13.06.150 for ADU standards. For lots greater than 1/2 acre (21,780 square feet), the total square footage of all accessory buildings shall be no more than 10 percent of the square footage of the lot (the 85 percent main building and 1,000/1,500 square foot limitations for smaller properties shall not apply).
2. A stable shall be located at least 25 feet from any street right-of-way line and at least seven and one-half feet from any side lot line. The capacity of a private stable shall not exceed one horse for each 20,000 square feet of lot area.
3. Except for an approved Accessory Dwelling Unit (ADU – see Section 13.06.150), an accessory building shall contain no habitable space. Plumbing shall not be permitted in an accessory building without a finding by the Building Official that such plumbing is not to be utilized in conjunction with habitable space within the accessory building or will not permit the accessory building to be utilized as habitable space.
4. Detached accessory buildings shall be located on the same lot or parcel on which the main building is situated. A detached accessory building may remain on a lot or parcel where no main building exists: (1) in the event the main structure on a lot is damaged or for other reason, is required to be removed; or (2) if the property is subdivided in such a manner that the detached accessory building would be located on a separate building site. In either case, a building permit for construction of a main structure shall be required to be obtained within one year of removal or division of property and substantial construction completed in accordance with the plans for which the permit was authorized.
5. Detached accessory buildings shall be located behind the front wall line of the main building on a lot, and shall not be located in the required side yard setback area of the main building.
  - a. For through lots, if there is an established pattern of “functional front and rear yards,” detached accessory buildings shall be allowed in the “functional rear yard.” A “functional rear/front yard” shall be defined by the established pattern of the block, based on the orientation of existing dwellings and location of existing detached buildings. If there is no defined pattern, a locational variance shall be required. The required front setback for such an accessory building shall be either the standard front yard setback for the zoning classification or the average of the accessory and/or main building setbacks provided on the adjacent lots, whichever is smaller. However, if such accessory building includes vehicular doors facing and accessing the adjacent street, the building or portion of the building with such doors shall be setback at least 20 feet.
6. For garages that include vehicular doors facing the front property line, the building or portion of the building with such doors shall be setback at least 20 feet from the front property line or private road easement.
7. Detached accessory buildings located on corner lots shall provide the main building side yard setback along the corner side property line.
8. Commercial shipping and/or storage containers shall not be a permitted type of accessory building in any residential zoning district. Such storage containers may only be allowed as a temporary use, subject to the limitations and standards in Section 13.06.635.
9. Parking quantity requirements and additional development standards are provided in Sections 13.06.602 and 13.06.510, including subsection 13.06.510.A.6.

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### **13.06.200 Commercial Districts.**

A. District purposes. The specific purposes of the Commercial Districts are to:

1. Implement goals and policies of the City’s Comprehensive Plan.
2. Implement Growth Management Act goals, county-wide, and multi-county planning policies.
3. Create a variety of commercial settings matching scale and intensity of use to location.
4. Attract private investment in commercial and residential development.
5. Provide for predictability in the expectations for development projects.

6. Allow for creative designs while ensuring desired community design objectives.

**B. Districts established.**

1. T Transitional District. This district is intended as a transition between commercial or institutional areas and residential areas. It may also provide a transition between residential districts and commercial districts on arterial street segments supported by the Comprehensive Plan. It primarily consists of office uses with negligible off-site impacts. It is characterized by lower traffic generation, fewer operating hours, smaller scale buildings, and less signage than general commercial areas. Residential uses are also appropriate. A T Transitional District may, in limited circumstances, also be applied to locations that meet the unique site criteria of the Comprehensive Plan. This classification is not appropriate inside a designated mixed-use center.

2. C-1 General Neighborhood Commercial District. This district is intended to contain low intensity land uses of smaller scale, including office, retail, and service uses. It is characterized by less activity than a community commercial district. Building sizes are limited for compatibility with surrounding residential scale. Residential uses are appropriate. Land uses involving vehicle service or alcohol carry greater restriction. This classification is not appropriate inside a plan designated mixed-use center or single-family intensity area.

3. C-2 General Community Commercial District. This district is intended to allow a broad range of medium- to high-intensity uses of larger scale. Office, retail, and service uses that serve a large market area are appropriate. Residential uses are also appropriate. This classification is not appropriate inside Comprehensive Plan designated mixed-use centers or low-intensity areas.

4. HM Hospital Medical District. This district is intended for limited areas that contain hospitals and/or similar large scale medical facilities with limitations on non-medical uses to only allow uses which may serve typical needs of medical centers such as food and lodging. It is not intended for introduction into areas not containing or non-contiguous to a hospital or similar facility. Residential uses are also appropriate. This classification is not appropriate inside Comprehensive Plan designated low-intensity areas.

5. PDB Planned Development Business District. This district is intended to provide limited areas for a mix of land uses that includes warehousing, distribution, light assembly, media, education, research, and limited commercial. The developments in this district are intended to have fewer off-site impacts than would be associated with industrial or community commercial areas. Retail uses are size limited and signage is reduced. These areas should be designed for improved residential compatibility on boundaries by landscaping and other design elements. Sites should have reasonably direct access to a highway or major arterial. This district is not appropriate inside Comprehensive Plan designated mixed-use centers or low-intensity areas.

**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. 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.

[See next page for table.]

3. 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.

4. District use table.

Uses	T	C-1	C-2 <sup>1</sup>	HM	PDB	Additional Regulations <sup>2,3</sup> (also see footnotes at bottom of table)
Adult family home	P	P	P	P	P	See definition for bed limit.
Adult retail and entertainment	N	N	N	N	N	Prohibited except as provided for in Section 13.06.525.
Agricultural uses	CU	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.
Airport	CU	CU	CU	CU	CU	
Ambulance services	N	P	P	P	P	
Animal sales and service	N	P	P	N	N	Must be conducted entirely within an enclosed building. See Table 13.06.200.D for setback requirements specific to animal sales and service.
<del>Art/craft production</del>	<del>N</del>	<del>P</del>	<del>P</del>	<del>N</del>	<del>P</del>	<del>Contained entirely within a building.</del>
Assembly facility	CU	P	P	N	P	
Brewpub	N	N	P	N	N	2,400 barrel annual brewpub production maximum, equivalent volume wine limit.
Building materials and services	N	N	P	N	N	
Business support services	N	P	P	N	P	
Carnival	TU	TU	TU	TU	TU	Subject to Section 13.06.635.
Cemetery/internment services	N	N	N	N	N	New facilities are not permitted. Enlargement of facilities in existence prior to the effective date of this provision (May 27, 1975) may be approved in any zoning district subject to a conditional use permit. See Section 13.06.640.
Commercial parking facility	P	P	P	P	P	
Commercial recreation and entertainment	N	N	P	N	P	
Communication facility	N	N	P	N	P	
Confidential shelter	P	P	P	P	P	See Section 13.06.535. Limit: 15 residents in T District.
Continuing care retirement community	P	P	P	P	P	See Section 13.06.535.
Correctional facility	N	N	N	N	N	
<del>Craft food and non-alcoholic beverage production</del>	<del>N</del>	<del>P</del>	<del>P</del>	<del>N</del>	<del>P</del>	<del>See Section 13.06.700.C for use definition, which includes certain size limitations. In C-1 Districts, all production, processing, and distribution activities are to be conducted within an enclosed building.</del>

Uses	T	C-1	C-2 <sup>1</sup>	HM	PDB	Additional Regulations <sup>2,3</sup> (also see footnotes at bottom of table)
<u>Craft Production</u>	<u>CU</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>Must include a retail/eating/drinking/tasting component that occupies a minimum of 10 percent of usable space, fronts the street at sidewalk level or has a well-marked and visible entrance at sidewalk level, and is open to the public. Outside storage is allowed provided screening and/or buffer planting areas are provided in accordance with Section 13.06.502.C. All production, processing and distribution activities are to be conducted within an enclosed building.</u>
Cultural institution	P	P	P	N	N	
Day care, family	P	P	P	P	P	
Day care center	P	P	P	P	P	Subject to regulations set forth in Section 13.06.155.
Detoxification center	N	N	N	CU	N	
Drive-through with any use	N	N	P	N	N	Prohibited in any commercial district combined with a VSD View-Sensitive Overlay District and adjacent to a Shoreline District (i.e., Old Town Area).
Dwelling, single-family detached	P	P	P	P	P	
Dwelling, two-family	P	P	P	P	P	
Dwelling, three-family	P	P	P	P	P	
Dwelling, multiple-family	P	P	P	P	P	
Dwelling, townhouse	P	P	P	P	P	
Dwelling, accessory (ADU)	P	P	P	P	P	Subject to additional requirements contained in 13.06.150.
Eating and drinking	N	P/CU	P	P*	P*/CU*	In the C-1 and PDB districts, restaurants are permitted outright while drinking establishments require a conditional use permit. See Section 13.06.700.E for the definitions of restaurants and drinking establishments.  In the C-2 district, live entertainment is limited to that consistent with either a Class "B" or Class "C" Cabaret license as designated in Chapter 6B.70. In all other districts, live entertainment is limited to that consistent with a Class "C" cabaret license as designated in Section 6B.70.  *Limited to 7,000 square feet of floor area, per business, in the HM and PDB Districts
Emergency and transitional housing	CU	CU	P	CU	CU	See Sections 13.06.535 and 13.06.640.
Extended care facility	P	P	P	P	P	See Section 13.06.535.
Foster home	P	P	P	P	P	
Fueling station	N	P	P	N	N	
Funeral home	P	P	P	P	N	
Golf course	P	P	P	P	P	
Group housing	P	P	P	P	P	
Heliport	N	N	N	CU	N	
Home occupation	P	P	P	P	P	Subject to additional requirements contained in Section 13.06.100.E
Hospital	N	CU	CU	P	N	

Uses	T	C-1	C-2 <sup>1</sup>	HM	PDB	Additional Regulations <sup>2,3</sup> (also see footnotes at bottom of table)
Hotel/motel	N	N	P	P	P	
Industry, heavy	N	N	N	N	N	
Industry, light	N	N	N	N	N	
Intermediate care facility	P	P	P	P	P	See Section 13.06.535.
Juvenile community facility	N	N	N	N	N	Prohibited except as provided for in Section 13.06.530.
Lodging house	P	P	P	P	P	
Master plans for any conditional use	CU	CU	CU	CU	CU	The purpose of this process is to allow an applicant to seek approval for a development program which occupies a large site with multiple-buildings, a complex program, and a detailed plan developed by the applicant which would be implemented in phases and which would extend beyond the normal expiration date, to be reviewed after a ten-year period for those portions of the plan which have not yet been developed.
Microbrewery/winery	N	N	N	N	N	
<del>Microwinery, limited</del>	<del>N</del>	<del>CU</del>	<del>P</del>	<del>N</del>	<del>CU</del>	<del>Must include a retail component that occupies a minimum of 500 gross square feet of usable space, fronts the street at sidewalk level or has a well marked and visible entrance at sidewalk level, and is open to the public a minimum of forty (40) hours per week. All production activities must be conducted within an enclosed building. Within C-1 districts, no outside storage is allowed. Outside storage is allowed in all other districts where this use is permitted provided screening and/or buffer landscape areas are planted in accordance with Section 13.06.502.B.</del>
Mobile home/trailer court	N	N	CU	N	N	
Nursery	N	N	P	N	N	
Office	P	P	P	P	P	
Parks, recreation and open space	P	P	P	P	P	Subject to the requirements of Section 13.06.560,D.
Passenger terminal	N	N	P	N	N	
Personal services	N	P	P	P*	P*	*Limited to 7,000 square feet of floor area, per business, in the HM and PDB Districts.
Port, terminal, and industrial; water-dependent or water-related (as defined in Chapter 13.10)	N	N	N	N	N	
Public safety and public service facilities	P	P	P	P	P	
Religious assembly	P	P	P	P	P	
Repair services	N	P	P	N	N	Must be contained within a building with no outdoor storage. Engine repair, see Vehicle Repair.
Research and development industry	N	N	N	N	P	
Residential care facility for youth	P	P	P	P	P	See Section 13.06.535. See definition for bed limit.

Uses	T	C-1	C-2 <sup>1</sup>	HM	PDB	Additional Regulations <sup>2,3</sup> (also see footnotes at bottom of table)
Residential chemical dependency treatment facility	P	P	P	P	P	See Section 13.06.535.
Retail	N	P	P/CU~	P*	P*	~A conditional use permit is required for retail uses exceeding 45,000 square feet within the C-2 District. See Section 13.06.640.J. *Limited to 7,000 square feet of floor area, per business, in the HM and PDB Districts.
Retirement home	P	P	P	P	P	See Section 13.06.535.
School, public or private	P	P	P	P	P	
Seasonal sales	TU	TU	TU	TU	TU	Subject to Section 13.06.635.
Self-storage	N	N	P	N	P	Any other use of the facility shall be consistent with this section. See specific requirements in Section 13.06.503.B.
Staffed residential home	P	P	P	P	P	See Section 13.06.535. See definition for bed limit.
Student housing	P	P	P	P	P	
Surface mining	CU	CU	CU	CU	CU	See specific requirements in Section 13.06.540.
Temporary uses	TU	TU	TU	TU	TU	Subject to Section 13.06.635.
Theater	N	P	P	N	N	Movie theaters are limited to 4 screens. This does not include adult entertainment.
Transportation/freight terminal	N	N	P	P	P	
Utilities	CU	CU	CU	CU	CU	
Vehicle rental and sales	N	N	P	N	N	Prohibited in any commercial district combined with a VSD View-Sensitive Overlay District and adjacent to a Shoreline District (i.e., Old Town Area).
Vehicle service and repair	N	P*	P	N	N	*In the C-1 District, car washes are allowed with a limit of 2 washing bays. Washing bays shall be enclosed on at least 2 sides and covered with a roof. No water shall spray or drain off-site. Subject to development standards contained in Section 13.06.510.E. Prohibited in any commercial district combined with a VSD View Sensitive Overlay District and adjacent to a Shoreline District (i.e., Old Town Area).
Vehicle service and repair, industrial	N	N	N	N	N	
Vehicle storage	N	N	N	N	N	
Warehouse, storage	N	N	N	N	N	
Wholesale or distribution	N	N	N	N	P	
Wireless communication facility	P*/CU**	P*/CU**	P*/CU**	P*/CU**	P*/CU**	*Wireless communication facilities are also subject to Section 13.06.545.D.1. **Wireless communication facilities are also subject to Section 13.06.545.D.2.
Work release center	N	N	N	N	N	Prohibited except as provided for in Section 13.06.550.
Uses not prohibited by City Charter and not prohibited herein	N	N	N	N	N	

Uses	T	C-1	C-2 <sup>1</sup>	HM	PDB	Additional Regulations <sup>2,3</sup> (also see footnotes at bottom of table)
<b>Footnotes:</b>						
<ol style="list-style-type: none"> <li>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 30<sup>th</sup> 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.</li> <li>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.F for additional details, limitations and requirements.</li> <li>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.</li> </ol>						

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### 13.06.300 Mixed-Use Center Districts.

A. District Purposes. The specific purposes of the Mixed-Use Center Districts regulations are to:

- Increase the variety of development opportunities in Tacoma by encouraging greater integration of land uses within specific districts in a manner consistent with the Growth Management Act, the Regional Plan: Vision 2020, the County-Wide Planning Policies for Pierce County, and the City’s Comprehensive Plan.
- Strengthen the City’s economic base by encouraging more efficient use of existing infrastructure and limited land supply through mixed-use, density, and design, as well as transit and pedestrian orientation in specified centers.
- Allow and encourage a variety of housing options within mixed-use centers, including residences over businesses that can promote live-work arrangements which reduce demands on the transportation system.
- Help provide employment opportunities closer to home and reduce vehicular trips for residents of the City and surrounding communities by encouraging mixed-use development.
- Create a variety of suitable environments for various types of commercial and industrial uses, and protect them from the adverse effects of inharmonious uses.
- Allow commercial and industrial growth in specified centers and/or districts while minimizing its impact on adjacent residential districts through requirements of buffering, landscaping, compatible scale, and design.
- Accommodate and support alternative modes of transportation, including transit, walking, and bicycling, to reduce reliance on the automobile by making specified centers more “pedestrian-oriented” and “transit-oriented” through the provision of street amenities, landscaping, windows, continuous building frontages, limited curb cuts, and direct pedestrian entrances adjacent to the right-of-way and/or public sidewalk.
- Locate and design parking to be consistent with the overall intent of providing a pedestrian and transit-supportive environment that encourages human-oriented design instead of vehicle-oriented design and promotes alternatives to single-occupancy vehicles. Examples include building location at the street, parking location behind or within buildings, adequate screening, avoidance of pedestrian-vehicle conflicts, and conveniently located transit stops.
- Within Centers, the core areas of the district are the central hub and focus for the greatest level of growth and activity. Within these core areas, enhanced standards and design flexibility is appropriate to ensure that they are developed consistent with the community vision and goals for these areas, as outlined in the Comprehensive Plan.

B. Districts established. The following specific districts are established to implement the purposes of this section and the goals and policies of Tacoma’s Comprehensive Plan:

1. NCX Neighborhood Commercial Mixed-Use District. To provide areas primarily for immediate day-to-day convenience shopping and services at a scale that is compatible and in scale with the surrounding neighborhood, including local retail businesses, professional and business offices, and service establishments. This district is intended to enhance, stabilize, and preserve the unique character and scale of neighborhood centers and require, where appropriate, continuous retail frontages largely uninterrupted by driveways and parking facilities with street amenities and direct pedestrian access to the sidewalk and street. Residential uses are encouraged as integrated components in all development.
2. CCX Community Commercial Mixed-Use District. To provide for commercial and retail businesses intended to serve many nearby neighborhoods and draw people from throughout the City. These areas are envisioned as evolving from traditional suburban development to higher density urban districts. Walking and transit use are facilitated through designs which decrease walking distances and increase pedestrian safety. Uses include shopping centers with a wide variety of commercial establishments; commercial recreation; gas stations; and business, personal, and financial services. Residential uses are encouraged in CCX Districts as integrated development components.
3. UCX and UCX-TD Urban Center Mixed-Use District. To provide for dense concentration of residential, commercial, and institutional development, including regional shopping centers, supporting business and service uses, and other regional attractions. These centers are to hold the highest densities outside the Central Business District. An urban center is a focus for both regional and local transit systems. A TD designation is used for the Urban Center Mixed-Use District in the Tacoma Dome area to provide specific transit-oriented development, consistent with the Tacoma Dome Area Plan. Walking and transit use is facilitated through designs which decrease walking distances and increase pedestrian safety. Residential uses are encouraged in UCX Districts as integrated development components.
4. RCX Residential Commercial Mixed-Use District. To provide sites for medium- and high-intensity residential development in centers, with opportunities for limited mixed use. This district is primarily residential in nature and provides housing density on the perimeter of more commercial mixed-use zones. Commercial uses in this district are small in scale and serve the immediate neighborhood. These uses provide opportunities for employment close to home. This district frequently provides a transition area to single-family neighborhoods.
5. CIX Commercial Industrial Mixed-Use District. To provide sites for a mix of commercial establishments and limited industrial activities, including light manufacturing, assembly, distribution, and storage of goods, but no raw materials processing or bulk handling. Larger scale buildings are appropriate. Residential uses are permitted.
6. NRX Neighborhood Residential Mixed-Use District. To provide for a predominantly residential neighborhood, to discourage removal of existing single-family residential structures; and to encourage in-fill residential development of appropriate size and design. This district is designed for areas characterized by an established mix of housing types and limited neighborhood commercial uses, in areas which were formerly zoned to permit residential development at densities greater than single-family, where redevelopment removed many existing single-dwelling structures and where there is continued development pressure that threatens single-family dwellings. Adaptive reuse of existing single-family detached structures as duplexes or triplexes is permitted with special review. Multiple-family dwellings in existence at the time of reclassification to NRX are conforming uses.
7. URX Urban Residential Mixed-Use District. To provide sites for medium intensity residential development, such as townhouses, condos and apartments. This district is residential in nature and provides housing density in proximity to more commercial mixed use zones. This district serves as a transition between more intensive MUC uses and surrounding residential areas.
8. HMX Hospital Medical Mixed-Use District. This district is intended for limited areas that contain hospitals and/or similar large-scale medical facilities along with a dense mix of related and supportive uses, such as outpatient medical offices, care facilities, counseling and support services, medical equipment and support facilities, food and lodging. Residential uses are also appropriate. The district includes limitations on non-medical and non-related uses. It is not intended for introduction into areas not containing or non-contiguous to a hospital or similar facility. Walking and transit use is facilitated through designs which decrease walking distances and increase pedestrian safety. This classification is not appropriate inside Comprehensive Plan designated low-intensity areas.

C. Applicability and pedestrian streets designated.

Applicability. The following tables compose the land use regulations for all Mixed-Use Center Districts. All portions of Section 13.06.300 and applicable portions of Section 13.06.500, apply to all new development of any land use variety, including additions and remodels, in all Mixed-Use Center Districts, unless explicit exceptions or modifications are noted. The requirements of Sections 13.06.300.A through 13.06.300.D 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.

**TABLE C.1: MIXED-USE CENTER PEDESTRIAN STREETS ESTABLISHED**

The following pedestrian streets are considered key streets in the development and utilization of Tacoma’s mixed-use centers, due to pedestrian use, traffic volumes, transit connections, and/or visibility. They are designated for use with certain provisions in the mixed-use zoning regulations, including use restrictions and design requirements, such as increased transparency, weather protection and street furniture standards. In some centers, these “pedestrian streets” and/or portions thereof are further designated as “core pedestrian streets” for use with certain additional provisions. The “core pedestrian streets” are a subset of the “pedestrian streets,” and thus, those provisions that apply to designated “pedestrian streets” also apply to designated “core pedestrian streets.”

<b>Mixed-Use Center</b>	<b>Designated Pedestrian Streets</b> (All portions of the streets within Mixed-Use Centers, unless otherwise noted.)	<b>Designated Core Pedestrian Streets</b> (All portions of the streets within Mixed-Use Centers, unless otherwise noted)
6th Avenue and Pine Street	6th Avenue	6 <sup>th</sup> Avenue
Narrows (6 <sup>th</sup> Avenue and Jackson)	6 <sup>th</sup> Avenue	6 <sup>th</sup> Avenue
Downtown Tacoma (Tacoma Dome Area)	Puyallup Avenue; East 25th Street*; East 26th Street; East D Street	N/A
McKinley (East 34 <sup>th</sup> and McKinley)	McKinley Avenue from Wright Avenue to East 39 <sup>th</sup> Street*	McKinley Avenue from Wright Avenue to East 36 <sup>th</sup> Street
Lower Portland Avenue	Portland Avenue*, East 32 <sup>nd</sup> Street, East 29 <sup>th</sup> Street	Portland Avenue
Proctor (North 26th Street and Proctor Street)	North 26th Street; North Proctor Street*	North 26 <sup>th</sup> Street; North Proctor Street
Stadium (North 1st Street and Tacoma Avenue)	Division Avenue from North 2nd Street to Tacoma Avenue; Tacoma Avenue*; North 1st Street; North I Street	Division Avenue from North 2nd Street to Tacoma Avenue; Tacoma Avenue; North 1st Street
Martin Luther King Jr. (South 11th Street and Martin Luther King Jr. Way)	Martin Luther King Jr. Way*; South 11th Street; Earnest S. Brazill Street; 6th Avenue	Martin Luther King Jr. Way from S. 9th to S. 15th, South 11th Street; Earnest S. Brazill Street
Lincoln (South 38th Street and G Street)	South 38th Street*; <del>South G and</del> Yakima Avenue from South <del>36th</del> <del>37th</del> -Street to South 39th Street; <u>and South G Street south of 36th Street</u>	South 38th Street, <del>South G Street north of Division Avenue</del>
South 34th and Pacific	Pacific Avenue	Pacific Avenue
South 56th Street and South Tacoma Way	South Tacoma Way*; South 56th Street	South Tacoma Way
East 72nd Street and Portland Avenue	East 72nd Street*; Portland Avenue	East 72nd Street, Portland Avenue
South 72nd Street and Pacific Avenue	South 72nd Street; Pacific Avenue*	Pacific Avenue
Tacoma Central/Allenmore	Union Avenue*; South 19th Street between South Lawrence Street and South Union Avenue	Union Avenue south of South 18th Street; South 19th Street between South Lawrence Street and South Union Avenue
Tacoma Mall Area	South 47th/48th Transition Street; Steele Street*	N/A
TCC/James Center	Mildred Street*; South 19th Street	Mildred Street south of South 12th Street; South 19th Street
Westgate	Pearl Street*; North 26th Street	Pearl Street

\* Indicates primary designated pedestrian streets. In centers where multiple streets are designated, one street is designated the *Primary* Pedestrian Street. This is used when applying certain provisions, such as the maximum setback requirements for projects that abut more than one pedestrian street.

D. Land use requirements.

1. 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.

2. 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 use consistent with Section 13.06.635.
N	=	Prohibited use in this district.

3. District use table.

Uses	NCX	CCX	UCX	UCX-TD	RCX <sup>1</sup>	CIX	HMX	URX	NRX	Additional Regulations <sup>3, 4, 5</sup> (also see footnotes at bottom of table)
Adult family home	P	P	P	P	P	P	P	P	P	Subject to additional requirements contained in Section 13.06.535. See definition for bed limit. Prohibited at street level along designated pedestrian streets in NCX. <sup>2</sup> Not subject to minimum densities found in Section 13.06.300.E.
Adult retail and entertainment	N	N	N	N	N	N	N	N	N	Prohibited, except as provided for in Section 13.06.525.
Agricultural uses	N	N	N	N	N	N	N	N	N	
Airport	CU	CU	CU	CU	CU	CU	CU	CU	CU	
Ambulance services	N	CU	CU	CU	N	P	P	N	N	
Animal sales and service	P	P	P	P	N	P	N	N	N	Except in the CIX District, must be conducted entirely within an enclosed structure. Must be set back 20 feet from any adjacent residential district or use.
<del>Art/craft production</del>	<del>P</del>	<del>P</del>	<del>P</del>	<del>P</del>	<del>P</del>	<del>P</del>	<del>N</del>	<del>N</del>	<del>N</del>	
Assembly facility	P	P	P	P	CU	P	N	N	N	Prohibited at street level along designated pedestrian streets in NCX. <sup>2</sup>
Brewpub	P	P	P	P	P	P	N	N	N	Brewpubs located in NCX, CCX, UCX, and RCX shall be limited to producing, on-premises, a maximum of 2,400 barrels per year of beer, ale, or other malt beverages, as determined by the annual filings of barrelage tax reports to the Washington State Liquor Control Board. UCX-TD is limited to 5,000 barrels in the same manner. Equivalent volume winery limits apply.
Building materials and services	N	P	P	CU	N	P	N	N	N	Prohibited at street level along frontage of designated core pedestrian streets. <sup>2</sup>
Business support services	P	P	P	P	N	P	N	N	N	In NCX, all activities must occur within buildings; outdoor storage/repair is prohibited. Customer service offices must be located at building fronts on designated pedestrian streets in NCX.
Carnival	TU	TU	P	TU	N	TU	TU	TU	N	Subject to Section 13.06.635.
Cemetery/internment services	N	N	N	N	N	N	N	N	N	New facilities are not permitted. Enlargement of facilities in existence prior to the effective date of this provision (May 27, 1975) may be approved in any zoning district subject to a conditional use permit. See Section 13.06.640.
Commercial parking facility	P	P	P	P	N	P	P	N	N	In UCX-TD, only permitted if provided in a structure or below ground facility. Prohibited at street level along frontage of designated pedestrian streets in NCX and CCX Districts. <sup>2</sup>
Commercial recreation and entertainment	P	P	P	P	N	P	N	N	N	

Uses	NCX	CCX	UCX	UCX-TD	RCX <sup>1</sup>	CIX	HMX	URX	NRX	Additional Regulations <sup>3, 4, 5</sup> (also see footnotes at bottom of table)
Communication facility	CU	CU	P	P	N	P	N	N	N	Prohibited at street level along frontage of designated pedestrian streets in NCX and CCX Districts. <sup>2</sup>
Confidential shelter	P	P	P	P	P	P	P	P	P	See Section 13.06.535. Prohibited at street level along frontage of designated core pedestrian streets in NCX. <sup>2</sup> Not subject to minimum densities founding Section 13.06.300.E.
Continuing care retirement community	P	P	P	P	P	P	P	P	P	See Section 13.06.535. Prohibited at street level along frontage of designated core pedestrian streets in NCX. <sup>2</sup>
Correctional facility	N	N	N	N	N	N	N	N	N	
<del>Craft food and non-alcoholic beverage production</del>	<del>P</del>	<del>P</del>	<del>P</del>	<del>P</del>	<del>P</del>	<del>P</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>See Section 13.06.700.C for use definition, which includes certain size limitations. In NCX, CCX, and RCX Districts, all production, processing, and distribution activities are to be conducted within an enclosed building.</del>
<u>Craft Production</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>Must include a retail/eating/drinking/tasting component that occupies a minimum of 10 percent of usable space, fronts the street at sidewalk level or has a well-marked and visible entrance at sidewalk level, and is open to the public. Outside storage is allowed provided screening and/or buffer planting areas are provided in accordance with Section 13.06.502.D. All production, processing and distribution activities are to be conducted within an enclosed building.</u>
Cultural institution	P	P	P	P	N	P	N	N	N	
Day care, family	P	P	P	P	P	N	P	P	P	
Day care center	P	P	P	P	P	P	P	P	CU	Not subject to RCX residential requirement. <sup>1</sup>
Detoxification center	N	N	N	N	N	CU	CU	N	N	
Drive-through with any use	P	P	P	P	N	P	P*	N	N	See Section 13.06.510 Table 2 for additional driveway and drive-through standards and restrictions. * In the HMX District, drive-throughs are only allowed for hospitals and associated medical uses.
Dwelling, single-family detached	P	P	P	P	P	P	P	P	P	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. <sup>2</sup> See Section 13.06.300.E for minimum densities.
Dwelling, two-family	P	P	P	P	P	P	P	P	CU	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. <sup>2</sup> See Section 13.06.300.E for minimum densities.

Uses	NCX	CCX	UCX	UCX-TD	RCX <sup>1</sup>	CIX	HMX	URX	NRX	Additional Regulations <sup>3, 4, 5</sup> (also see footnotes at bottom of table)
Dwelling, three-family	P	P	P	P	P	P	P	P	CU	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. <sup>2</sup> See Section 13.06.300.E for minimum densities.
Dwelling, multiple-family	P	P	P	P	P	P	P	P	N	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. <sup>2</sup> See Section 13.06.300.E for minimum densities. In the NRX District, multiple-family dwellings lawfully in existence on August 31, 2009, the time of reclassification to this district, shall be considered permitted uses; said multiple-family dwellings may continue and may be changed, repaired, replaced or otherwise modified, provided, however that the use may not be expanded beyond property boundaries owned, leased, or operated as a multiple-family dwelling at the time of reclassification to this district.
Dwelling, townhouse	P	P	P	P	P	P	P	P	CU	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. <sup>2</sup> See Section 13.06.300.E for minimum densities.
Dwelling, accessory (ADU)	P	P	P	P	P	P	P	P	P	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. <sup>2</sup> See Section 13.06.150 for specific Accessory Dwelling Unit (ADU) Standards.
Eating and drinking	P	P	P	P	P	P	P*	N	N	Outdoor seating is permitted with a 12-seat maximum in RCX. In RCX live entertainment is limited to that consistent with a Class "C" Cabaret license, as designated in Chapter 6B.70. In all other districts, live entertainment is limited to that consistent with either a Class "B" or Class "C" Cabaret license, as designated in Chapter 6B.70. *Limited to 7,000 square feet of floor area, per business, in the HMX District.
Emergency and transitional housing	CU	P	P	P	CU	N	CU	CU	CU	See Section 13.06.535. In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. <sup>2</sup>
Extended care facility	P	P	P	P	P	P	P	P	P	See Section 13.06.535. In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. <sup>2</sup>
Foster home	P	P	P	P	P	P	P	P	P	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. <sup>2</sup>
Fueling station	N	P	P	P	N	P	N	N	N	Prohibited along frontage of designated pedestrian streets within the UCX and CCX Districts. <sup>2</sup> Fueling station pump islands, stacking lanes and parking areas shall be located at the side or rear of the building.
Funeral home	P	P	P	P	N	P	P	N	N	
Golf course	N	N	N	N	N	N	N	N	N	
Group housing	P	P	P	P	P	P	P	P	P	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. <sup>2</sup>

Uses	NCX	CCX	UCX	UCX-TD	RCX <sup>1</sup>	CIX	HMX	URX	NRX	Additional Regulations <sup>3, 4, 5</sup> (also see footnotes at bottom of table)
Heliport	N	N	N	N	N	CU	CU	N	N	
Home occupation	P	P	P	P	P	P	P	P	P	Home occupations shall be allowed in all X-Districts pursuant to the standards found in Sections 13.06.100.E and 13.06A.050.
Hospital	N	CU	CU	CU	N	P	P	N	N	
Hotel/motel	P	P	P	P	N	P	P	N	N	
Industry, heavy	N	N	N	N	N	N	N	N	N	
Industry, light	N	N	N	P	N	P	N	N	N	In UCX-TD, only permitted if 50 percent of site contains an enclosed building.
Intermediate care facility	P	P	P	P	P	P	P	P	P	See Section 13.06.535. In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. <sup>2</sup>
Juvenile community facility	P	P	P	P	P/CU	P	N	P/CU	CU	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. <sup>2</sup> See Section 13.06.530 for additional information about size limitations and permitting requirements.
Lodging house	P	P	P	P	P	P	P	P	CU	Prohibited at street level along frontage of designated core pedestrian streets in NCX and CCX Districts. <sup>2</sup>
Master plan for any conditional use	CU	CU	CU	CU	CU	CU	CU	CU	CU	The purpose of this process is to allow an applicant to seek approval for a development program which occupies a large site with multiple-buildings, a complex program, and a detailed plan developed by the applicant which would be implemented in phases and which would extend beyond the normal expiration date, to be reviewed after a ten-year period for those portions of the plan which have not yet been developed.
Microbrewery/winery	N	N	N	P	N	P	N	N	N	Microbreweries shall be limited to 15,000 barrels per year of beer, ale, or other malt beverages, as determined by the filings of barrelog tax reports to the Washington State Liquor Control Board. Equivalent volume winery limits apply.
<del>Microwinery, limited</del>	<del>P</del>	<del>P</del>	<del>P</del>	<del>P</del>	<del>N</del>	<del>P</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>Must include a retail component that occupies a minimum of 500 gross square feet of usable space, fronts the street at sidewalk level or has a well-marked and visible entrance at sidewalk level, and is open to the public a minimum of forty (40) hours per week. All production activities must be conducted within an enclosed building. Outside storage is allowed provided screening and/or buffer planting areas are provided in accordance with Section 13.06.502.D.</del>
Mobile home/trailer court	N	N	N	N	N	N	N	N	N	
Nursery	P	P	P	N	N	P	N	N	N	
Office	P	P	P	P	P	P	P	N	N	Not subject to RCX residential requirement for properties fronting the west side of South Pine Street between South 40th Street and South 47th Street. <sup>1</sup>

Uses	NCX	CCX	UCX	UCX-TD	RCX <sup>1</sup>	CIX	HMX	URX	NRX	Additional Regulations <sup>3, 4, 5</sup> (also see footnotes at bottom of table)
Parks, recreation and open space	P	P	P	P	P	P	P	P	P	Not subject to RCX residential requirement. <sup>1</sup> Subject to the requirements of Section 13.06.560.D.
Passenger terminal	P	P	P	P	N	P	N	N	N	
Personal services	P	P	P	P	P	P	P*	N	N	*Limited to 7,000 square feet of floor area, per business, in the HMX District.
Port, terminal, and industrial; water-dependent or water-related (as defined in Chapter 13.10)	N	N	N	N	N	N	N	N	N	
Public safety and public service facilities	P	P	P	P	P	P	P	P	CU	In the NRX District, unless the specific use is otherwise allowed outright, public service facilities are permitted only upon issuance of a conditional use permit. See Section 13.06.640. Not subject to RCX residential requirement. <sup>1</sup>
Religious assembly	P	P	P	P	P	P	P	P	CU	Not subject to RCX residential requirement. <sup>1</sup>
Repair services	P	P	P	P	N	P	N	N	N	In NCX, all activities must occur within buildings; outdoor storage/repair is prohibited.
Research and development industry	N	N	N	N	N	P	N	N	N	
Residential care facility for youth	P	P	P	P	P	P	P	P	P	See Section 13.06.535. See definition for bed limit. In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. <sup>2</sup> Not subject to minimum densities found in Section 13.06.300.E.
Residential chemical dependency treatment facility	P	P	P	P	P	P	P	P	P	See Section 13.06.535. In CCX and NCX Districts, prohibited at street level along frontage of designated core pedestrian streets. <sup>2</sup>
Retail	P	P/CU~	P/CU~	P/CU~	P	P/CU~	P*	N	N	~ A conditional use permit is required for retail uses exceeding 45,000 square feet. See Section 13.06.640.J. *Limited to 7,000 square feet of floor area, per business, in the HMX District.
Retirement home	P	P	P	P	P	P	P	P	P	See Section 13.06.535. In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. <sup>2</sup>
School, public or private	P	P	P	P	P	P	P	P	CU	Not subject to RCX residential requirement. <sup>1</sup>
Seasonal sales	TU	TU	TU	TU	TU	TU	TU	TU	TU	Subject to Section 13.06.635.

Uses	NCX	CCX	UCX	UCX-TD	RCX <sup>1</sup>	CIX	HMX	URX	NRX	Additional Regulations <sup>3, 4, 5</sup> (also see footnotes at bottom of table)
Self-storage	N	P	P	P	N	P	N	N	N	See specific requirements in Section 13.06.503.B. In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. <sup>2</sup>
Staffed residential home	P	P	P	P	P	P	P	P	P	See Section 13.06.535. See definition for bed limit. Prohibited at street level along designated core pedestrian streets in NCX and CCX Districts. <sup>2</sup> Not subject to minimum densities found in Section 13.06.300.E.
Student housing	P	P	P	P	P	P	P	P	N	Prohibited at street level along frontage of designated core pedestrian streets in NCX and CCX Districts. <sup>2</sup>
Surface mining	CU	CU	CU	CU	CU	CU	CU	CU	N	
Temporary uses	TU	TU	TU	TU	TU	TU	TU	TU	TU	See Section 13.06.635
Theater	P	P	P	P	N	P	N	N	N	Theaters only permitted up to 4 screens in NCX and CCX. Theaters only permitted up to 6 screens in CIX.
Transportation/freight terminal	P	P	P	P	N	P	P	N	N	
Utilities	CU	CU	CU	CU	CU	CU	CU	CU	CU	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. <sup>2</sup> Not subject to RCX residential requirement. <sup>1</sup>
Vehicle rental and sales	N*	P	P	P	N	P	N	N	N	In UCX-TD, only permitted if 50 percent of site contains an enclosed building. In CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. <sup>2</sup> *Use permitted in the 56th Street and South Tacoma Way Mixed-Use Center NCX only, if all activities occur within buildings; outdoor storage repair, and sales are prohibited.
Vehicle service and repair	N*	P	P	P	N	P	N	N	N	All activities must occur within buildings; outdoor storage and/or repair is prohibited. Subject to development standards contained in Section 13.06.510.E. In UCX-TD, only permitted if 50 percent of site contains an enclosed building. In CCX Districts, prohibited along frontage of designated core pedestrian streets. <sup>2</sup> *Use permitted in the 56th Street and South Tacoma Way Mixed-Use Center NCX only, provided all activities occur entirely within buildings; outdoor storage and/or repair is prohibited.
Vehicle service and repair, industrial	N	N	P	P	N	P	N	N	N	Subject to additional development standards contained in Section 13.06.510.E.
Vehicle storage	N	N	N	N	N	P	N	N	N	Subject to development standards contained in Section 13.06.510.D.
Warehouse, storage	N	N	N	N	N	P	N	N	N	
Wholesale or distribution	N	N	N	N	N	P	N	N	N	

Uses	NCX	CCX	UCX	UCX-TD	RCX <sup>1</sup>	CIX	HMX	URX	NRX	Additional Regulations <sup>3, 4, 5</sup> (also see footnotes at bottom of table)
Wireless communication facility	P*/CU**	P*/CU**	P*/CU**	P*/CU**	P*/CU**	P*/CU**	P*/CU**	P*/CU**	P*/CU**	*Wireless communication facilities are also subject to Section 13.06.545.D.1. **Wireless communication facilities are also subject to Section 13.06.545.D.2.
Work release center	N	N	CU	N	N	CU	N	N	N	Permitted with no more than 15 residents in the UCX and no more than 25 residents in the CIX, subject to a Conditional Use Permit and the development regulations found in Section 13.06.550.
Uses not prohibited by City Charter and not prohibited herein	N	N	N	N	N	N	N	N	N	

**Footnotes:**

1. The floor area of any development in RCX must be at least 75 percent residential, unless otherwise noted.
2. For uses that are restricted from locating at street-level along designated pedestrian or core pedestrian streets, the following limited exception is provided. Entrances, lobbies, management offices, and similar common facilities that provide access to and service a restricted use that is located above and/or behind street-level uses shall be allowed, as long as they occupy no more than 50-percent or 75 feet, whichever is less, of the site's street-level frontage on the designated pedestrian or core pedestrian street. See Section 13.06.300.C. for the list of designated pedestrian and core pedestrian streets.
3. 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.F for additional details, limitations and requirements.
4. Commercial shipping containers shall not be an allowed type of accessory building in any mixed-use zoning district. Such storage containers may be allowed as a temporary use, subject to the limitations and standards in Section 13.06.635.
5. Additional restrictions on the location of parking in mixed-use zoning districts are contained in the parking regulations – see Section 13.06.510.A.1 Table 2

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2. X-District Height Bonuses. The X-District Height Bonus program provides a mechanism to allow for additional height for projects within certain portions of the Neighborhood Mixed-Use Centers. It is designed to encourage new growth and foster economic vitality within the centers, consistent with the State Growth Management Act and the City’s Comprehensive Plan, while balancing taller buildings and greater density with public amenities that help achieve the community’s vision for the centers, with improved livability, enhanced pedestrian and transit orientation, and a quality built environment, and realize other City-wide goals. Through this program, projects within certain areas may qualify for additional building height, above and beyond the standard maximum height limits outlined above, under Subsection E.1. In order to achieve these increased height limits, projects are required to provide one or more public benefit bonus features.

a. Applicability. Where applicable in the Mixed-Use Centers, the height bonus provision allows for projects to be eligible to increase the standard maximum height limit through the incorporation of one or more public benefit features into the development of the project. These public benefit features are divided into two levels, each of which is outlined below (see graphic on the next page). The following table details the areas within the various neighborhood centers that are eligible for this height bonus program and the maximum additional height allowed through each of the two bonus levels:

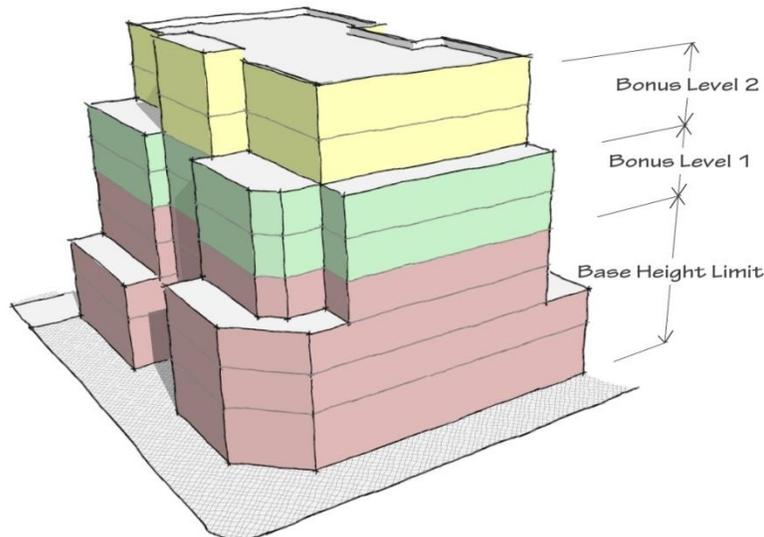
<b>Zoning District &amp; Center</b>	<b>Base Height Limit</b> <i>(allowed without any bonus items)</i>	<b>Maximum Height Allowed Through Level 1<sup>3</sup></b>	<b>Maximum Height Allowed Through Level 2<sup>3</sup></b>
<b>NCX – Neighborhood Commercial Mixed-Use District</b> (Proctor, Lincoln, 6 <sup>th</sup> & Pine, McKinley, and Narrows Centers)	45 feet	65 feet	Not Available
<b>NCX – Neighborhood Commercial Mixed-Use District</b> (Stadium Center)	65 feet	75 feet	85 feet
<b>NCX – Neighborhood Commercial Mixed-Use District</b> (56 <sup>th</sup> & South Tacoma Way Center)	45 feet	65 feet	85 feet
<b>NCX – Neighborhood Commercial Mixed-Use District</b> (MLK Center – property within 200 ft of Core Pedestrian Street) <sup>1</sup>	45 feet	65 feet	85 feet
<b>NCX – Neighborhood Commercial Mixed-Use District</b> (MLK Center – property not within 200 ft of core pedestrian street) <sup>1</sup>	45 feet	65 feet	Not Available
<b>RCX – Residential Commercial Mixed-Use District</b> (MLK Center – east of MLK Jr. Way and between 9 <sup>th</sup> and 13 <sup>th</sup> Streets)	60 feet	70 feet <sup>2</sup>	80 feet
<b>CIX – Commercial-Industrial Mixed-Use District</b> (56 <sup>th</sup> & South Tacoma Way Center)	75 feet	90 feet	100 feet

**Footnotes:**

1. The 200-foot depth used to define some of the areas eligible for the height bonus program shall be extended to encompass an entire development site when at least 60% of the development site is within the standard 200-foot deep bonus area. For purposes of this provision, the “development site” can include multiple parcels as long as they are part of the same project proposal and are abutting or separated by no more than an alley right-of-way.
2. Within the RCX-zoned area, the “Residential Use” item that is provided within the Level 1 bonus palette is not available.
3. Projects that qualify for this program are still subject to the upper-story stepback restrictions found in Section 13.06.503.A.

b. Height Bonus Palettes. The two tables below outline the various public benefit features available for incorporation as part of a project in order to increase maximum height limits, as described above. The following limitations and guidelines apply to the use of the bonus palettes:

- (1) In no case, regardless of how many bonus features are incorporated, can the additional maximum height limits outlined above be exceeded.
- (2) In cases where the bonus height associated with a feature exceeds the maximum bonus height available, that bonus feature can be incorporated but shall only be worth the maximum amount available. For example, if the maximum amount available is 10 feet and a project incorporates the “Affordable Housing” bonus feature (which is normally worth 20 feet), that feature would only be worth 10 feet in that case.
- (3) Within each level, projects can include any combination of the available features to achieve the additional allowed height. In those areas where the maximum height bonus available is divided into two steps, the bonus features in the Level 2 palette cannot be utilized for the first step of additional height and the bonus features in the Level 1 palette cannot be utilized for the second step of additional height.
- (4) The bonus palettes identify the minimum of what must be incorporated in order to achieve each feature and qualify for the associated bonus height. Bonus features must be provided in full in order to qualify and partial credit is not available. For example, the “Residential Use” bonus feature requires that at least 50% of the project be residential in order to receive 10 feet of additional height – providing 25% of the project as residential is not worth 5 feet.
- (5) Bonus features cannot be counted more than once toward the additional allowed height or be worth more than the maximum height identified for that feature, even if the project provides more than the minimum amount required to qualify (providing a bonus twice the level twice the bonus exception to this for green roofs, such count as the “Green also be one part of a to achieve the “LID Management” or bonus items.
- (6) Bonus features are



feature twice or at described is not worth amount). A limited restriction is allowed that a green roof can Roof” bonus item and larger design strategy Stormwater “Energy Efficiency” not subject to variance.

X-District Height Bonus Program

(7) Height Bonus Palette – Level 1:

<b>HEIGHT BONUS PALETTE – LEVEL 1</b>		
<b>BONUS FEATURE</b>	<b>DEFINITION</b>	<b>BONUS HEIGHT</b>
<b>PEDESTRIAN-ORIENTED ENVIRONMENT</b>		
Ground Floor Retail or Restaurant	At least 70% of ground floor project street frontage along the designated core pedestrian street designed to accommodate retail and/or restaurant uses. Retail space(s) shall be a minimum of 1,000 square feet and have a minimum depth and width of 25 feet. Restaurant space(s) shall be a minimum of 2,000 square feet and shall incorporate necessary venting and sewer facilities. The space shall have a minimum interior height of 12 feet from the finished floor to the finished ceiling above and have direct visibility and accessibility from the public sidewalk. Projects not fronting on a core pedestrian street are ineligible to use this palette item.	5 feet
Public Art (1%)	A feature worth 1% of the value of the building (as calculated using the latest Building Valuation Data published by the International Code Council), to be installed on-site, exterior to the building with a location and design that benefits the streetscape, or in an approved off-site location within the same Mixed-Use Center and within 1,000 feet of the project site. Art features shall be coordinated with the City’s Arts Administrator and approved by the Arts Commission.	5 feet
Structured Parking (50%)	At least 50% of the required parking is provided within the building footprint (above or below ground). For projects that do not require parking but wish to utilize this feature, the amount required shall be based on the amount of parking that would be required for the proposed development if it were not exempted.	10 feet
Structured Parking (100%)	All parking is provided within building footprint (above or below ground). For projects that do not require parking but wish to utilize this feature, the amount required shall be at least the amount of parking that would be required for the proposed development if it were not exempted.	20 feet
<b>TRANSIT-ORIENTED DEVELOPMENT</b>		
Transit Stop/Station Improvement	Provide twice the level of improvements that are required by code. If no improvements are required, provide the first level of required improvements. Only applicable to transit stops located within 500 feet of the project site. Must coordinate with Pierce Transit. See Section 13.06.511, Transit Support Facilities.	5 feet
Residential Use	Residential use for at least 50% of a mixed-use project’s floor area.	10 feet
<b>SUSTAINABILITY</b>		
LID Stormwater Management	Manage stormwater through an integrated system and management plan that utilizes various low impact development techniques, such as permeable surfaces, roof rainwater collection systems, bioretention/rain gardens, etc. System shall be designed to result in no net increase in the rate and quantity of stormwater runoff from existing to developed conditions or, if the amount of existing imperviousness on the project site is greater than 50%, the system shall be designed to result in a 25% decrease in the rate and quantity of stormwater runoff. The system shall be designed and installed under the direction of a professional with demonstrated expertise in the design and construction of such facilities.	10 feet
Green Roof	Provide a green roof that covers at least 60% of the building footprint. Green roofs shall be designed and installed under the direction of a professional with demonstrated expertise in the design and construction of such facilities. Green roofs shall conform to best available technology standards, such as those published by Leadership in Energy and Environmental Design (LEED).	10 feet

<b>HEIGHT BONUS PALETTE – LEVEL 1</b>		
<b>BONUS FEATURE</b>	<b>DEFINITION</b>	<b>BONUS HEIGHT</b>
Solar Energy Collection	Install a solar energy collection system on the site that is designed to provide at least 15% of the expected annual operating energy for the building. The system shall be designed and installed under the direction of a professional with demonstrated expertise in the design and construction of such systems.	10 feet
Adjacent Historic Rehabilitation	Retention, renovation and incorporation of a designated or listed City Landmark adjacent to new construction. Renovation must qualify as a “substantial rehabilitation” as defined in RCW 84.26.020(2). Incorporation and renovation shall be coordinated with the City’s Historic Preservation Officer and approved by the Landmarks Preservation Commission.	10 feet
Landmark Designation	Voluntary placement of any significant, historic building in the same Mixed-Use Center on the Tacoma Register of Historic Places. Notice of intent to utilize incentive required in writing prior to submittal of Landmark Nomination. Listing is subject to the approval of the Landmarks Preservation Commission and City Council.	10 feet
Historic Façade Retention	Retention and incorporation of an existing façade that is 50 or more years in age. The project shall retain 100% of the original front wall surface, window and door configurations, cornice line, parapet and any original architectural ornamentation. New construction exceeding the height of the original façade must be setback behind the street-side plane of the original façade. Subject to the approval of the Historic Preservation Officer.	10 feet
Energy Efficiency	Design the structure to reduce energy usage beyond the prerequisite standards by at least 20% for new structures and 10% for existing structures or existing portions of structures. Project shall utilize an energy cost budget analysis to demonstrate energy savings over current standards.	10 feet
<b>QUALITY OF LIFE</b>		
Affordable Housing	At least 20% of residential units provided for households making less than 80% of area median income. In order to qualify, the affordable units shall meet all of the standards prescribed through the City’s Multi-family Property Tax Incentive program.	20 feet
Affordable Housing Trust Fund	Contribution to the City’s Housing Trust Fund in an amount equal to 0.5% of the value of the building (as calculated using the latest Building Valuation Data published by the International Code Council). This contribution would be made available in loans or grants to public or private developers for the development of housing for households making less than 80% of area median income. First priority for the use of the contribution would be within the mixed-use center where the project contribution is being made.	10 feet
Open Space Fund Contribution (0.5%)	Contribution to the City’s Open Space Fund in an amount equal to 0.5% of the value of the building (as calculated using the latest Building Valuation Data published by the International Code Council). These funds would be utilized for acquisition and management of open spaces within the City, with a particular focus, when appropriate, on acquiring and managing open spaces within and in close proximity to the subject Mixed-Use Center.	10 feet
Transfer of Development Rights (TDR)	Use of TDRs from an identified TDR sending area. <del>This feature shall become effective as of the date of adoption of a TDR program by the City.</del>	10 feet

(8) Height Bonus Palette – Level 2:

HEIGHT BONUS PALETTE – LEVEL 2		
BONUS FEATURE	DEFINITION	BONUS HEIGHT
<b>QUALITY OF LIFE</b>		
<del>Open Space Fund Contribution (0.5%)</del>	<del>Contribution to the City's Open Space Fund in an amount equal to 0.5% of the value of the building (as calculated using the latest Building Valuation Data published by the International Code Council). These funds would be utilized for acquisition and management of open spaces within the City, with a particular focus, when appropriate, on acquiring and managing open spaces within and in close proximity to the subject Mixed Use Center.</del>	<del>10 feet (Stadium Center and MLK Center RCX-zoned area); 20 feet (MLK and 56<sup>th</sup> &amp; South Tacoma Way Centers)</del>
Transfer of Development Rights (TDR)	Use of TDRs from an identified TDR sending area. <del>This feature shall become effective as of the date of adoption of a TDR program by the City.</del>	10 feet (Stadium Center and MLK Center RCX-zoned area); 20 feet (MLK and 56 <sup>th</sup> & South Tacoma Way Centers)

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**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

**13.06.400.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. 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.

3. 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.

4. District use table.

Uses	M-1	M-2	PMI	Additional Regulations <sup>1</sup>
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	CU	Such uses shall not be located on a parcel of land containing less than 20,000 square feet of area.
Airport	CU	CU	CU	
Ambulance services	P	P	P	
Animal sales and service	P	P	N	
<del>Art/craft production</del>	<del>P</del>	<del>P</del>	<del>P</del>	
Assembly facility	P	P	N	
Brewpub	P	P	P	
Building material and services	P	P	P	
Business support services	P	P	P	
Carnival	P/TU*	N	N	*Temporary use only within the South Tacoma M/IC Overlay District
Cemetery/internment services	N	N	N	New facilities are not permitted. Enlargement of facilities in existence prior to the effective date of this provision (May 27, 1975) may be approved in any zoning district subject to a conditional use permit. See Section 13.06.640.
Commercial parking facility	P	P	P	
Commercial recreation and entertainment	P/CU*	P/CU*	N	*Within the South Tacoma M/IC Overlay District, a conditional use permit is required for facilities over 10,000 square feet of floor area in the M-2 district and over 15,000 square feet in the M-1 district.
Communication facility	P	P	P	

Uses	M-1	M-2	PMI	Additional Regulations <sup>1</sup>
Confidential shelter	P/N*	N	N	See Section 13.06.535. *Not permitted within the South Tacoma M/IC Overlay District.
Continuing care retirement community	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.
Correctional facility	P	P	P	
<del>Craft food and non-alcoholic beverage production</del>	<del>P</del>	<del>P</del>	<del>P</del>	<del>See Section 13.06.700.C for use definition, which includes certain size limitations.</del>
<u>Craft Production</u>	<u>P</u>	<u>P</u>	<u>P</u>	
Cultural institution	P/CU*	P/CU*	N	*Conditional use within the South Tacoma M/IC Overlay District, unless an accessory use.
Day care, family	P/N*	N	N	*Not permitted within the South Tacoma M/IC Overlay District.
Day care center	P	P	N	Subject to development standards contained in Section 13.06.155.
Detoxification center	CU	CU	N	
Drive-through with any permitted use	P	P	P	
Dwelling, single-family detached	P/N*~	N*	N*	In M-1 districts, single-, two- and three-family and townhouse dwellings are prohibited, except for residential uses in existence on December 31, 2008, the effective date of adoption of this provision. In M-1 districts, new multi-family residential dwellings are permitted only within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *In all districts, quarters for caretakers and watchpersons are permitted as is temporary worker housing to support uses located in these districts. ~Not permitted within the South Tacoma M/IC Overlay District except for quarters for caretakers and watchpersons and temporary worker housing, as noted above.
Dwelling, two-family	P/N*~	N*~	N*~	
Dwelling, three-family	P/N*~	N*~	N*~	
Dwelling, multiple-family	P/N*~	N*~	N*~	
Dwelling, townhouse	P/N*~	N*~	N*~	
Dwelling, accessory (ADU)	P/N~	N	N	Subject to additional requirements contained in 13.06.150. ~Not permitted within the South Tacoma M/IC Overlay District.
Eating and drinking	P	P	P	
Emergency and transitional housing	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.

Uses	M-1	M-2	PMI	Additional Regulations <sup>1</sup>
Extended care facility	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.
Foster 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.
Fueling station	P	P	P	
Funeral home	P	P	N	
Golf course	P/N*	P/N*	N	*Not permitted within the South Tacoma M/IC Overlay District.
Group housing	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.
Heliport	CU	CU	CU	
Home occupation	P	P	P	Subject to additional requirements contained in Section 13.06.100.E
Hospital	P/CU*	P/N~	N	*Conditional use within the South Tacoma M/IC Overlay District. ~Not permitted within the South Tacoma M/IC Overlay District.
Hotel/motel	P/N*	N	N	*Not permitted within the South Tacoma M/IC Overlay District.
Industry, heavy	N	P	P	Animal slaughter, fat rendering, acid manufacture, smelters, and blast furnaces allowed in the PMI District only.
Industry, light	P	P	P	
Intermediate care facility	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.
Juvenile community facility	P/N*	P/N*	P	See Section 13.06.530 for resident limits and additional regulations. *Not permitted within the South Tacoma M/IC Overlay District.

Uses	M-1	M-2	PMI	Additional Regulations <sup>1</sup>
Lodging house	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.
Master plan for any conditional use	CU	CU	CU	The purpose of this process is to allow an applicant to seek approval for a development program which occupies a large site with multiple-buildings, a complex program, and a detailed plan developed by the applicant which would be implemented in phases and which would extend beyond the normal expiration date, to be reviewed after a ten-year period for those portions of the plan which have not yet been developed.
Microbrewery/winery	P	P	P	
<del>Microwinery, limited</del>	<del>P</del>	<del>P</del>	<del>P</del>	
Mobile home/trailer court	N	N	N	
Nursery	P	P	N	
Office	P*	P*	P	*Within the South Tacoma M/IC Overlay District, unless an accessory use, limited to 10,000 square feet of floor area per development site in the M-2 district and 15,000 square feet in the M-1 district.
Parks, recreation and open space	P	P	P	Subject to the requirements of Section 13.06.560.D.
Passenger terminal	P	P	P	
Personal services	P	P	P	
Port, terminal, and industrial; water-dependent or water-related (as defined in Chapter 13.10)	N	N	P*	*Preferred use.
Public safety and public service facilities	P	P	P	
Religious assembly	P	P	P	
Repair services	P	P	P	
Research and development industry	P	P	N	
Residential care facility for youth	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.
Residential chemical dependency treatment facility	P/N*	N	N	See Section 13.06.535. *Not permitted within the South Tacoma M/IC Overlay District.

Uses	M-1	M-2	PMI	Additional Regulations <sup>1</sup>
Retail	P~	P~	P*	*Limited to 7,000 square feet of floor area, per development site, in the PMI District. ~Within the South Tacoma M/IC Overlay District, unless an accessory use, limited to 10,000 square feet of floor area per development site in the M-2 district and 15,000 square feet in the M-1 district. Outside of the South Tacoma M/IC Overlay District, limited to 65,000 square feet per use, unless approved with a conditional use permit. See Section 13.06.640.J.
Retirement 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.
School, public or private	P/N*	P/N*	P/N*	*General K through 12 education not permitted in the PMI District or in the South Tacoma M/IC Overlay District.
Seasonal sales	TU	TU	TU	Subject to development standards contained in Section 13.06.635.
Self-storage	P	P	P	See specific requirements in Section 13.06.503.B.
Staffed residential 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.
Student housing	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.
Surface mining	CU	CU	CU	
Temporary uses	P	P	P	Subject to development standards contained in Section 13.06.635.
Theater	P/N*	N	N	*Not permitted within the South Tacoma M/IC Overlay District.
Transportation/freight terminal	P	P	P	
Utilities	P	P	P	
Vehicle rental and sales	P	P	P	Subject to development standards contained in Section 13.06.510.
Vehicle service and repair	P	P	P	Subject to development standards contained in Section 13.06.510.
Vehicle service and repair, industrial	P	P	P	Subject to development standards contained in Section 13.06.510.
Vehicle storage	P	P	P	Subject to development standards contained in Section 13.06.510.

Uses	M-1	M-2	PMI	Additional Regulations <sup>1</sup>
Warehouse/storage	P	P	P	Storage and treatment facilities for hazardous wastes are subject to the state locational standards adopted pursuant to the requirements of Chapter 70.105 RCW and the provisions of any groundwater protection ordinance of the City of Tacoma, as applicable.
Wholesale or distribution	P	P	P	
Wireless communication facility	P*/CU**	P*/CU**	P*/CU**	*Wireless communication facilities are also subject to Section 13.06.545.D.1. **Wireless communication facilities are also subject to Section 13.06.545.D.2.
Work release center	CU	CU	P	Subject to development standards contained in Section 13.06.550.
Uses not prohibited by City Charter and not prohibited herein	N	N	P	
<b>Footnotes:</b>				
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.F for additional details, limitations and requirements.				

E. Common requirements. To streamline the Zoning Code, certain requirements common to all districts are consolidated under Sections 13.06.500 and 13.06.600. These requirements apply to Section 13.06.400 by reference.

Refer to Section 13.06.500 for the following requirements for development in Industrial Districts:

- 13.06.502 Landscaping and/or buffering standards.
- 13.06.503 Residential transition standards.
- 13.06.510 Off-street parking and storage areas.
- 13.06.511 Transit support facilities.
- 13.06.512 Pedestrian and bicycle support standards.
- 13.06.520 Signs.
- 13.06.602 General restrictions (contains certain common provisions applicable to all districts, such as general limitations and exceptions regarding height limits, yards, setbacks and lot area)

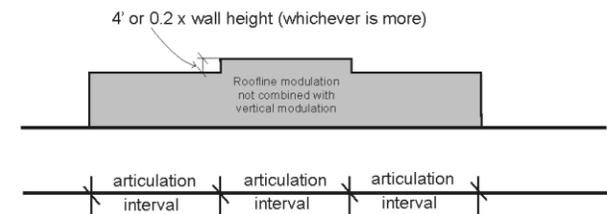
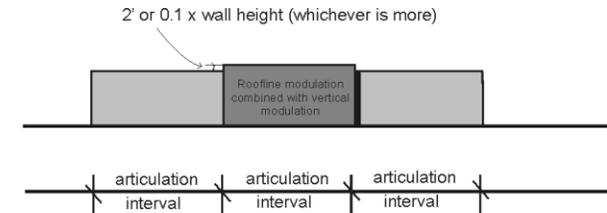
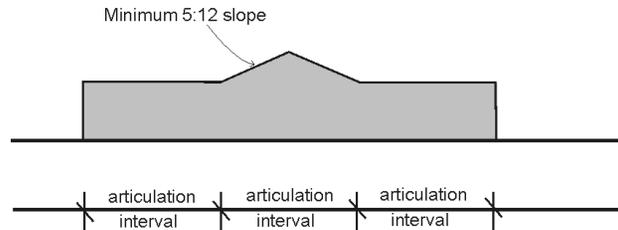
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**I. X-District Roofline Standards.** The following requirements apply to all development located in any X-District, unless specifically exempted. They are intended to ensure that roofline is addressed as an integral part of building design to discourage flat, unadorned rooflines that can result in an industrial appearing, monotonous skyline. Roofline features are also intended to further reduce apparent building volume and further enhance features associated with human scale development.

1. Roofline modulation. Roofline modulation is not required of all buildings. However, in order to qualify as a façade articulation element in other mass reduction standards herein, the roofline shall meet the following modulation requirements along façades facing a street:

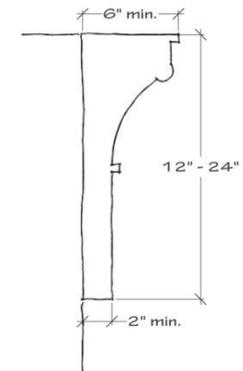
a. For flat roofs or façades with horizontal eave, fascia, or parapet, the minimum vertical dimension of roofline modulation is the greater of 2 feet or 0.1 multiplied by the wall height (finish grade to top of the wall) when combined with vertical building modulation techniques. Otherwise, the minimum vertical dimension of roofline modulation is the greater of 4 feet or 0.2 multiplied by the wall height.

b. Buildings with pitched roofs must include a minimum slope of 5:12 and feature modulated roofline components (such as gabled, hipped, shed, or other similar roof forms) at the interval required per the applicable standard in Section H, above. Rounded, gambrel, and/or mansard forms may be averaged.



2. Flat roof standards. Buildings or portions thereof featuring flat roofs (horizontal roofs with either no slope or only a slope sufficient to effect drainage, often which incorporate surrounding parapets) that do not incorporate roofline modulation, as described above, shall employ decorative roofline treatments incorporating one or more of the following design elements along façades facing a street:

- a. A cornice of two parts with the top projecting at least 6 inches from the face of the building and at least 2 inches further from the face of the building than the bottom part of the cornice. See graphic at right. The height of the cornice shall be at least 12-inches high for buildings 10 feet or less in height; 18-inches for buildings greater than 10 feet and less than 30 feet in height; and 24-inches for buildings 30 feet and greater in height. The cornice must extend along at least 75 percent of the façade.
- b. A one-piece cornice element that projects at least 18 inches from the façade for buildings four stories or less or at least 2 feet from the façade for buildings taller than 4 stories. The cornice line must extend along at least 75 percent of the façade.
- c. Use of balcony/deck railings that function as a visual roofline element. Such railings must be at least 2 feet in height and extend along at least 75 percent of the facade and shall be visible from the adjacent street centerline.
- d. Use of contrasting building materials on the top floor or top two floors for buildings five stories or taller, for at least 75 percent of the facade.



Cornice Example

3. Roofline elements shall not project over property lines, except where permitted on property lines abutting public right-of-way.

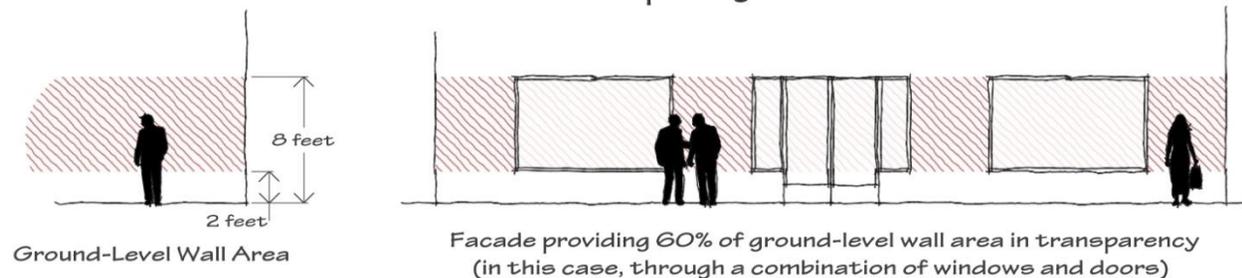
4. Canopy Exemption. Fueling station canopies, drive through canopies, or similar canopies are exempt from roofline requirements.

**J. X-District Windows and Openings: Façade Transparency and Solar Access.** The following requirements apply all development in any X District, unless specifically exempted. These requirements are intended to increase public visibility for public safety, to provide visual interest to pedestrians that helps encourage pedestrian mobility, to provide for natural lighting to buildings interiors to conserve energy, and to provide architectural detailing and variety to building elevations on each story.

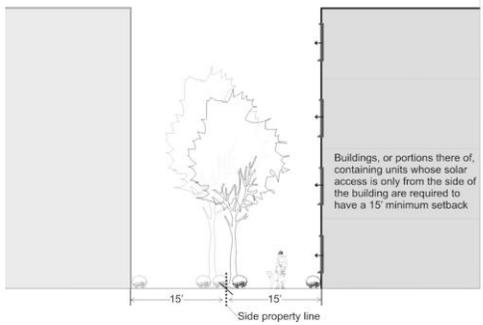
1. Street level transparency standards for non-residential uses:

- a. Facades facing a designated Core Pedestrian Street shall have transparent windows or openings for at least 60 percent of the ground level wall area.
- b. Facades facing a designated Pedestrian Street shall have transparent windows or openings for at least 50 percent of the ground level wall area.
- c. Facades facing a non-pedestrian street, internal courtyard, plaza or containing customer entrances and facing customer parking lots of 20 stalls or greater shall have transparent windows or openings for at least 40 percent of the ground level wall area.
- d. Flexibility for sloping properties. The window and opening requirements shall be reduced to 30 percent of the ground level wall area for building elevations where the finished grade level adjacent to the building is four feet above or below the level of the sidewalk. The requirement shall be further reduced to 20 percent of the ground level wall area in instances where the application of this standard is not possible due to steep grades running parallel to the elevation and crossing the floor plates of the building.
- e. Flexibility for industrial uses. The window and opening requirements shall be reduced to 30 percent of the ground level wall area for the facades of industrial uses located along designated Pedestrian Streets and reduced to 20 percent of the ground level wall area for the facades of industrial uses facing a non-pedestrian street, internal courtyard, plaza or containing customer entrances and facing customer parking lots of 20 stalls or greater.
- f. Flexibility for structured parking. For structured parking or portions of a building containing structured parking that is located at the ground level and subject to these requirements, the window and opening requirement for that portion of the ground-level wall area shall be reduced to 30 percent along façades facing designated Pedestrian Streets and 20 percent along façades facing a non-pedestrian street, internal courtyard, plaza or containing customer entrances and facing customer parking lots of 20 stalls or greater. Additionally, alternatives such as decorative grilles, art work, display windows, or similar features can be substituted for the transparency required in that portion of the ground-level façade.
- g. Required view. Required windows or openings must provide either views into building work areas, sales areas or lobbies. Art or display windows may substitute for transparent elements for up to 25% of the requirement on facades facing designated Pedestrian Streets and up to 50% on all other applicable facades. Art and display windows shall be at least 2 feet deep, recessed and integrated into the façade of the building (tack on display cases do not qualify).
- h. The “ground level wall area” is defined as the area between 2 feet and 8 feet above the adjacent finished grade.
- i. This standard shall apply on a maximum of 2 such building elevations, and shall apply in the order provided above. As an example, for a building that faces a Core Pedestrian Street, a non-pedestrian street, and a qualifying parking lot, the requirements would apply to the façade facing the Core Pedestrian and either the façade facing the non-designated street or the façade facing the parking lot.
- j. Rough openings are used to calculate this requirement.

*Development Requirements for Facades  
Windows/Openings*



<p>2. Upper level transparency standards for non-residential uses:</p>	<p>a. Exterior walls facing streets or containing a customer entrance and facing customer parking lots of 20 stalls or greater shall use a combination of transparent windows or openings and architectural relief that provide visual demarcation of each floor.</p> <p>b. Upper level windows shall be a different type than the ground level windows on the same elevation.</p> <p>c. For purposes of this requirement, a window type is either a grouping of windows, a window size, or a window shape.</p>
<p>3. Residential buildings and residential portions of mixed-use buildings shall incorporate transparent windows and doors equal to at least 15% of all vertical façade surfaces facing the street and equal to at least 10% of all vertical surfaces facing alleys, courtyards, plazas and surface parking lots.</p>	

<p>4. Solar access for residential units.</p>	<p>a. Buildings or portions thereof containing dwelling units whose solar access is only from the side or rear of the building (facing towards the side or rear property line) shall be set back from the applicable side or rear property lines at least 15 feet. This standard shall not apply in cases where the rear or side property line abuts an alley. Examples are provided below.</p> <div style="display: flex; justify-content: space-around; align-items: center;">   </div> <p style="font-size: small; margin-top: 10px;">Buildings, or portions thereof, containing units whose solar access is only from the side of the building are required to have a 15' minimum setback</p>
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5. Window/Trim Detailing. Building facades shall employ techniques to recess or project individual windows or groupings of windows above the ground floor at least two inches from the surrounding facade or incorporate window trim at least four inches wide surrounding the windows. Windows on façades that face the rear property line or alleys are exempt from this standard.

Examples:

Recessed window OK	Projected window OK	Window with trim OK	Unacceptable
			

**K. X-District Façade Surface Standards.** The following requirements apply to all development in any X-Districts, unless specifically exempted. These requirements are intended to help reduce the apparent mass of structures and achieve a more human scale environment by providing visual breaks at more frequent intervals to the building volume that reduce large, flat, geometrical planes on any given building elevation, especially at the first story. The choices are also intended to encourage variety in the selection of facade materials and/or treatment and to encourage more active consideration of the surrounding setting.

<p>1. Blank walls limitation</p>	<p>a. Blank wall definition: A ground floor wall or portion of a ground floor wall that is over 4 feet in height and has a horizontal length greater than 15 feet without a transparent window or door</p> <p>b. Blank walls facing a street, internal pathway, or customer parking lot of 20 stalls or greater must be treated in one or more of the following ways:</p> <ul style="list-style-type: none"> <li>(1) Transparent windows or doors.</li> <li>(2) Display windows at least 2 feet in depth and integrated into the façade (tack-on display cases do not qualify).</li> <li>(3) Landscape planting bed at least 5 feet wide or a raised planter bed at least 2 feet high and 3 feet wide in front of the wall. Such planting areas shall include planting materials that are sufficient to obscure or screen at least 60 percent of the wall’s surface within 3 years.</li> <li>(4) Installing a vertical trellis in front of the wall with climbing vines or plant materials sufficient to obscure or screen at least 60 percent of the wall’s surface within 3 years. For large areas, trellises should be used in conjunction with other blank wall treatments.</li> </ul>
<p>2. Building face orientation</p>	<p>a. The building elevation(s) facing street public rights-of-way shall be a front, side, or corner side and shall not contain elements commonly associated with a rear elevation appearance, such as loading docks, utility meters, and/or dumpsters.</p> <p>b. For buildings that have more than 2 qualifying elevations, this requirement shall only be applied to two of them.</p>
<p>3. Building Details for Core Pedestrian Streets</p>	<p><del>Storefront details for designated Core Pedestrian Streets.</del> All buildings fronting on facades facing designated Core Pedestrian Streets shall be enhanced with appropriate details. All new buildings shall employ at least one detail element from each of the three categories below. To qualify as an element, features must be used continuously along the façade or at 30-foot intervals.</p> <p>a. Window and/or entry treatment:</p> <ul style="list-style-type: none"> <li>(1) Display windows divided into a grid of multiple panes.</li> <li>(2) Transom windows.</li> <li>(3) Roll-up windows/doors.</li> <li>(4) Recessed entry.</li> <li>(5) Decorative door.</li> <li>(6) Arcade.</li> <li>(7) Landscaped trellises or other permanent decorative elements that incorporate landscaping near the building entry.</li> </ul> <p>b. Decorative facade attachments:</p> <ul style="list-style-type: none"> <li>(1) Decorative weather protection element(s) such as a steel canopy or glass, fixed-fabric, or retractable awning.</li> <li>(2) Decorative building-mounted light fixtures.</li> </ul>

- c. Decorative building materials and other facade elements:
- (1) Use of brick, stonework, and architectural pre-cast concrete for at least 10 percent of siding material on the façade.
  - (2) Incorporating a decorative mix of building materials.
  - (3) Decorative kick-plate, pier, or belt course.

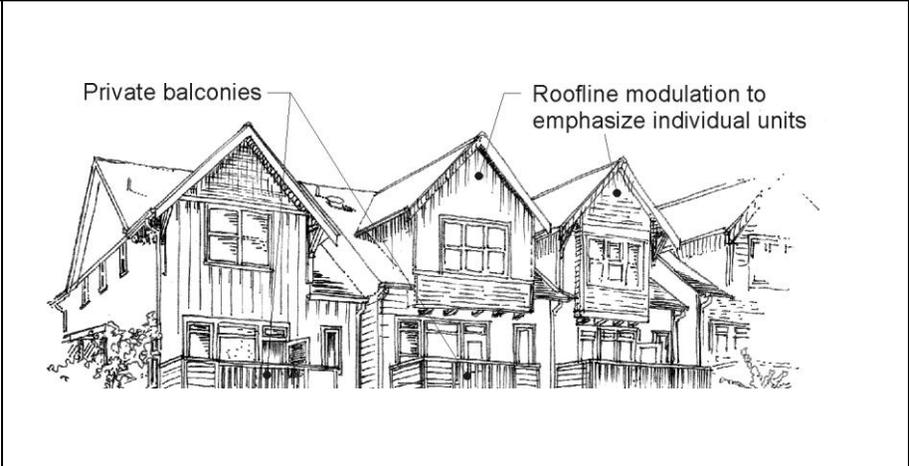
Decorative elements referenced above must be distinct and unique elements or unusual designs that require a high level of craftsmanship. The examples below include a decorative door, use of materials, transom windows, and a retractable awning (left image), decorative lights, arcade, use of brick, and decorative planters near the entry (center image), and decorative canopies, decorative windows, and use of brick (right image).



**O. Townhouse Standards.** The following requirements apply to all townhouse dwellings in all districts. These requirements are intended to provide façade articulation that emphasizes individual units and reduces the apparent mass of structures, minimize impacts of vehicular access and service elements, and emphasize pedestrian access and building orientation to the street.

1. Building Mass:
  - a. The maximum number of units in one building is six, with minimum spacing between ~~clusters~~ buildings of 10 feet.
  - b. Unit articulation. Facades with more than two townhouses facing a street, alley, common open space or common parking area shall be articulated to emphasize individual units. This can be accomplished by either roofline modulation consistent with Section 13.06.501.I.1 and/or vertical building modulation. To qualify for vertical building modulation, the minimum depth and width of modulation shall be 2 and 4 feet, respectively, if tied to a change in building material/siding style. Otherwise, the minimum depth and width of modulation shall be 10 and 15 feet, respectively.

2. Garage Orientation & Vehicular Access:
  - a. Garages shall not face any street
  - b. Vehicular access and garages for all units shall be placed off of the alley, where suitable access, such as abutting right-of-way that is or can be developed, is available.
  - c. Where street-front vehicular access is necessary, driveway approaches shall be limited to no more than one for every 9 units in the development.
  - d. Driveway approaches shall also be consistent with the standards in Section 13.06.510.



3. Pedestrian Orientation:
  - a. All townhouses on lots with street frontage must have an individual entry that faces and is accessible from the street/sidewalk. Townhouses on corner lots only need to provide such an entry to one of the two adjacent streets/sidewalks.
  - b. A continuous pedestrian walkway, which can be a shared walkway, must be provided between the front entrance of each unit and the nearest public sidewalk. Walkways shall be either a raised sidewalk or composed of materials different from any adjacent vehicle driving or parking surfaces. Walkways accessing individual units shall be a minimum of 4 feet wide and walkways accessing multiple units shall be a minimum of 5 feet wide.

4. Windows on the street. At least 15 percent of the facade (all vertical surfaces facing the street) shall be comprised of transparent windows and/or doors. Rough openings are used to calculate this requirement.

5. Utilities:
  - a. Utility meters, electrical conduit, and other service utility apparatus shall be located and/or designed to minimize their visibility from the street. If such elements are mounted in a location visible from the street, common open space, or shared auto courtyards, they shall be screened with vegetation or by architectural features.
  - b. Service, loading, and garbage areas. Developments shall provide a designated area for service elements (refuse and disposal). Such elements shall be sited along the alley, where available. Such elements shall not be located along the street frontage. Where there is no alley available, service elements shall be located to minimize the negative visual, noise, odor, and physical impacts and shall be screened from view from the street and sidewalk.

6. Fencing.
- a. Chain link fencing, with or without slats, is prohibited for required screening.
  - b. Barbed or razor wire. The use of barbed or razor wire is limited to those areas not visible to a public street or to an adjacent residential use.
  - c. Chain link. Chain link or similar wire fencing is prohibited between the front of a building and a public street, except for wetland preservation and recreation uses.
  - d. Electrified. The use of electrified fencing is prohibited in all zoning districts.
  - e. The maximum height of free-standing walls, fences, or hedges between any public street and building shall be 3 feet. Exception: Decorative fences up to 8 feet in height may be allowed between a public street and any residential use provided such fence is at least 50 percent transparent and features a planting strip at least 5 feet wide with Type C or D landscaping to soften the view of the fence and contribute to the pedestrian environment.

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### 13.06.535 Special needs housing.

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E. Facilities allowed by conditional use permit. Applications for conditional use permits for special needs housing facilities shall be processed in accordance with the standard procedures and requirements for conditional use permits, as outlined in Chapter 13.05 and Section 13.06.640, with the following additional requirements.

1. Pre-application community meeting. Prior to submitting an application for a conditional use permit to the City, the applicant shall hold a public informational meeting with adjacent community members. The purpose of the meeting is to provide an early, open dialogue between the applicant and the neighborhood surrounding the proposed facility. The meeting should acquaint the neighbors of the proposed facility with the operators and provide for an exchange of information about the proposal and the community, including the goals, mission, and operation and maintenance plans for the proposed facility; the background of the operator, including their capacity to own, operate, and manage the proposed facility; and the characteristics of the surrounding community and any particular issues or concerns of which the operator should be made aware. The applicant shall provide written notification of the meeting to the appropriate neighborhood council, qualified neighborhood and community organizations, and to the owners of property located within 400 feet of the project site.

2. Pre-application site inspection. Prior to submitting an application for a conditional use permit to the City, the applicant shall allow for an inspection by the appropriate Building Inspector and appropriate Fire Marshall to determine if the facility meets the Building and Fire Code standards for the proposed use. The purpose of this inspection is not to ensure that a facility meets the applicable Code requirements or to force an applicant to bring a proposed facility up to applicable standards prior to application for a conditional use permit, but instead, is intended to ensure that the applicant, the City, and the public are aware, prior to making application, of the building modifications, if any, that would be necessary to establish the use.

3. Required submittals. Applications for conditional use permits for special needs housing facilities shall include the following:

a. A Land Use Permit Application containing all of the required information and submissions set forth in Section 13.05.010 for conditional use permits.

b. Written confirmation from the applicant that a pre-application public meeting has been held, as required under subsection E.1 above.

c. Demonstration of inspection by the appropriate Fire Marshal and Building Inspector, as required under subsection E.2 above, to include a description of any necessary building modifications identified during the inspection.

d. An Operation Plan that provides information about the proposed facility and its programs, per the requirements of Planning and Development Services.

4. Review criteria. Applications for conditional use permit for special needs housing facilities shall be subject to the specific review criteria contained in Section 13.06.640. ~~ED~~.

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### 13.06.555 View-Sensitive Overlay District.

A building, structure, or portion thereof, hereafter erected, shall not exceed a height of 25 feet, except as provided in Sections 13.06.602, 13.06.640 and 13.06.645.B.3. This section shall not apply to any building, structure, or portion thereof within any development or subdivision which is greater than 30 acres in size and which has an approved site plan or residential plat; provided, such site plans must have established the height or elevation of buildings, and such residential plats must have active architectural control committees, of which a resident or property owner of the plat shall be a member, and recorded covenants which give consideration to protection of views, and the architectural control committee must have reviewed and approved the plans of the building or structures before submittal to the City.

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### 13.06.645 Variances.

A. Administration.

1. All variances shall be processed in accordance with provisions of Chapter 13.05. Certain regulatory relief may be sought consistent with sections below that provide for potential variances in specified development situations.

2. A minor variance is one in which the code relief requested is within 10 percent of the quantified standard contained in the code and shall be processed in accordance with 13.05.020.B. Minor variances may be granted for quantitative development

regulations (bulk, area), accessory building height, design, sign regulations, and off street quantity standards. Examples of quantitative standards are building setback, parking quantity, lot size, and minimum density requirements.

3. A variance is one in which the code relief requested is beyond the threshold outlined above for minor variances and shall be processed in accordance with 13.05.020.C.

4. Both types of variances shall be subject to the same decision criteria found in this section. Minor variances shall not be granted for height in the View Sensitive District and for qualitative standards to which a 10 percent threshold would not apply.

25. In the exercise of his or her powers to grant variances to, or interpret, the regulations contained in this chapter, the Director and Hearing Examiner may not, by any act or interpretation, change the allowed use of a structure or land, change the boundaries of a zoning district, or change the zoning requirements regulating the use of land.

#### B. Specified variances.

##### 1. Variance to development regulations (bulk, area).

a. Applicability. These shall include variances to building setbacks, building location, lot coverage, lot area, lot width, lot frontage, yard space, and minimum-density requirements. These shall not include variance to sign development standards, to design standards, height, parking lot development standards, or off-street parking quantity standards.

b. Criteria. The Director may, in specific cases, authorize a variance to the development regulations, subject to the criteria set forth below. In granting a variance, the Director or Hearing Examiner may attach thereto such conditions regarding the location, character and other features of the proposed structure as may be deemed necessary to ensure consistency with the intent of the Code and Comprehensive Plan and to ensure that the use of the site will be as compatible as practicable with the existing development on the site and surrounding uses. All of the following facts and circumstances must exist:

(1) The restrictive effect of the specific zoning regulation construed literally as to the specific property is unreasonable due to unique conditions relating to the specific property, and which do not result from the actions of the applicant, such as: parcel size; parcel shape; topography; location; documentation of a public action, such as a street widening; proximity to a critical area; location of an easement; or character of surrounding uses.

(2) The requested variance does not go beyond the minimum necessary to afford relief from the specific hardship affecting the site.

(3) The grant of the variance would allow a reasonable use of the property and/or allow a more environmentally sensitive site and structure design to be achieved than would otherwise be permitted by strict application of the regulation, but would not constitute a grant of special privilege not enjoyed by other properties in the area.

(4) The grant of the variance will not be materially detrimental or contrary to the Comprehensive Plan and will not adversely affect the character of the neighborhood and the rights of neighboring property owners.

(5) The grant of the variance will not cause a substantial detrimental effect to the public interest.

(6) Standardized corporate design and/or increased development costs are not cause for variance.

##### 2. Accessory buildings – height.

a. Applicability. The construction of an accessory building which exceeds the height limit may be authorized upon a lot in the following instances; provided, in no instance shall the height of an accessory building be allowed to exceed 25 feet, as defined in Section 13.06.700.H:

(1) Additional height is necessary to accommodate building door clearance to allow for the storage of a recreational vehicle or trailered boat.

(2) The subject property is affected by steep topography, which precludes development of detached garages for personal vehicles.

(3) The subject property is affected by a hardship situation where the rear yard area of a site abuts an alley and the topography of such area is affected by a slope of such severity as to preclude development under this subsection. In this instance, the height of the structure shall be measured from the grade of the abutting alley right-of-way to the highest point of the roofline.

(4) The additional height is necessary to provide architectural compatibility between the accessory building and the main building, for features such as roof pitch and style.

b. Criteria. The Director may, in specific cases, authorize a variance to the height of accessory buildings, subject to the criteria set forth below. All of the following facts and circumstances must exist:

(1) Additional height shall be the minimum necessary to afford relief.

(2) The variance is in the interest of the general public.

(3) The variance is in the general interest of the particular neighborhood.

(4) For purposes of this variance, the interest of the general public and the general interest of the particular neighborhood are indicated, in part, by the Comprehensive Plan.

### 3. View-Sensitive Overlay District – height.

a. Applicability. In the View-Sensitive Overlay District, the construction of a building above the 25-foot height limit will be allowed if approved by the Director; provided, however, the height of a building cannot exceed the height of the underlying zoning district from existing grade or, when applicable, the grade approved by the Director.

b. It is intended that the Director balance the interests of the applicant who wishes to build or remodel and the interests of the surrounding property owners who wish to preserve their view. There should be an awareness by all parties involved that every property owner does have the right to build on their property and that the proposed construction will have an impact on neighboring parties. Any negative view impact should be minimized.

c. For purposes of this variance, the interest of the general public and the general interest of the particular neighborhood are indicated, in part, by the Comprehensive Plan.

d. Criteria. In reviewing requests for this variance, the Director shall consider, but shall not be limited to, the following:

(1) the extent of the view;

(2) the impact of the proposed construction on the view from adjacent properties;

(3) the effect of any possible restrictions on the proposed construction, the character of the area;

(4) the topography of the site and surrounding properties;

(5) the variance is in the interest of the general public; and

(6) the variance is in the general interest of the particular neighborhood.

e. Mitigation. The following factors shall be considered as mitigating circumstances which may make approval of this variance more appropriate:

(1) orientation of the ridgeline to minimize view impairment;

(2) style of roof;

(3) increased setback from the street and/or the side lot line; and

(4) the placement of the structure(s) on the site.

### 4. Design.

a. Applicability. These shall include variances to design standards, including those set forth in Sections 13.06.100.G, 13.06.501, 13.06.502, 13.06.503, 13.06.510.B, and 13.06.512.

b. Criteria. The Director or Hearing Examiner may, in specific cases, authorize variances to design standards upon the finding that the variance request meets one of the criteria listed below. Standardized corporate design and/or increased development costs are not cause for variance. Failure to meet an appropriate test shall result in denial of the variance request. The Director or Hearing Examiner may issue such conditions as necessary to maximize possible compliance with the intent of the regulation from which relief is sought. The applicant carries the burden of proof to demonstrate applicability of the appropriate test(s):

(1) Unusual shape of a parcel established prior to 2002 creates practical difficulties in achieving compliance with the design standard sought to be varied.

(2) Preservation of a critical area, unique natural feature, or historic building and/or feature creates practical difficulties in achieving compliance with the design standard sought to be varied.

(3) Widely varied topography of the building site creates practical difficulties in achieving compliance with the design standard sought to be varied.

(4) Documentation of a pending public action, such as a street widening, creates practical difficulties in achieving compliance with the design standard sought to be varied.

(5) A proposed alternative design that departs from a requirement that can be demonstrated to provide equal or superior results to the requirement from which relief is sought in terms of quantity, quality, location, and function.

5. Variance to sign regulations.

a. Applicability. These variance criteria in subsection b apply to any variance for regulations found in Section 13.06.520, 13.06.521, and 13.06.522, governing signs; except that:

(1) Sign setback. Variance to sign setback shall be subject to the criteria found in Section 13.06.645.B.1.

(2) Sign height. Variances to sign height shall, in no instance, allow the height of a sign to exceed 35 feet or allow the height of a sign on a site with freeway frontage to exceed the height of the building on the same site, whichever is lower. A variance to sign height also requires a finding by the Director that special circumstances exist relating to one or more of the following: property location; topography; parcel shape and size; site distance; or limited view to property and sign in question.

(3) General restriction. The Director may not grant a variance in any instance to allow a sign to exceed an additional 25 percent of the permitted sign size or height. This limitation applies when more restrictive than subsection 5.a.2 above. Standardized corporate design and/or increased development costs are not cause for variance.

b. Criteria. The Director may approve a sign variance for one or more of the following reasons:

(1) The proposed signage indicates an exceptional effort to create visual harmony between the signs, structures, and other features of the property through the use of a consistent design theme, including, but not limited to, size, materials, color, lettering, and location.

(2) The proposed signage will preserve a desirable existing design or siting pattern for signs in an area, including, but not limited to, size, materials, color, lettering, and location.

(3) The proposed signage will minimize view obstruction or preserve views of historically or architecturally significant structures.

(4) In a shopping center or mixed-use center, the proposed sign plan provides an integrated sign program consistent with the overall plan for the center.

(5) In a shopping center or mixed-use center, the variance is warranted because of the physical characteristics of the center, such as size, shape, or topography, or because of the location of signs in existence on the date of passage of this section.

6. Variance to parking lot development standards.

a. Applicability. These shall include variances to the parking lot development standards contained in Sections 13.06.510.B, C, D, and E and the additional Mixed-Use Centers parking development standards in Section 13.06.510.A.

b. Criteria. The Director may authorize a variance for one or more of the following reasons:

(1) Reasonable alternatives are to be provided to said standards which are in the spirit and intent of this chapter; or

(2) Strict enforcement of the standards would cause undue or unnecessary hardship due to the unique character or use of the property.

7. Variance to off-street parking quantity standards.

a. Applicability. These shall include variances to the required off-street parking quantity standards contained in Section 13.06.510.A.1

b. Criteria. The Director may, in specific cases, authorize a variance to the off-street parking quantity standards. Except under extraordinary circumstances, the standard shall not be reduced by more than 50 percent. The Director or Hearing Examiner may issue such conditions as necessary to maximize possible compliance with the intent of the regulations. The applicant carries the burden of proof to demonstrate applicability of the appropriate criteria. The Director may authorize a variance upon finding that the application is consistent with each of criteria 1 through 3 and at least one of criteria 4 through 7.

(1) The grant of the variance would allow a reasonable use of the property;

(2) The grant of the variance will not be materially detrimental or contrary to the Comprehensive Plan and will not adversely affect the character of the neighborhood and the rights of neighboring property owners; and

(3) The grant of the variance will not cause a substantial detrimental effect to the public interest.

(4) Approval of the variance would not constitute a grant of special privilege not enjoyed by other properties in the vicinity and/or would allow for a more environmentally sensitive site and structure design to be achieved than would otherwise be permitted by strict application of the standard; or

- (5) The restrictive effect of the specific zoning regulation as it applies to the specific property is unreasonable due to unique conditions relating to the specific property, such as: parcel size; parcel shape; topography; location; proximity to a critical area; location of an easement; or character of surrounding uses; or
- (6) Reasonable alternatives are to be provided to said standards which are in the spirit and intent of this chapter; or
- (7) The likelihood of a decreased need for off-street parking for the use at that location due to site-specific circumstances, such as:
  - (a) A parking study demonstrating that the individual characteristics of the use at that location require less parking than is generally required for a use of this type and intensity;
  - (b) An approved carpooling/vanpooling or commute trip reduction program consistent with TMC Chapter 13.15;
  - (c) Availability of private, convenient transportation services to meet the needs of the use;
  - (d) Accessibility to and frequency of public transportation; or
  - (e) For residential uses, availability of pedestrian access due to proximity to health and medical facilities, shopping facilities and other services providing for everyday needs and amenities.

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**13.06.700 Definitions and illustrations.**

For the purposes of this chapter, certain words and terms are defined as follows: words used in the present tense include the future, words in the singular number include the plural, and words in the plural number include the singular; the word “building” includes the word “structure”; the word “shall” is mandatory and not directory. For words that are not defined in this chapter, or that do not incorporate a definition by reference, refer to a Webster’s Dictionary published within the last ten years.

13.06.700.A

~~Art/craft production. The production of arts and/or crafts with on-site production/assembly of goods by hand manufacturing involving the use of hand tools and/or small-scale equipment, often operated in conjunction with a retail use. This category includes such uses as ceramic art, glass art, candle-making, and custom jewelry manufacture. All activity must be conducted totally within the structure with no outdoor storage or significant emissions of odor, smoke, fumes, or sound that extend beyond the site. Individual tenant spaces or units within a building may constitute the site.~~

\*\*\*

13.06.700.B

~~Building, height of. In commercial, mixed-use, industrial, and downtown districts, all districts except those containing a View-Sensitive Overlay District, per Section 13.06.555, building height shall be measured consistent with the applicable Building Code, Height of Building. In residential districts- For buildings located within a View-Sensitive Overlay District(those addressed in Section 13.06.100), the method provided below shall be used:~~

1. The height limit shall be the vertical distance between existing grade and a plane essentially parallel to the existing grade. The corners of such plane shall be located above the base points.
2. The base points shall be located at the four corners of the foundation or, if the foundation of the structure does not form a rectangle, at the four corners of the smallest rectangle which surrounds the foundation.
3. The base points shall be located on existing grade, unless determined otherwise by the Director in accordance with the provisions of Section 13.06.645.B.3.a.
4. Additional height at the rate of one foot for each 6 percent of the slope shall be allowed. This additional height shall not be allowed on the uphill portion of the structure. For the purpose of this provision, the slope shall be the difference between the elevation of the highest base point and the elevation of the lowest base point divided by the distance between those two base points.
5. No portion of a structure, including the highest gable, unless specifically excepted, shall extend above the height limit; provided, however, that a legal structure that existed before June 18, 1989, that was destroyed by fire, natural disaster, explosion, or other calamity or act of God or the public enemy may be rebuilt to its previous height within the building’s prior actual dimensions, including, but not limited to, height, roof pitch, depth, and width. Such a structure cannot be enlarged, expanded, or otherwise increased in size without the enlargement or expansion meeting the zoning regulations in effect at the time of the expansion.

The height of a stepped or terraced building is the maximum height of any segment of the building.

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13.06.700.C

~~Craft food and non-alcoholic beverage production. An establishment of no more than 4,000 square feet that is engaged in the production of food and/or non-alcoholic beverage products and which, due to the nature and limited scale of the activities, is compatible with retail sales and service uses and produces minimal off-site impacts. Such establishments must include an accessory and related on-site retail sales and/or eating and drinking component which occupies at least 10% of the total gross floor area. This classification allows wholesale and/or off-premises sales and includes, but is not limited to, bakeries, confectionaries, butchers, and coffee roasting establishments, but excludes microbrewery/winery uses and/or light industrial uses.~~

Craft Production. A commercial use that involves the production of arts, crafts, foods, beverages or other product with on-site production and assembly of goods primarily involving the use of hand tools and/or small-scale equipment. Due to the limited scale of the activities and small boutique nature of craft production establishments, they are compatible, and are often co-located with, retail sales and service uses. This use category includes but is not limited to ceramic art, glass art, candle-making, custom jewelry manufacture, bakeries, confectionaries, butchers, coffee roasting establishments, food production and beverage production.

Establishments engaged in the craft production of alcoholic beverages including craft wineries, craft breweries, and craft distilleries shall be limited to no more than 5,000 gallons of product per year. The following regulations also apply to the craft production of alcoholic beverage:

1. An occupancy that is below an "H" Hazard as defined by the current version of the adopted International Building Code (IBC) shall be maintained and not exceeded. Accessory "H" uses may be allowed provided the accessory use does not exceed 10 percent of the site's floor area.
2. Retail sale and onsite tasting of beverages and/or the ability for producers to act as wholesaler of its own production for off-site consumption are subject to the appropriate state and local licenses.
3. Individual tenant spaces or units within a building may constitute the site.

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13.06.700.M

~~Microwinery, limited. An establishment engaged primarily in the production, including crushing, fermentation, aging, and bottling, and distribution of no more than 1,000 cases of wine per year. This classification allows a "Microwinery, limited" to sell wine at retail and provide wine tasting onsite and/or to act as wholesaler for wine of its own production for off-site consumption with appropriate state licenses.~~

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13.06.700.V

Variance. The procedure by which the strict application of the provisions of this title relating to height, area, setbacks, parking, design and other such development standards may be modified for a particular project based on special circumstances applicable to the specific property and/or project. Variances cannot change the underlying zoning or allow for uses that are otherwise prohibited. Since variances are an adjustment to the standards, projects that have received approval of a variance shall be considered to be conforming to that standard.

Variance, minor. A variance in which the relief requested is within 10 percent of the quantified standard contained in the code.

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**Chapter 13.06A**  
**DOWNTOWN TACOMA**

Sections:

- 13.06A.010 Purpose.
- 13.06A.020 Applicability.
- 13.06A.030 Definitions.
- 13.06A.040 Downtown Districts and uses.
- 13.06A.050 Additional use regulations.
- 13.06A.052 Primary Pedestrian Streets.
- 13.06A.055 Nonconforming Development.
- 13.06A.060 Development Standards.
- 13.06A.065 Parking Standards.
- 13.06A.070 Basic design standards.
- 13.06A.080 Design standards for increasing allowable FAR.
- 13.06A.090 Special features required for achieving maximum Floor Area Ratio.
- 13.06A.100 Downtown Master Planned Development (DMPD).
- 13.06A.110 Variances.
- 13.06A.120 *Repealed.*
- 13.06A.130 Severability.

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**13.06A.060 Development Standards.**

~~A. No variances shall be granted to these development standards unless otherwise indicated.~~

**BA.** Buildings lawfully in existence on January 10, 2000, the time of reclassification to the above districts, do not need to conform to these standards; however, additions will need to conform. No addition can increase nonconformity to these standards or create new nonconformity.

**CB.** Development Standards Table.

Districts	Maximum Allowable Floor Area Ratio (FAR)						Height Limits
	"As of Right"		With Design Standards		With Special Features		
	Non-Res	Res	Non-Res	Res	Non-Res	Res	
DCC	3	3	6	6	12	12	400'
DMU	2	3	4	5	6	7	100'
DR	1	2	2	4	4	6	90'
WR	3	4	4	5	6	7	100'

**DC.** Floor Area Ratio – Additional Standards

1. The FAR for non-residential and residential uses within a given development are individually calculated and may be added together for a cumulative total, provided that the respective maximum FAR for each use is not exceeded. For example, in the DCC, an "as-of-right" development may have a total FAR of 6, with a FAR of 3 in non-residential use and a FAR of 3 in residential use in a single development.
2. For the purposes of calculating maximum allowable FAR, hotels shall be considered a residential use.
3. A minimum FAR of 1 shall be achieved for structures within the Downtown Commercial Core district. The gross floor area shall be used to calculate the minimum FAR.
4. The maximum allowable Floor Area Ratio may be exceeded as provided for in Section 13.06A.080.
5. Floor area is determined pursuant to the definition provided in Section 13.06.700.

**ED.** Building Height – Additional Standards

1. Building Height will be measured consistent with the applicable Building Code, Height of Building and excludes parapets, mechanical penthouses, elevator overruns and machine rooms, and decorative architectural features (e.g., spires, towers, pergolas, pyramids, pitched roofs) not intended for residential, office or retail space.

2. Maximum Building Height within 150' east of the centerline of the right-of-way of Yakima Avenue shall be 60 feet, in order to create a transition to lower-rise residential development to the west.

**13.06A.065 Parking Standards**

A. Purpose and Applicability. The following off-street parking standards are intended to achieve Comprehensive Plan policies that strive to minimize and effectively manage the amount of land in downtown that is currently dedicated to parking, as large parking areas are often unattractive, inefficient uses of land which disrupt cohesive urban form and pedestrian environment.

1. ~~With the exception of Sections 13.06A.065.D.3 and 13.06A.065.D.4, no variances shall be granted to these parking standards unless otherwise indicated. Variances to the required standards may be authorized pursuant to Section 13.06A.110.~~

2. No parking is required for structures lawfully in existence on January 10, 2000, the time of reclassification to the above districts; however, new development and additions shall provide parking as required. No addition to a building or parking area can increase nonconformity to these standards or create new nonconformity.

3. Maximum parking ratios may be exceeded for providing parking available to the public and which is not dedicated to individual owners, tenants and lessees of any building. Ample signage at the facility must be provided to inform users that the excess parking stalls are available for public use at no charge or by fee.

4. For buildings that contain multiple types of uses, the required number of parking spaces shall be equal to the total number of spaces determined by computing each use type separately, except where specifically stated otherwise herein.

5. Development shall also comply with the requirements of 13.06.510.C Loading Spaces.

6. Structures and sites that are individually listed on the Tacoma Register of Historic Places shall be exempt from all parking quantity requirements. This provision does not apply to Historic Special Review District overlay zones.

**B. Reduced Parking Area (RPA) – Parking Quantity Standards**

	<b>Residential Parking</b>		<b>Non-Residential Parking</b>	
	(stalls/ unit)		(stalls/ floor area sf)	
	Minimum	Maximum	Minimum	Maximum
RPA	Not Applicable	Not Applicable	Not Applicable	Not Applicable

1. Minimum off-street parking stall quantity requirements do not apply within the Reduced Parking Area (RPA), which is located generally between 6th Avenue and South 23rd Street, and between Dock Street and Tacoma Avenue (the specific boundary of the area is shown in Figure 1, below).

2. Accessible parking shall be provided for people with physical disabilities as part of all new buildings and additions to existing buildings in accordance with the standards set forth in the building code as adopted by the City of Tacoma in TMC Chapter 2.02, based on the parking provided, but not less than the following:

a. The minimum number of accessible parking stalls to be provided shall be based on the following criteria:

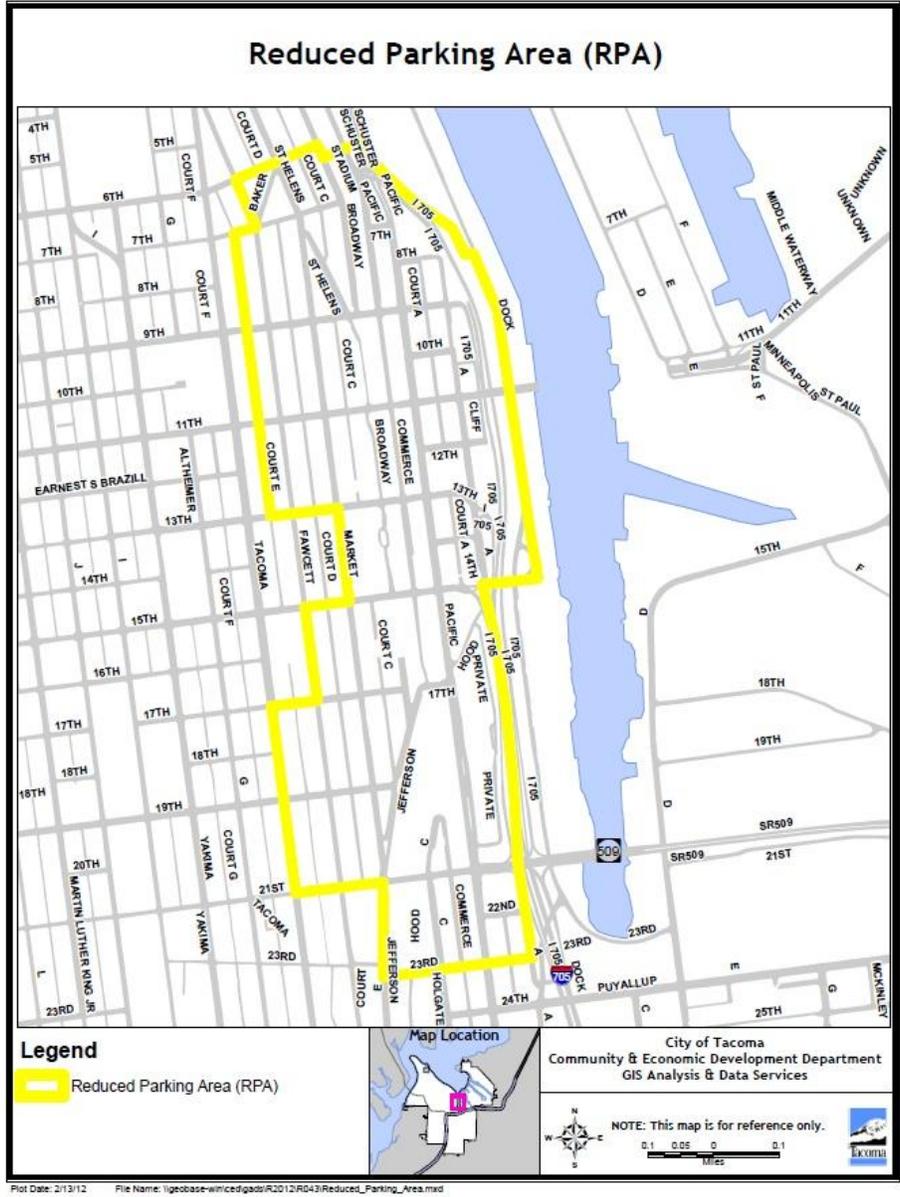
(i) For non-residential development, accessible parking shall be calculated as if one general parking space were provided for each 1,000 square-feet of gross floor area of the development, minus the first 3000 square-feet of each street level establishment.

(ii) For hotels, accessible parking shall be calculated as if one-half (0.5) a general parking space was provided for each guest room, inclusive of all accessory uses.

(iii) For residential development, accessible parking shall be calculated as if one general parking space was provided for each dwelling unit.

b. After consulting with the City’s ADA Coordinator, the Building Official may approve an alternate to providing on-site accessible parking, as outlined in 2(a), above, when it is determined that the alternate is reasonable in light of circumstances associated with the specifics of an individual site and the needs of people with disabilities.

Figure 1: Reduced Parking Area (RPA)



C. Parking Quantity Standards Outside of the RPA

	Residential Parking (stalls/unit)		Non-Residential Parking (stalls/ floor area sf)	
	Minimum	Maximum	Minimum	Maximum
DMU	1	Not Applicable	2/1000	3/1000
DR	1	Not Applicable	1/1000	3/1000
WR	1	Not Applicable	1/1000	3/1000

1. Minimum parking ratios for non-residential development located east of Jefferson Avenue from South 23rd to South 28th Street shall be reduced by 50 percent in recognition of the availability of transit.
2. The first 3,000 square feet of each street level establishment is exempt from parking requirements.
3. Special needs housing, including, but not limited to, seniors, assisted living, congregate care, licensed care, or group care homes may provide less than one stall per residence upon a showing that a lesser parking requirement will reasonably provide adequate parking for residents, staff, and visitors, subject to the approval of the City Engineer.

4. Required parking for hotels shall be .5 stalls per room inclusive of all accessory uses.
5. Telecommunications exchange facilities may provide less than the required parking stalls upon a showing that a lesser parking requirement will reasonably provide adequate parking for operational, vendor, and transient service staff, subject to the approval of the City Engineer.

#### D. General Parking Design Standards Applicable to the RPA and All Downtown Zones

1. Unless otherwise specified herein, the off-street parking area development standards contained in TMC 13.06.510, which include minimum stall size and height, aisle width, paving and access requirements, but not including minimum quantity requirements, shall apply to all new off-street parking provided.
2. Tandem parking is permitted only for residential development subject to approval of the City Engineer.
3. All new surface parking lots, additions to parking lots, parking lots associated with buildings undergoing substantial alteration, parking lots increased in size by 50 percent, and parking lots altered on 50 percent of its surface shall provide a perimeter landscaping strip abutting adjacent sidewalks containing a combination of trees and shrubs.
  - a. In no case shall fewer than three trees per 100 linear feet of frontage be provided.
  - b. Masonry walls no lower than 15” and no higher than 30” may be substituted for shrubs.
  - c. For lots greater than 20 stalls, at least 15 percent of the interior area shall be planted with trees and shrubs.
  - d. All trees shall have a minimum caliper of 2 1/2-inch at the time of planting.
  - e. Pedestrian walkways from adjacent sidewalks shall be provided except where topographic constraints make this requirement infeasible.
4. Parking Garages. The ground-level facades of new or substantially altered parking garages and additions shall be designed to obscure the view of parked cars. Where commercial or residential space is not provided to accomplish this, features such as planters, decorative grilles, architectural elements, or works of art shall be used. Parking garage openings at the level of and facing a street, alley, courtyard, plaza, or open parking area shall incorporate such elements in a manner that effectively reduces the visibility of vehicles within the garage while still allowing for limited visibility into and out of the garage. Any portion of the screening that is between 3 and 7 feet above the adjacent grade shall be at least 20 percent transparent but not more than 80 percent transparent. Vehicular access openings shall be exempt from this standard. This standard also shall apply when 50 percent or more of the sidewalk level facade is altered.

#### E. Surface parking lots on Primary Pedestrian Streets within the RPA boundary

1. The following regulations are intended to promote a walkable, dense, urban environment on Primary Pedestrian Streets which is both aesthetically pleasing and commercially vibrant. The use of landscaping and publicly accessible amenities should be used to create harmony between vehicle and pedestrian areas.
2. Construction of a new surface parking lot to serve as commercial parking facility is prohibited.
3. Dedicated surface parking areas shall be located on the same site as the principle use.
4. The location of on-site surface parking areas is limited to the area behind the front wall line of the structure, within, or under the structure; and for corner sites surface parking shall not be located at the corner.
5. The maximum width of on-site surface parking areas along the frontage of Primary Pedestrian Streets, including driveways, is limited to 60 feet. Portions of surface parking that are more than 40 feet back from the property line along a Primary Pedestrian Street can exceed this width limitation. If the remaining area between the Primary Pedestrian Street and the surface parking area is vacant, it shall be required to comply with 13.06A.065.E.7.
6. The expansion of an existing surface parking area located along the frontage of a Primary Pedestrian Street is prohibited. However, surface parking areas can be expanded as long as any such expansion is located at least 40 feet back from the property line along the Primary Pedestrian Street. If this remaining setback area between the Primary Pedestrian Street and the surface parking area is vacant, it shall be required to comply with 13.06A.065.E.7.
7. At a minimum, the required setback area shall be landscaped consistent with Landscape Type B found in Section 13.06.502.F. Alternatively, a minimum of 15 percent of the setback area shall be landscaped with a combination of trees, shrubs, and ground cover and the setback area shall also include at least two amenities from the following: decorative lighting and pavers; seating, benches, or low sitting walls that could include weather protection or tables; planters; public art as approved by appropriate City Commissions; water feature or drinking fountain; public plaza; bike racks or bike boxes; or other public amenities as approved by the City.

- a. The setback area shall be clearly identified with signage placed at a visible location with lettering visible to passersby indicating the nature of the setback area and, if appropriate, its availability to the general public.
- b. The maintenance of the setback area shall be the responsibility of the property owner for the life of the associated building or the parking area, or until such time as the setback area is developed with a structure that is in conformance with this chapter.
- c. If intended to be publicly accessible, the area shall be clearly and directly connected from the adjacent sidewalk meeting Accessibility Standards.

**13.06A.070 Basic design standards.**

A. ~~No variances shall be granted to the following basic design standards and the additional standards applicable to the DCC and DR districts.~~ A variance to the required standards may be authorized, pursuant to Section 13.06A.110, ~~unless otherwise prohibited.~~

B. If a building is being renovated in accordance with the Secretary of Interior’s Standards for Treatment of Historic Properties, and a conflict between the basic design standards or additional standards and the Secretary’s Standards occurs, then the Historic Preservation Criteria and Findings made by the Tacoma Landmarks Preservation Commission shall prevail.

C. Standards Applicable to Development in All Districts.

- 1. The basic design standards and additional standards applicable to the DCC and DR districts, except as otherwise noted, shall apply to all new construction, additions, and substantial alterations.
- 2. All rooftop mechanical for new construction shall be screened with an architectural element such as a high parapet, a stepped or sloped roof form, or equivalent architectural feature that is at least as high as the equipment being screened. Fencing is not acceptable. The intent of the screening is to make the rooftop equipment minimally visible from public rights-of-way within 125 feet of the building, provided said rights-of-way are below the roof level of the building. In those instances where the rights-of-way within 125 feet of the building are above the roof level of the building, the mechanical equipment should be the same color as the roof to make the equipment less visible. If the project proponent demonstrates that the function and integrity of the HVAC equipment would be compromised by the screening requirement, it shall not apply. This standard shall not apply to existing buildings undergoing substantial alteration.
- 3. One street tree shall be provided per each 25 linear feet of frontage, with tree grates covering the pits, in conformance with City requirements. This standard, in its entirety, shall apply to all new construction, additions, substantial alterations, and when 50 percent or more of the existing sidewalk is replaced. One street tree shall be provided, consistent with the requirements of this standard, for each 25 linear feet of existing sidewalk that is replaced. Existing street trees shall be counted toward meeting this standard. Trees and grates should conform to the Tacoma Downtown Streetscape Study and Design Concepts.
  - a. The required street trees should generally be evenly spaced to create or maintain a rhythmic pattern, but can be provided with variations in spacing and/or grouped to accommodate driveways, building entrances, etc. To achieve consistency with the existing pattern of tree spacing, the quantity of required street trees may be modified.
  - b. The use of tree grates will be determined by the presence of existing grates in the district, and the width and function of the sidewalk.
  - c. Residential development may substitute plantings for grates.
  - d. Where existing areaways, vaults or insufficient sidewalk widths prevent this form of planting, trees may be planted in planters that are generally in conformance with the *Tacoma Downtown Streetscape Study and Design Concepts*.
  - e. All trees shall have a minimum caliper of 2 1/2-inch at the time of planting.
  - f. This standard is not applicable in the WR district.
- 4. Any new building, the addition to any building, or any substantially altered building fronting on a Primary Pedestrian Street shall comply with either subparagraphs a. or b. below:
  - a. At least 25 percent of the linear sidewalk level frontage shall consist of any of the following uses: retail; restaurants; cultural or entertainment uses, hotel lobbies; travel agencies; personal service uses; parcel and mail services; copy centers; check-cashing facilities; the customer service portion of banks, credit unions, and savings and loan associations; or Public Benefit Uses. Uses at the sidewalk level frontage lawfully in existence on January 10, 2000, the time of reclassification to the above districts, shall be considered legal nonconforming uses and may continue, although such uses do not conform to this standard.

b. The floor area abutting at least 25 percent of the linear sidewalk level frontage shall be designed and constructed to accommodate future conversion to the uses listed in subparagraph a. above, and may be occupied by any use allowed in the zoning district. The area designed and constructed to accommodate future conversion shall meet the following standards, in addition to any other required basic or additional design standards.

- (1) The distance from the finished floor to the finished ceiling above shall be at least 12 feet.
- (2) The area must have a minimum average depth of 25 feet measured from the sidewalk level façade.
- (3) The sidewalk level façade must include a pedestrian entrance or entrances to accommodate a single or multiple tenants or be structurally designed so entrances can be added when converted to the building uses listed in subparagraph a. above.
- (4) At least 25 percent of the sidewalk level facade of the portion of the building designed and constructed to accommodate future conversion to listed uses shall provide transparency through the use of windows and doors for the area located between 2 feet above grade and 12 feet above grade.

A parking structure lawfully in existence on January 10, 2000, the time of reclassification to the above districts, and which is substantially altered, may provide pedestrian amenities or enhancements along the sidewalk level frontage equal to 1 percent of the total project cost in lieu of meeting this standard. Such amenities or enhancements will be in addition to those otherwise required and may include works of art, landscaping, exterior public spaces, pedestrian safety improvements, weather protection, pedestrian scale lighting, seating or sitting walls, planters, unit paving in the sidewalk, street furniture, architectural features, refined surface materials, decorative lighting, or other amenities.

5. Any sidewalk level facade of a new building, an addition to a building, or a substantially altered building that faces a street shall have at least 20 percent of the area located between 2 feet above grade and 12 feet above grade in transparency through the use of windows, doors, or window displays. Window displays must be at least 12 inches in depth and recessed into the building. Display cases attached to the exterior wall do not qualify. The transparency standard shall apply to the portion of the sidewalk level façade of a parking structure that includes retail, service, residential, or commercial uses at the sidewalk level. A decorative grille, work of art, or a similar treatment may be used to meet this standard on those portions of the sidewalk level façade where it can be demonstrated that the intrusion of natural light is detrimental to the sidewalk level use. Examples of such uses include, but are not limited to, movie theaters, museums, laboratories, and classrooms. In no instances shall the amount of transparency present in existing buildings be decreased below this standard. This standard shall also apply when 50 percent or more of the sidewalk level facade is altered.

A parking structure lawfully in existence on January 10, 2000, the time of reclassification to the above districts, and which is substantially altered, may provide pedestrian amenities or enhancements along the sidewalk level frontage equal to 1 percent of the total project cost in lieu of meeting this standard. Such amenities or enhancements will be in addition to those otherwise required and may include works of art, landscaping, exterior public spaces, pedestrian safety improvements, weather protection, pedestrian scale lighting, seating or sitting walls, planters, unit paving in the sidewalk, street furniture, architectural features, refined surface materials, decorative lighting, or other amenities.

6. Development shall also comply with the requirements as established in Section 13.06.511, Transit Support Facilities.

7. New driveways shall be located from an alley, court, or street which does not have light rail or streetcar lines or is not designated as a Primary Pedestrian Street. Existing driveways may remain and be maintained. Abandoned driveways shall be removed when required by the Traffic Engineer.

- a. If a driveway is not feasible from a non-designated alley, court, or street, a driveway may be located from a street having light rail or streetcar lines or a designation of Primary Pedestrian Street.
- b. Maximum driveway width on a street having light rail or streetcar lines or on a defined Primary Pedestrian Street is 25 feet.
- c. All driveways on a street having light rail or streetcar lines or on a defined Primary Pedestrian Street shall be no closer than 150 feet as measured to their respective centerlines, provided that there will be allowed at least one driveway from each development to each abutting street.
- d. All driveways on a street having light rail or streetcar lines shall be equipped with a sign to warn exiting vehicles about approaching trains.
- e. All driveways located on a Primary Pedestrian Street shall be equipped with audible warning signals to announce exiting vehicles.

f. ~~No variances shall be granted to this driveway standard.~~ Variances to the required standards may be authorized pursuant to Section 13.06A.110.

8. Where trees are provided, they shall be planted a minimum of 10 feet from pedestrian light standards or parking lot light standards. However, limited flexibility in the placement of trees shall be allowed to address unique circumstances such as unusual topography or where other required or existing features limit the ability to strictly meet this standard.
9. Where pedestrian light standards or parking lot light standards are provided, they shall be placed a minimum of 10 feet from trees. However, limited flexibility in the placement of light standards shall be allowed to address unique circumstances such as unusual topography or where other required or existing features limit the ability to strictly meet this standard.
10. Where public seating is provided, it shall utilize designs that discourage long-term loitering or sleeping, such as dividers or individual seating furniture.

D. Additional Standards Applicable to Development Within the Downtown Commercial Core.

1. The maximum square feet of setback area for new and substantially altered structures and additions fronting on a Primary Pedestrian Street shall be determined by multiplying 75 percent of the linear sidewalk level frontage by a factor of 10. The setback area or areas can only be used for entrance areas and space devoted to exterior public spaces, pedestrian amenities, landscaping, or works of art. Parking is prohibited in the setback areas.

2. Any new building, or any substantially altered structure located along those portions of Pacific Avenue, Broadway, and Commerce Street defined as a Primary Pedestrian Street shall comply with either subparagraphs a. or b. below.

a. At least 50 percent of the linear sidewalk level façade shall be occupied by any of the following uses: retail; restaurants; cultural or entertainment uses; hotel lobbies; travel agencies; personal service uses; parcel and mail services; copy centers; check-cashing facilities; the customer service portion of banks, credit unions, and savings and loan associations, or Public Benefit Uses. Uses at the sidewalk level frontage lawfully in existence on January 10, 2000, the time of reclassification to the above districts, shall be considered legal nonconforming uses and may continue, although such uses do not conform to this standard.

b. The floor area abutting at least 50 percent of the linear sidewalk level frontage shall be designed and constructed to accommodate future conversion to the uses listed in subparagraph a. above and may be occupied by any use allowed in the zoning district. The areas designed and constructed to accommodate future conversion shall meet the following standards, in addition to any other required basic or additional design standards.

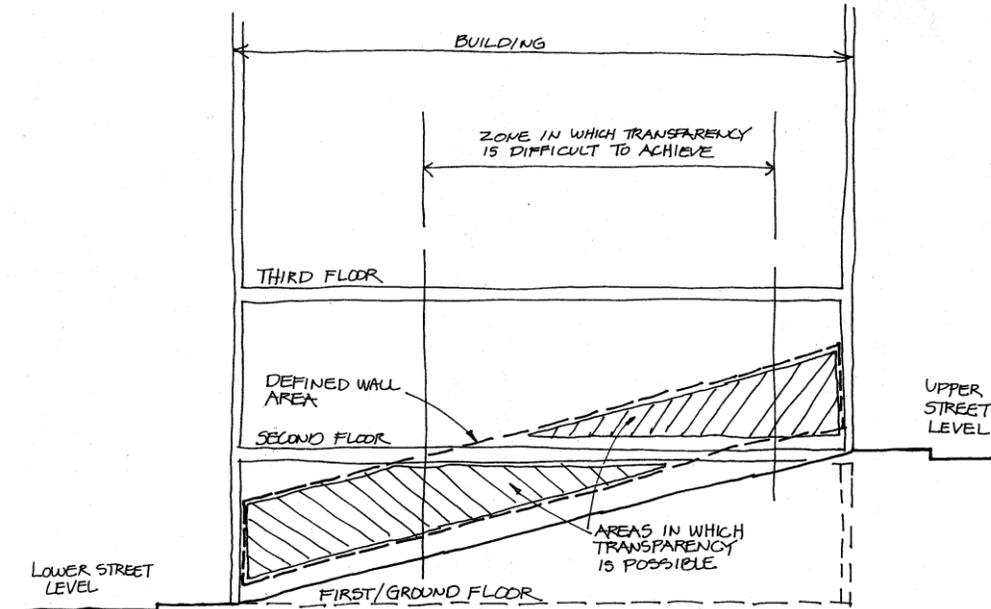
- (1) The distance from the finished floor to the finished ceiling above shall be at least 12 feet.
- (2) The area must have a minimum average depth of 25 feet measured from the sidewalk level facade.
- (3) The sidewalk level façade must include an entrance or entrances to accommodate a single or multiple tenants or be structurally designed so entrances can be added when converted to the building uses listed in subparagraph a. above.
- (4) At least 25 percent of the sidewalk level facade of the portion of the building designed and constructed to accommodate future conversion to listed uses shall provide transparency through the use of windows and doors for the area located between 2 feet above grade and 12 feet above grade.

A parking structure lawfully in existence on January 10, 2000, the time of reclassification to the above districts, and which is substantially altered, may provide pedestrian amenities or enhancements along the sidewalk level frontage equal to 1 percent of the total project cost in lieu of meeting this standard. Such amenities or enhancements will be in addition to those otherwise required and may include works of art, landscaping, exterior public spaces, pedestrian safety improvements, weather protection, pedestrian scale lighting, seating or sitting walls, planters, unit paving in the sidewalk, street furniture, architectural features, refined surface materials, decorative lighting, or other amenities

3. The sidewalk level facade of any new or substantially altered structure and/or of an addition along those portions of Pacific Avenue, Broadway, and Commerce Street defined as a Primary Pedestrian Street shall include the following. This standard shall also apply when 50 percent of the sidewalk level facade is altered.

a. At least 60 percent of the facade area between 2 feet above grade and 12 feet above grade shall consist of transparency through the use of windows, doors, or window displays except that the transparency standard shall be reduced to 50 percent if at least 50 percent of the sidewalk level façade is occupied with uses listed in subparagraph 2 a. above. Window displays must be at least 12 inches in depth and recessed into the building. Display cases attached to the exterior wall do not qualify. The transparency standard may be reduced for buildings located on a sloping site by eliminating application of this standard to that portion of the building façade where the slope makes application of the requirement impracticable as shown in the illustration below. The transparency standard shall apply to the portion of the sidewalk level façade of a parking structure that includes retail, service, or commercial uses at the sidewalk level. A decorative grille, work of art, or similar treatment may be used to meet this standard on those portions of the façade where it can be demonstrated that the intrusion of natural light is detrimental

to the sidewalk level use. Examples of such uses include, but are not limited to, movie theaters, museums, laboratories and classrooms. In no instance shall the amount of transparency present in existing buildings be decreased below this standard.



A parking structure lawfully in existence on January 10, 2000, the time of reclassification to the above districts, and which is substantially altered, may provide pedestrian amenities or enhancements along the sidewalk level frontage equal to 1 percent of the total project cost in lieu of meeting this standard. Such amenities or enhancements will be in addition to those otherwise required and may include works of art, landscaping, exterior public spaces, pedestrian safety improvements, weather protection, pedestrian scale lighting, seating or sitting walls, planters, unit paving in the sidewalk, street furniture, architectural features, refined surface materials, decorative lighting, or other amenities.

b. Weather protection over the public or private pedestrian walkway in the form of a flat or sloped canopy or marquee along at least 75 percent of the building frontage. Weather protection must project a minimum of 3 feet. Marquees must meet the requirements specified in the applicable Building Code used by the City. Canopies shall also conform to TMC 13.06.521.J.

E. Additional Standards Applicable to Development Within the Downtown Residential (DR) District.

1. Roofs of all new or substantially altered buildings shall incorporate one or more of the following features:

- a. Pitched roof form(s) with a minimum slope of 3:12.
- b. Terraced roof forms that step back at the uppermost floors.
- c. Exaggerated parapets, with overhanging cornices.

2. Where new or substantially altered development is adjacent to structures or districts that are designated historic, the design shall make use of similar attributes such as massing, roofline, setbacks from the property lines, window types, and materials to ensure visual continuity between the older and the newer development and be subject to the approval of the Historic Preservation Officer.

**13.06A.080 Design Standards for Increasing Allowable FAR.**

At least four of the following standards shall be incorporated into each development to increase allowable FAR as shown in the Development Standards Table. For each standard that is additionally met, the maximum allowable FAR indicated in the Development Standards Table may be increased by .5.

These standards suggest the result to be achieved. It is expected that the review process would allow for flexibility and creativity in meeting the intent. These standards shall be in addition to the basic design standards and, if applicable, the additional standards specified for the DCC and DR districts:

No variances shall be granted to the following:

**Annual Amendment Application #2013-12**  
Draft Code Amendments (2-6-13)

1. Architectural expression of the base of buildings through more refined materials such as stone or brick, and details such as cornice lines and belt courses. The base of the building is the first full floor above grade.
2. Architectural delineation of the tops of buildings through devices such as pyramids, domes, spires, projecting cornices, and other similar, visually distinctive roof forms.
3. Enhanced pedestrian elements at the sidewalk level including decorative lighting (free-standing or building-mounted), seating or low sitting walls, planters, or unit paving in sidewalks.
4. Exterior public space equivalent to at least 5 percent of the site area and including the following attributes:
  - a. Seating in the amount of one sitting space for each 100 sf of area.
  - b. Trees and other plantings.
  - c. Solar exposure during the summer.
  - d. Visibility from the nearest sidewalk.
  - e. Within 3' of the level of the nearest sidewalk.
5. Incorporation of works of art into the public spaces, exterior facade, or entrance lobby.
6. Landscaping covering at least 15 percent of the surface of the roof and/or the use of "green roofs" which reduce storm water runoff. Access by building occupants is encouraged.
7. Including a Public Benefit Use within the development.
8. Within the Downtown Commercial Core, at least 60 percent of the linear frontage along those portions of Pacific Avenue, Broadway, and Commerce Street defined as a Primary Pedestrian Street shall be occupied by retail, restaurants, cultural or entertainment uses, hotel lobbies, or Public Benefit Uses.
9. Retention and renovation of any designated or listed historic structure(s) located on the site.
10. Parking contained entirely within structures or structures on the site.
11. Include mixed-rate housing in a housing or mixed-use project.

**13.06A.090 Special features required for achieving maximum Floor Area Ratio.**

In order to attain the maximum allowable Floor Area Ratio, special features shall be included with a development. Each special feature provides an additional FAR of 2 towards achieving the maximum allowable FAR as indicated in the Development Standards Table.

Using FAR credits for a special feature shall be permitted only after a development has met the Basic Design Standards, Additional Standards as required, and at least four of the Design Standards for Increasing Allowable FAR.

No variances shall be granted to the following:

1. Provide a "hill climb assist" in the form either of a landscaped public plaza or an interior public lobby with an escalator or elevator. Such space shall be open to the public at least 16 hours per day.
2. Provide works of art or water features equivalent in value to at least 1 percent of construction costs within publicly accessible spaces on site or off site within the downtown zoning district where the development is located.
3. Build an off-site park, open space, or community gardens with a value equivalent to at least 1 percent of construction costs within the downtown zoning district where the development is located. Alternatively, a payment may be paid to the City in lieu of actual park development. Payments shall be used by the City for developing and improving park space within the same downtown zoning district.
4. Provision of public rest rooms, open to the public at least 12 hours each weekday.
5. Contribution to a cultural, arts organization or to the Municipal Art Fund for a specific development or renovation project located downtown, in an amount equal to at least 1 percent of the construction cost of the development.
6. Provide public parking, in addition to that required by this code, at a ratio of at least 0.25 stalls per 1000 gsf.
7. Include residential use with non-residential uses in the same development, with the residential use in an amount that is at least 20 percent of the total floor area of the development. (The increase in FAR applies to the non-residential portion; the residential portion is governed by the maximum allowable residential FAR as indicated in the Development Standards Table.)

### 13.06A.100 Downtown Master Planned Development (DMPD).

Any development meeting the following criteria may qualify as a Downtown Master Planned Development: ~~No variances shall be granted to the following criteria:~~

- A. The development site is at least 50,000 square feet. Development sites that have lot area located on both sides of a street are considered contiguous for the purposes of calculating site size; however, right-of-way may not be included in the calculation unless its air rights are vacated.
- B. The development meets the Basic Design Standards and Additional Standards as required.
- C. The development complies with at least four of the Design Standards for Increasing Allowable FAR.
- D. The development provides one Special Feature.
- E. The development is governed by a master plan that describes, in detail, building footprints, massing, heights, public spaces and pedestrian connections, and architectural characteristics.
- F. The development includes particular buildings or portions of buildings exceeding the maximum height limits specified in Section 13.06A.060, provided that other buildings or portions of buildings on the site are built at least 25 percent below the allowable maximum height limit of the zoning district.
- G. In no case can the maximum allowable FAR for the zoning district be exceeded except as otherwise provided.

### 13.06A.110 Variances.

Unless otherwise indicated, the Director shall not grant a variance by act or interpretation of the regulations contained in Sections 13.06A.060, 13.06A.065, 13.06A.080, 13.06A.090, and 13.06A.100, as specified herein, or to change the use of a structure or land.

The Director may grant a variance ~~only for the basic design standards of TMC 13.06A.070,~~ to the regulations contained in Sections 13.06A upon the finding that the variance meets one of the tests below. Standardized corporate design and/or increased development costs are not cause for a variance. Failure to meet an appropriate test shall result in denial of the variance request. The Director may issue such conditions as necessary to maximize possible compliance with the intent of the regulation from which relief is sought. The applicant carries the burden of proof to demonstrate applicability of the appropriate test.

- 1. Unusual shape of a parcel established prior to the reclassification of property to the downtown districts.
- 2. Preservation of a critical area, unique natural feature, or historic building/feature restricts possible compliance.
- 3. Widely varied topography of the building site restricts possible compliance.
- 4. Documentation of a pending public action such as street widening restricts possible compliance.

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**Determination of Environmental Nonsignificance  
and  
Environmental Checklist**

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## Preliminary Determination of Environmental Nonsignificance

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### City of Tacoma Comprehensive Plan and Land Use Regulatory Code Proposed Amendments for 2013

SEPA File Number: SEP2013-40000195799

**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:**

The proposed 2013 Annual Amendment would modify seven elements of the Comprehensive Plan (i.e., Growth Strategy and Development Concept, Generalized Land Use, Transportation, and Open Space Habitat and Recreation elements); rescind three elements (Thea Foss Waterway Design and Development Plan, Ruston Way Plan, and Shoreline Trails Plan); change the land use designations on the Generalized Land Use Plan map for certain properties; and revise seven chapters in the Tacoma Municipal Code (i.e., 1.37 Transfer of Development Rights Program Administrative Code, 10.14 Driveways, 13.02 Planning Commission, 13.04 Platting and Subdivisions, 13.05 Land Use Permit Procedures, 13.06 Zoning, and 13.06A Downtown Tacoma).

Copies of the complete text of the proposed revisions including associated map revisions are available from the Planning and Development Services Department at the below address and may also be viewed and downloaded at [www.cityoftacoma.org/planning](http://www.cityoftacoma.org/planning) (click on “2013 Annual Amendment”).

**Location:** City of Tacoma

**Lead Agency:** City of Tacoma

**City Contact:** Lihuang Wung  
Planning and Development Services Department  
747 Market Street, Room 345  
Tacoma, WA 98402  
(253) 591-5682

The lead agency for this proposal has made a preliminary determination that this project does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2) (c). This decision was made after review of an environmental checklist and other information on file with the lead agency. This information is available to the public upon request. This Preliminary Determination of Nonsignificance (DNS) is issued under WAC 197-11-340(2). **Comments must be submitted by 5:00 p.m. on March 29, 2013. The**

**Determination of Nonsignificance**

**SEP2013-40000195799**

**Page 2**

**Responsible Official will reconsider the DNS based on timely comments and may retain, modify, or, if significant adverse impacts are likely, withdraw the DNS. Unless modified by the City, this determination will become final on April 5, 2013.**

There is no administrative appeal for this determination. Appeals must be filed in conjunction with appeals of the adopted amendments to the Growth Management Hearings Board; appeals shall be taken in accordance with procedures and limitations set forth in RCW 43.21C.075 and WAC 242-02. In addition to Growth Management Hearings Board requirements, a copy of the appeal shall be filed with the Planning and Development Services Department, 747 Market Street, Room 345, Tacoma, Washington 98402.

The Puyallup Tribe is notified that this initiates the consultation process.

Responsible Official: Peter Huffman  
Position/Title: Interim Director, Planning and Development Services Department

Signature: \_\_\_\_\_

SEPA Officer Signature: \_\_\_\_\_

Issue Date: **February 22, 2013**  
Comment Deadline: **March 29, 2013, 5:00 p.m.**

NOTE: The issuance of this Preliminary Determination of Nonsignificance does not constitute project approval. Future project applicants must comply with all other applicable requirements of the City of Tacoma and other agencies with jurisdiction prior to receiving development permits.

- c: via U.S. Mail:  
Tacoma Planning and Development Services Department, Reuben McKnight, Shirley Schultz  
Tacoma Public School District #10, Pete Wall, 3223 South Union Ave., Tacoma, WA 98409  
Nature and Environment Advisory Council, Terry Larson, 808 North Ainsworth Ave., Tacoma, WA 98403  
Puyallup Tribe of Indians, Bill Sullivan, Natural Resources Director, 3009 E. Portland Ave., Tacoma, WA 98404  
Puyallup Tribe of Indians, David Duenos, Building Official, 3009 E. Portland Avenue,, Tacoma, WA 98404  
Puyallup Tribe of Indians, Brandon Reynon, Tribal Historian, 3009 E. Portland Avenue, Tacoma, WA 98404  
Puyallup Tribe of Indians, Jeffrey Thomas, TFW Program Director, 3009 E. Portland Ave., Tacoma, WA 98404  
Puyallup Tribe of Indians, Peter Mill, Director of Planning Department, 3009 E. Portland Ave., Tacoma, WA 98404  
Puyallup Tribe of Indians, Lisa A. Brautigam, Environmental Attorney, 3009 Portland Ave., Tacoma, WA 98404  
Puyallup Tribe of Indians, Russ Ladley, Tribal Attorney, 3009 Portland Avenue, Tacoma, WA 98404  
Puyallup Tribe of Indians, Shawn Villegas, 3009 Portland Avenue, Tacoma, WA 98404  
Puyallup Tribe of Indians, Andrew Stroebel, Land Use Manager, 3009 Portland Avenue, Tacoma, WA 98404

- c: via E-mail:  
Tacoma Pierce County Health Department, SEPA Review Team, [sepa@tpchd.org](mailto:sepa@tpchd.org)  
Port of Tacoma, Jason Jordan, [jjordan@portoftacoma.com](mailto:jjordan@portoftacoma.com)  
Metro Parks, Doug Fraser, [dougfr@tacomaparks.com](mailto:dougfr@tacomaparks.com)  
Puget Sound Clean Air Agency, Steve Van Slyke, [stevev@pscleanair.org](mailto:stevev@pscleanair.org)  
Department of Ecology, [sepaunit@ecy.wa.gov](mailto:sepaunit@ecy.wa.gov)  
Department of Transportation, Dale Severson, [dale.severson@wsdot.wa.gov](mailto:dale.severson@wsdot.wa.gov)

File: Planning and Development Services

# ENVIRONMENTAL CHECKLIST

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*City of Tacoma  
Comprehensive Plan and Land Use Regulatory Code  
Proposed Amendments for 2013*

**SEPA File Number:  
SEP2013-40000195799**

**February 20, 2013**

**Planning and Development Services Department  
747 Market Street, Room 345  
Tacoma, WA 98402-3769  
253-591-5030**



## ENVIRONMENTAL CHECKLIST

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### A. BACKGROUND

**1. Name of proposed project, if applicable:**

City of Tacoma *Comprehensive Plan* and Land Use Regulatory Code – Proposed Amendments for 2013 (“2013 Annual Amendment”).

**2. Proponent/applicant:**

City of Tacoma  
Planning and Development Services Department  
747 Market Street, Room 345  
Tacoma, WA 98402-3769

**3. Contact:**

Lihuang Wung  
City of Tacoma  
Planning and Development Services Department  
747 Market Street, Room 345  
Tacoma, WA 98402-3769  
Phone: (253) 591-5682  
E-mail: [lwung@cityoftacoma.org](mailto:lwung@cityoftacoma.org)

**4. Date checklist prepared:** February 20, 2013

**5. Agency requesting checklist:**

City of Tacoma, Planning and Development Services Department

**6. Proposed timing or schedule (including phasing, if applicable):**

The schedule for the 2013 Annual Amendment encompasses the following milestones:

July 2012-February 2013:	Analysis of the proposed amendments
February-March 2013:	Public review of the proposed amendments
March 20, 2013:	Planning Commission public hearing
April 17, 2013:	Planning Commission makes recommendations to the City Council
May-June 2013:	City Council review of the Commission’s recommendations
May 21, 2013:	City Council public hearing
June 4 and 11, 2013:	City Council considers adoption of the proposed amendments
July 1, 2013:	Effective date of adopted amendments

**7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.**

The *Comprehensive Plan* and implementing development regulations are amended on an annual basis consistent with the State Growth Management Act. The proposed changes to text, map and policies of the *Comprehensive Plan* will apply to future land use and development. Proposed changes to the Land Use Regulatory Code and the Official Zoning Map will provide the basis to evaluate and regulate future development proposals.

**8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.**

SEPA analyses have been prepared for amendments to the *Comprehensive Plan* and Land Use Regulatory Code on an annual basis since 1994. Listed below are those for the last three years, with the rest on file and available for review upon request:

- SEP2012-40000176242 Adoption of 2012 Annual Amendment to the *Comprehensive Plan* and Land Use Regulatory Code
- SEP2011-40000157940 Adoption of 2011 Annual Amendment to the *Comprehensive Plan* and Land Use Regulatory Code
- SEP2010-40000140630 Adoption of 2010 Annual Amendment to the *Comprehensive Plan* and Land Use Regulatory Code

**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.**

There are no known applications; however, future development applications would be subject to the approved amendments to the *Comprehensive Plan* and the Land Use Regulatory Code.

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

The proposed amendments to the *Comprehensive Plan* and the Land Use Regulatory Code will be adopted by the City Council by ordinance, i.e. through the legislative process. Future development applications will be subject to the amended Plan, regulations, and zoning classifications and be approved through issuance of various permits and approvals as required.

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

The proposed 2013 Annual Amendment would modify seven elements of the Comprehensive Plan (i.e., Growth Strategy and Development Concept, Generalized Land Use, Transportation, and Open Space Habitat and Recreation elements); rescind three elements (Thea Foss Waterway Design and Development Plan, Ruston Way Plan, and Shoreline Trails Plan); change the land use designations on the Generalized Land Use Plan map for certain properties; and revise seven chapters in the Tacoma Municipal Code (i.e., 1.37 Transfer of Development Rights Program Administrative Code, 10.14 Driveways, 13.02 Planning Commission, 13.04 Platting and Subdivisions, 13.05 Land Use Permit Procedures, 13.06 Zoning, and 13.06A Downtown Tacoma).

The proposed "2013 Annual Amendment" is packaged with nine applications for amending the Comprehensive Plan and/or Land Use Regulatory Code. The complete text of the amendments proposed in each application, including maps where applicable, and the associated staff analyses are available for review at the Planning and Development Services Department, at all branches of the Tacoma Public Library, and at the website of [www.cityoftacoma.org/planning](http://www.cityoftacoma.org/planning) (and click on "2013 Annual Amendment").

A summary of the nine applications is provided below. Note that there were twelve applications received for consideration at the beginning of the review process in July 2012, while three of them (i.e., Applications #2013-03, #2013-10, and #2013-11) have been dropped.

**(1) Application #2013-01: Drive-Through Regulations**

This proposal would strengthen the code restrictions on drive-through facilities in order to prevent or reduce their potential impacts, help reduce the amount of carbon dioxide and other greenhouse gases produced by idling vehicles, and improve overall air quality for the City. Specifically, it would establish a regulatory baseline for drive-throughs in all zoning districts where

they are permitted; create additional, more stringent requirements for drive-throughs in Downtown and the City's Mixed-Use Districts; and would provide continuity with how driveways and drive-through regulations are already administered under the Public Works Chapter of the Tacoma Municipal Code.

**(2) Application #2013-02: Countywide Planning and Policies**

This application involves the review of the recently amended Countywide Planning Policies (CPPs) for Pierce County to ensure that the City's Comprehensive Plan continues to be consistent with the CPPs and the regional growth plan, VISION 2040. The review has concluded that the Comprehensive Plan is consistent with the CPPs; that there are opportunities to strengthen certain policy language pertaining to growth targets, affordable housing allocations, urban design, health, climate change, air quality, and sustainable transportation; and that these issues should be incorporated in the scope of work for the "2015 Comprehensive Plan Update."

**(3) Application #2013-04: Transportation Element**

This proposal would incorporate "Environmental Justice" in the Transportation Element of the Comprehensive Plan to be consistent with VISION 2040 and align with current community standards and most regional and federal grant funding requirements. This application would also update the various transportation improvement project lists as contained in Section II – Mobility Master Plan and Section III – General Plan Implementation.

**(4) Application #2013-05: Shoreline Related Elements**

This application proposes to rescind three shoreline related elements of the Comprehensive Plan, i.e., the Thea Foss Waterway Design and Development Plan, the Ruston Way Plan and the Shoreline Trails Plan, and carry forward the vision and implementation strategies within the proposed Tacoma Waterfront Design Guidelines (TWDG) and an update of the Public Access Alternatives Plan (PAAL). TWDG and PAAL are proposed to be adopted by reference into the Open Space Habitat and Recreation Element of the Comprehensive Plan.

**(5) Application #2013-06: Development Intensity Designations**

This application would revise the Comprehensive Plan's land use designation approach from the current Land Use Intensities to a more simplified and easily understood classification system. Specifically, the proposal would create separate land use designations for the four different types of mixed-use centers (neighborhood, community, urban and downtown); add a new land use designation for Shoreline areas; and modify the land use designation for properties within the mixed-use centers and shoreline areas based on these new designations (this will effectively remove the "underlying" intensity designations in these areas, recognizing the more detailed and specific policy guidance already provided for the shoreline areas and mixed-use centers).

**(6) Application #2013-07: Adoption and Amendment Procedures**

This application proposes to amend TMC Chapter 13.02 to enhance the reporting and working relationships between the Planning Commission and the City Council, and streamline and clarify the adoption and amendment procedures for the *Comprehensive Plan*, area-wide rezones, and moratoria and interim zoning.

**(7) Application #2013-08: Platting and Subdivision Regulations**

This application would amend TMC Chapter 13.04 to increase the maximum short plat size from four to nine lots, together with potential modifications to public notice and the associated bonding/improvement construction process; evaluate and update access and connectivity provisions (vehicular and pedestrian/bike); and re-evaluate the existing recreational space requirement/fee.

**(8) Application #2013-09: Sign Regulations**

This application would amend various sections of the Land Use Regulatory Code to address specific issues associated with on-site digital signage. Among other goals, this amendment seeks to improve neighborhood aesthetics and reduce possible light impacts created by digital signs.

**(9) Application #2013-12: Plan and Code Cleanup**

This application would amend various sections of the Land Use Regulatory Code to address inconsistencies, correct minor errors, provide additional clarity, and improve administrative efficiency. The amendment would address issues relating to: Administrative Determination Permit Type, Minor Variance Permit Type, Authority for Equivalencies, Permit Extensions, Building Height Measurement, Variances in Downtown, and Craft Production.

**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).)**

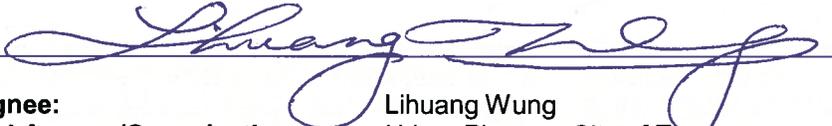
The proposed 2013 Annual Amendment entails only non-project actions and generally affects properties throughout the City of Tacoma. The responses provided from this point forward imply city-wide applicability, unless otherwise specified.

**13. Assessor Parcel Number:**

Affected parcels are located throughout the city and are too numerous to list.

**C. SIGNATURE**

**The above answers are true and complete to the best of my knowledge.  
I understand that the lead agency is relying on them to make its decision.**

Signature:   
Name of signee: Lihuang Wung  
Position and Agency/Organization: Urban Planner, City of Tacoma  
Date Submitted: Feb. 20, 2013

**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?**

The 2013 Annual Amendment to the Comprehensive Plan and Land Use Regulatory Code is a nonproject proposal; none of the proposed amendments contained therein is likely to result in increases in discharges, emissions, hazardous substances, or noise.

**Proposed measures to avoid or reduce such increases are:**

No such measures are necessary as no increases are anticipated from any of the proposed amendments. Nonetheless, the proposed drive-through regulations (Application #2013-01) should, over time, reduce greenhouse gas emissions and help to improve overall air quality. The same positive environmental effects are expected to be reached by the proposed amendments to the Transportation Element (Application #2013-04), which will continue to promote the implementation of active transportation programs and projects, pending funding availability.

**2. How would the proposal be likely to affect plants, animals, fish, or marine life?**

The 2013 Annual Amendment to the Comprehensive Plan and Land Use Regulatory Code is a nonproject proposal and is unlikely to have a significant impact on plants, animals, fish, or marine life.

**Proposed measures to protect or conserve plants, animals, fish, or marine life are:**

The proposed drive-through regulations (Application #2013-01) and the proposed amendments to the Transportation Element (Application #2013-04) should, over time, reduce greenhouse gas emissions and help to improve overall air quality, thereby have a positive effect on plants, animals, fish, and marine life. In addition, the proposed Tacoma Waterfront Design Guidelines and the Public Access Alternatives Plan (Application #2013-05) are intended to enhance the shoreline's positive and distinct features and improve the aesthetic qualities of the shoreline, thereby have a positive effect on fish and marine life.

**3. How would the proposal be likely to deplete energy or natural resources?**

The 2013 Annual Amendment to the Comprehensive Plan and Land Use Regulatory Code is a nonproject proposal and is unlikely to deplete energy or natural resources.

**Proposed measures to protect or conserve energy and natural resources are:**

The proposed drive-through regulations (Application #2013-01) and the proposed amendments to the Transportation Element (Application #2013-04) should, over time, reduce greenhouse gas emissions; thereby help conserve energy and natural resources. In addition, the proposed sign regulations revisions (Application #2013-09) are expected to have some positive effects on saving energy consumption for on-site digital signs.

**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 2013 Annual Amendment to the Comprehensive Plan and Land Use Regulatory Code is a nonproject proposal and does not involve any environmentally sensitive areas or areas designated for governmental protection.

**Proposed measures to protect such resources or to avoid or reduce impacts are:**

No such measures are necessary as no impacts are anticipated from any of the proposed amendments.

**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?**

The 2013 Annual Amendment to the Comprehensive Plan and Land Use Regulatory Code is a nonproject proposal and does not affect land and shoreline use at the project level.

**Proposed measures to avoid or reduce shoreline and land use impacts are:**

No such measures are necessary as no impacts are anticipated from any of the proposed amendments. Nonetheless, the proposed Tacoma Waterfront Design Guidelines and the Public Access Alternatives Plan (Application #2013-05) are intended to enhance the shoreline's positive and distinct features and improve the aesthetic qualities of the shoreline. The proposed revisions to the Comprehensive Plan's land use designation approach (Application #2013-06) also will not alter the density of development or type of development allowed in the affected areas. In addition, the review of the Pierce County Countywide Planning Policies for consistency with the City's Comprehensive Plan (Application #2013-02) also assures the compatibility of land and shoreline uses with local and regional plans.

**6. How would the proposal be likely to increase demands on transportation or public services and utilities?**

The 2013 Annual Amendment to the Comprehensive Plan and Land Use Regulatory Code is a nonproject proposal and does not increase demands on transportation, public services or utilities.

**Proposed measures to reduce or respond to such demand(s) are:**

The proposed amendments to the Transportation Element (Application #2013-04) responsibly reflect the demands for providing transportation facilities and services that are environmentally sensitive and friendly.

**7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.**

The proposals do not conflict with local, state, or federal laws, but will advance climate change, sustainability, and conservation objectives as set forth in these laws and requirements.

