



ORDINANCE NO. 28158

1 AN ORDINANCE relating to the 2013 Annual Amendment of the City of Tacoma's
2 Comprehensive Plan; amending the Comprehensive Plan to modify the
3 land use designation systems, incorporate "Environmental Justice," and
4 update unfunded transportation projects; establishing a new land use
5 designation framework; and endorsing review of the Countywide Planning
6 Policies for Pierce County.

7 WHEREAS the Planning Commission ("Commission") annually
8 recommends changes to the Comprehensive Plan ("Plan") and the Land Use
9 Regulatory Code ("Code"), pursuant to the Growth Management Act ("GMA"), and

10 WHEREAS the recommended changes are part of the Annual Amendment
11 process, and the changes for the 2013 Annual Amendment are presented in two
12 separate ordinances for ease of review, which are made up of this ordinance to
13 amend the Plan and a separate ordinance to amend the Code, and

14 WHEREAS Chapter 13.02 of the Tacoma Municipal Code ("TMC") details
15 the procedures and criteria for amending the Plan, including review of potential
16 amendments by the Commission and City staff, and the requirement that potential
17 amendments be subject to a public review process, and

18 WHEREAS, considering the public testimony received at a hearing on
19 March 20, 2013, and analyses and assessments completed by City staff, the
20 Commission developed proposed amendments to the Plan, which were compiled in
21 the Planning Commission's Findings and Recommendations Report ("Report") and
22 forwarded to the City Council on May 1, 2013, and
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WHEREAS the Commission recommends the following amendments to the Plan: (1) amending the Transportation Element of the Comprehensive Plan to update and reprioritize unfunded transportation projects, and to incorporate "Environmental Justice" in appropriate policy provisions and project evaluation criteria to be consistent with VISION 2040, the Integrated Growth Management, Environmental, Economic and Transportation Strategy for the Central Puget Sound Region (referenced as Application #2013-04 in the Report, and as set forth in Exhibit "A"); and (2) amending the Growth Strategy and Development Concept Element of the Comprehensive Plan to create separate land use designations for the four types of mixed-use centers (i.e., neighborhood, community, urban and downtown); add a new land use designation for Shoreline areas; and modify the land use designations for properties within the mixed-use centers and shoreline areas based on these new designations, effectively removing the underlying intensity designations in these areas (referenced as Application #2013-06 in the Report, and as set forth in Exhibit "B"); and

WHEREAS the Commission also recommends establishing a new land use designation framework to guide subsequent phases of the proposed revisions to the Comprehensive Plan's land use designations system, including a comprehensive review of the land use patterns and substantial re-designation of properties in the City (referenced as Application #2013-06 in the Report, and as set forth in Exhibit "C"); and endorsing the conclusions of the review of the recently



1 amended Countywide Planning Policies for Pierce County (CPPs) that the City's
2 Comprehensive Plan continues to be consistent with the CPPs and any further
3 enhancement of the Plan's language should be incorporated in the scope of work
4 for the mandated 2015 Comprehensive Plan Update pursuant to RCW 36.70A.130
5 (referenced as Application #2013-02 in the Report, and as set forth in Exhibit "D"),
6
7 and

8 WHEREAS the proposed amendments to the Plan conform to the
9 requirements of the GMA, and were developed and are consistent with the
10 following: (1) the State Environmental Policy Act; (2) VISION 2040, the growth
11 management, environmental, economic, and transportation vision for the Central
12 Puget Sound region; (3) Transportation 2040, the action plan for transportation in
13 the Central Puget Sound region; (4) the Countywide Planning Policies for Pierce
14 County; (5) Substitute Resolution No. 37070, which provides guiding principles for
15 the City's future growth; and (6) Chapter 13.02 TMC, and
16

17 WHEREAS, pursuant to TMC 13.02, the 2013 Annual Amendment process,
18 which began in July 2012, must be completed by June 30, 2013 and the City
19 Council is required to conduct a public hearing prior to considering for adoption,
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21 and

22 WHEREAS the City Council conducted a public hearing on the Planning
23 Commission's recommendations on May 21, 2013, and
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WHEREAS the Infrastructure, Planning and Sustainability Committee reviewed the 2013 Annual Amendment at its meetings on April 10, 2013 and May 8, 2013 and is scheduled to forward a "Recommendation for Adoption" to the City Council on June 12, 2013, and

WHEREAS the effective date of this ordinance for adopting the Planning Commission's Findings and Recommendations Report, dated May 1, 2013, as well as the proposed amendments and measures as set forth in Exhibits "A", "B", "C", and "D" shall be August 1, 2013; Now, Therefore,

BE IT ORDAINED BY THE CITY OF TACOMA:

Section 1. That the City Council adopts the Findings and Recommendations of the Planning Commission, dated May 1, 2013.

Section 2. That the Transportation Element of the City of Tacoma Comprehensive Plan is hereby amended, as set forth in the attached Exhibit "A."

Section 3. That the Growth Strategy and Development Concept Element of the City of Tacoma Comprehensive Plan is hereby amended, as set forth in the attached Exhibit "B."

Section 4. That a new land use designation framework shall be established to guide subsequent phases of the proposed revisions to the Comprehensive Plan's land use designations system, including a comprehensive review of the land use patterns and substantial re-designation of properties in the City, as set forth in the attached Exhibit "C."



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Section 5. That the conclusions of the review of the recently amended Countywide Planning Policies for Pierce County (CPPs) finding that the City's Comprehensive Plan continues to be consistent with the CPPs and that any further enhancement of the Plan's language should be incorporated in the scope of work for the mandated 2015 Comprehensive Plan Update pursuant to RCW 36.70A.130 are hereby endorsed, as set forth in the attached Exhibit "D."

Section 6. That the effective date of this ordinance shall be August 1, 2013.

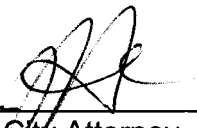
Passed JUN 25 2013



Mayor

Attest:


City Clerk

Approved as to form:


Deputy City Attorney



EXHIBIT “A”
2013 ANNUAL AMENDMENT

Amendments to the Comprehensive Plan

These amendments show all of the changes to the *existing* text of the 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 ~~strickethrough~~.

Transportation Element

Index:

Foreword

**Section I –
General Goal and Policies**

Goal

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.

Policies

Land Use and Transportation

- T-LUT-1 Land Use Considerations
- T-LUT-2 Land Use Patterns
- T-LUT-3 Centers and Corridors
- T-LUT-4 Support Economic Bases
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- T-LUT-6 Concurrency
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Transportation System Management

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- T-TSM-2 Street System Design
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- T-MS-3 Inter-Modal Conflict
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- T-FSS-3 Transportation Funding for
Manufacturing/Industrial Centers

**Intergovernmental Coordination and Citizen
Participation**

- T-ICCP-1 Intergovernmental Coordination
- T-ICCP-2 Funding Coordination
- T-ICCP-3 Regional ~~Nonmotorized Active~~
Transportation Coordination
- T-ICCP-4 Citizen Participation

* * *

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 List¹

Priority	Street	From-To	Length (miles)	Cost ² Estimate	Facility Type
Completed and Underway Projects					
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 ³
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
Construction Phase 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
Construction Phase Complete	S Alaska St	S 38th St – S 37th St	0.10	\$19,000	Bike Lane
Construction Phase Complete	N 30 th St	Alder St – McCarver St	0.59	\$110,000	Bike Lane/Sharrow
Construction Phase	Historic Water Ditch Trail – Phase 2	S 80 th / S Tacoma Way – S 72 nd and S 60 th – S 56 th Streets	1.82	\$488,000	Shared-Use Path
Total Completed and Underway			17.83	\$1,996,000	
Short Term					
1	N Stevens St	N 46th St – N 37th	0.62	\$118,000	Bike Lane
1 ⁴	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 th	1.70	\$307,000	Bike Lane
5	N 1st St/Broadway	N Tacoma Ave – Prairie Line Trail	1.43	\$69,000	Bicycle Boulevard

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

² Cost estimates in 2010 dollars

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

⁴ Projects have the same priority number when they are part of a continuous corridor

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

Priority	Street	From-To	Length (miles)	Cost ² Estimate	Facility Type
2526	Dock St	S Schuster Pkwy – E D St	1.62	\$59,000	Sharrow
2526	N 51 st St/Gallagher Dr	N Vassault St – Ruston Way	1.15	\$218,000	Bike Lane
2526	Ruston Way	N 49 th St – Schuster Parkway	2.37	\$87,000	Sharrow
2627	S Oxford St/S 8 th St/S Meyers St/S 15 th St	N Skyline Dr – S 19 th St	1.15	\$56,000	Bicycle Boulevard
2728	N 37 th St	N Shirley St – N Orchard St	0.27	\$73,000	Shared-Use Path
2829	E Side Foss (D Street)	Murray Morgan Bridge to E 3 rd St	0.42	\$113,000	Shared-Use Path
2930	S A St	E 96th St – E 37th St	3.78	\$183,000	Bicycle Boulevard
3031	Pearl St	N 11 th – N 9 th (Scott Pierson)	0.20	\$53,000	Shared-Use Path
3432	Jackson St	N 10 th 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>
Total Short Term			65.13	\$8,595,000	

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)
Completed and Underway Projects			
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
Total Completed and Underway:			3.55
Short Term			
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
Total Short Term:			8.33
Medium Term			
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 – Hwy 16 S 19 th 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
Total Medium Term:			4.33

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

* * *

Intersection Improvement Recommendations

Table 4. Proposed Intersection Improvements

Priority	Intersection	Original Prioritization ¹
Completed/Underway		
Complete	N 26th St & N Proctor St	Not Classified ²
Complete	E Portland Ave & E 56th St	Medium
Construction Phase Complete	S Commerce St & S 9th St	Short
Construction Phase Complete	S 25th St & Pacific Ave	Short
Planning Phase	S Mildred St & S 19th St	Long
Short-Term		
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
Medium-Term		
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 ³	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
Long-Term		
23	N 26th & N Pearl St	Long
24	S 56th St & Pacific Ave	Long

¹ 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.

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

³ 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. 35th 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.29th Street</u>	<u>N. 16th 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. 37th 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. 64th Street</u>	<u>LIPT</u>
<u>Julia's Gulch Trail System (natural areas trails for habitat</u>	<u>Adjacent to</u>	<u>29th 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. 29th 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	51.12
Bike Lanes	5.23	29.19	31.83	10.18	76.43
Sharrows	0.10	4.90	1.38	0.00	6.38
Cycle Tracks	0	0	3.84	0.00	3.84
Sidewalks	3.30	8.33	4.33	0.00	15.96
Shared-Use Paths	1.89	6.78	5.66	25.92	40.25
Total	21.13	71.96	59.22	41.67	193.98

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	\$2,485,000
Bike Lanes	\$960,000	\$5,499,000	\$5,840,000	\$1,835,000	\$14,134,000
Shared Lane Markings	\$4000	\$179,000	\$51,000	\$0	\$234,000

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

* 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	\$22,900
Bike Lanes	\$128,700	\$718,200	\$754,200	\$250,700	\$1,851,800
Sharrows (or Shared Lane Markings)	\$100	\$4,100	\$1,100	\$0	\$5,300
Cycle Tracks	N/A	\$0	\$130,000	\$0	\$130,000
Shared Use Paths	\$64,000	\$229,400	\$191,600	\$891,300	\$1,376,300
Total	\$197,500	\$961,900	\$1,082,400	\$1,144,500	\$3,386,300

Table 89. Short Term Project Costs

Street	From - To	Length (Miles)	Construction Cost	Maintenance Estimate ¹
Bicycle Boulevards				
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

¹ 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 ¹
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
Bike Lanes				
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
Sharrows²				
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
Sidewalks				
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	

² 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 ¹
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	
Intersection Project Improvements				
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	
Shared-Use Paths³				
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
Historic Water Ditch Trail³ (construction phase)	North	2.78	\$745,000	\$94,100
N 37th St ³	N Shirley St – N Orchard St	0.27	\$73,000	\$9,200
Pipeline Road Trail ³	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
Total Short Term Projects		71.96	\$15,259,000	\$962,000

³ Costs for the ~~Historic Water Ditch Trail~~, N 37th 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 ¹
Bicycle Boulevards				
Court D/St Helens Ave	S G St – S 9 th St	0.64	\$31,000	\$300
J St	N 3 rd St – S 27 th St	1.87	\$91,000	\$800
J St	S 37 th St – S 84 th St	3.05	\$148,000	\$1,400
N 37 th St	N Orchard St – N Proctor St	0.78	\$38,000	\$300
N 45 th St/N Verde St/N 45 th St	N Baltimore St – N Stevens St	0.57	\$28,000	\$300
N 7 th St	N Orchard St – N Pine St	1.48	\$72,000	\$700
N Highland St	N 23 rd St – N 21 st St	0.11	\$5,000	\$0
S 56 th St	S Washington St – S State St	1.16	\$56,000	\$500
Skyline Dr	N 17 th /Westgate Blvd – N 11 th St	0.36	\$17,000	\$200
State St	S 25 th St – N Grant Ave	1.53	\$74,000	\$700
Upper Park St/E 29 th St/E L St	E 26 th St to McKinley Park	0.63	\$30,000	\$300
Bike Lanes				
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

¹ 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 ¹
Sharrows²				
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
Cycle Tracks				
SR 509	Pacific Ave – Marine View Dr	3.84	\$1,029,000	\$130,000
Sidewalks				
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 – Hwy 16 S 19 th St	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	
Intersection Improvements				
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	
Shared-Use Paths				
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
Total Medium-Term Projects:		56.75	\$12,432,000	\$1,010,200

² 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 ¹
Bicycle Boulevards				
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 rd 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
Bike Lanes				
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
Uphill Bike Lanes				
6th Ave	S Walters Rd – S Jackson Ave	1.15	\$130,000	\$28,300
Intersection Improvements				
N 26th & N Pearl St			\$42,000	
S 56th St & Pacific Ave			\$42,000	
Shared-Use Paths				
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
Hill Climb Access	Stadium Way – Schuster	0.23	\$63,000	\$8,000
NE Tacoma Trail Network	Slayden Road – Norpoint Way	8.79	\$2,357,000	\$297,700
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
Dome to Pt. Defiance	Foss Esplanade to Pt. Ruston	6.2	Unknown	TBD
President's Ridge Trail	SR 7 – Jennie Reed – S. 34th St	2.3495	\$620790,000	\$78,30099,80
PresRidge Trail	34th St Detour	0.64	\$170,000	\$21,500
West Slope Trail	Pt. Defiance – Titlow/S. 19th	6.03	\$1,616,000	\$204,100
Trails with undetermined alignment. Coordination with neighboring jurisdictions critical for connectivity.				
Trail to Mountain Corridor	Tacoma Dome to Mt. Rainier	TBD	Unknown	TBD
Tacoma Dome to Sumner	Tacoma Dome to Sumner	TBD	Unknown	TBD
Total Long Term Projects		41.02 38.2	\$9,047,000 6,627,000	\$1,106,800 801,1000

¹ 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 9th 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 6th Avenue and N. 30th, N. 26th, N. 21st, S. 12th, S. 19th, S. 38th, S. 56th and S. 74th/E. 72nd 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.

Facilities	Stalls
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
Total	3,310

* * *

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).

Criteria to Prioritize Classes 1, 2, 3 or 4 Bikeway Projects	Maximum Points (Partial Credit for Minor Compliance)	Maximum Points per Category
<p><u>Category I – Network</u></p> <p><u>Is regional, i.e., lying on a corridor which is:</u></p> <ul style="list-style-type: none"> • an existing or potential designated route or • a regional route or connected to other jurisdiction’s bike corridor <p><u>Is important to Tacoma by connecting to or very close to:</u></p> <ul style="list-style-type: none"> • employment area or center or transit center (+2) • major destination, large park • middle or high school, elementary school (+0.5 each) • counts for Class 4 projects [Parks – Titlow, Marine, Pt. Defiance, Wapato, Swan Creek] <p><u>Lacks alternative accommodation</u> (+0.5 for each ½ mile to alternate)</p> <p><u>Additions to existing network:</u></p> <ul style="list-style-type: none"> • joins two completed similar segments (+1) • extends or joins a complete, similar segment (+0.5) • crosses a major barrier (e.g., freeway, gulch, railroad) (+3) 	<p>+5</p> <p>+4</p> <p>+4</p> <p>+3</p>	16
<p><u>Category II – Safety</u></p> <p><u>Proposed project provides an:</u></p> <ul style="list-style-type: none"> • accommodation on a shared-use path separated from traffic (+6) • accommodation on a non-arterial street (+4) • accommodation on a 2-lane arterial (+2) • accommodation on a 4-lane arterial (0) <p><u>Traffic</u></p> <ul style="list-style-type: none"> • 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) 	<p>+6</p> <p>+6</p>	16

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

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.

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

N. Orchard from 6 th Ave. to N. 46 th St.	Roadway Improvement
N. Union St. from N. 18 th to N. 30 th	Roadway Improvement
Pacific Ave from 72 nd to South City limits	Arterial Boulevard Treatment
Pine Street near Tacoma Mall	Arterial Improvement
Point Defiance Entrance Redesign and Beautification Project (Pearl at Pt. Defiance Park entrance and N. 51st from Vassault to Pearl Street) **in 6 YR Program**	Possible roundabout and arterial rechannelization, lighting, signage, nonmotorized accommodation and medians
Roosevelt Ave. from Wright Ave. to E. 44 th St.	Roadway Improvement
S. 19 th Street from Jackson to Seashore	Roadway Improvement
S. 19 th St. to S. 21 st St. from Jefferson to Tacoma Ave.	Roadway Transition
S. 31 st from Orchard to Mullen	New Arterial
S. 35 th to S. 36 th St. between Pine to Sprague	Roadway Transition
S. 47 th /48 th St. from S. Tacoma Way to Tyler	New Link
S. 48 th /49 th St. from Tyler to Orchard	New Link – Roadway Improvement
S. 66 th Street from Oakes to Puget Sound	Roadway Improvement
S. 66 th Street from Tacoma Mall Blvd. to Oakes St.	New Link
S. Alaska from S. 56th to S. 72nd St. **in 6 YR Program**	Roadway Improvement
*SR-167 w/ full Interchange at I-5	Limited Access Roadway from Port of Tacoma to Puyallup
Tacoma Ave. from 4 th to S. 25 th	Tacoma Avenue Beautification – Design & rebuild Tacoma Ave between Division Ave and Center St to include landscaping, streetscape, pedestrian crossings (S 4 th , 8 th , 10 th) and light rail accommodations.
East-West Corridor (from S. 38 th at S. Tacoma Way to 40 th St. W. at Orchard)	New Arterial
Norpoint Way between Marine View Dr. & 29 th St. NE	Arterial Improvement
E. 34 th between E. Portland & Roosevelt	Arterial Improvement
Mildred between S. 12 th & 19 th	Arterial Improvement
S. 12 th between Cedar & Stevens	Arterial Improvement
Thompson between S. 35th & S. 45th **Duplicate**	Arterial Improvement
E. Roosevelt between E. 34 th & George	Arterial Improvement
East Fairbanks between Portland & Roosevelt	Reconstruct to eliminate potholes and to restabilize roadway
South Thompson between South 37th-35th and 46 th Street	Reconstruct to eliminate potholes and to restabilize roadway
South 74 th Street between South Tacoma Way and West City Limits	Reconstruct to eliminate potholes and to restabilize roadway
North Alder between North 15 th & 19 th Streets	Reconstruct to eliminate potholes and to restabilize roadway
<u>Pacific Avenue (between South 43rd and South 56th Streets)</u>	<u>Roadway Improvement- Complete Street elements, specifically pedestrian amenities</u>
Non-Arterial Street Projects	
E. 37 th between Portland & Roosevelt	Roadway Improvement
Wright Ave. east of Portland Ave.	Roadway Improvement
Traffic Signals – New Construction	
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	
Rehabilitation Projects – Sidewalk and Curb Ramps (Neighborhood Planning Projects) (To be determined)		
Rehabilitation Projects – Bridge Repairs and Maintenance		
Union Ave. from So Tacoma Way to So 35th St.	Redeck	
Traffic Safety Projects – UNFUNDED		
Traffic Enhancements – Guardrail/Barricade/Fence (Locations to be determined)		
RXR Surface Improvements, Railroad Signalization/Control		
S. 56 th and Washington Street	Vertical separation of RXR and Roadway	
S. 74 th and S. Tacoma Way	Vertical separation of RXR and Roadway	
Pine Street and South Tacoma Way	Vertical separation of RXR and Roadway	
Midblock Pedestrian Signals (Locations to be determined)		
N. 26 th in proximity to North and South Westgate Plaza's	Pedestrian Crossing	
Pearl Street between N. 21 st and N. 26 th	Pedestrian Crossing	
Miscellaneous Projects		
E. 11th and Dock St. **in 6 YR Program**	Pedestrian Access Project	
*I-5 @ River Road (SR-167) **WSDOT Project**	Reconfigure Interchange	
*Southbound I-5 at 38th Street—direct access to Tacoma Mall Blvd. **in 6 YR Program**	Improved Ramp Access	
Hill Climb Access from Fireman's Park to Dock St.	Nonmotorized Active transportation 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 Recreational-recreational boating route and docking facilities	
Bike Facilities and Trails (1140 Fund) – New ————— SUP = Shared Use Path		
Location	Limits	Type
Union Ave. **in MoMaP – Tables 3 and 10**	S. 19th St. Center	SR-16 S 19th St SUP
Puyallup R. Levee Trail **Requested by community but challenges with inter-agency coordination/support (e.g., BNSF, Puyallup Tribe, Army Corps)**	E. 11th St.	City Boundary SUP
Pipeline Trail **in 6 YR Program**	McKinley St.	City Boundary SUP
West Slope Trail (per 1989 Shoreline Trails Plan and OSHRP) **moved to MoMaP – Table 11**	Point Defiance Park	City limits at S. 19th St. SUP

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

President's Ridge Trail (along the south side of I-5) **Located in MoMaP – Table 11**	S. 38th St. interchange	McKinley Park	SUP
E. N St. **moved to LIPT Table 5**	E. 35th St	E. 29th St	Ped Trail
E. 34th St. steps **moved to LIPT Table 5**	West of Portland Ave.		Ped Trail
<u>Shared-Use Paths Requested of WSDOT Projects requiring Bike and Pedestrian Facilities</u>			
*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.

Transportation Projects from Neighborhood Action Strategies	
Location	Improvement Type
64 th Ave NE between 26 th St NE and 28 th St NE; 65 th Ave NE between 19 th St NE and 24 th St NE; 19 th St NE between 65 th Ave NE and city limits east	Northwood Arterial Improvements – Provide sidewalks and curbing along main thoroughfares within city limits, 24 th St NE, 65 th Ave NE, and 19 th 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 th Ave from Jackson to Orchard	6 th Ave Traffic Calming – Install landscape medians on 6 th 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
Browns Pt. Blvd. from 33rd to Norpoint Way NE **Duplicate**	Roadway improvements (street, sidewalk, barrier removal)
McKinley Ave. from S. 72nd to S. 96th Streets **Done**	Arterial improvement
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 th St NE to Marine View Drive	Complete Curb and Gutter, Sidewalks, Streetlights: 1 lane southbound, 2 lanes northbound, turn lane at Point Woodworth, sidewalks one side only **this portion completed**
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
Old Town District **Duplicate**	Pedestrian waterfront access over rail lines
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 th Streets	Asphalt Paving
E. 34 th 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 th 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 nd to E. 38 th St.	Roadway Rehabilitation
South 19 th from Jefferson to Market	UWT Hillclimb – Design & build extension of UW Tacoma hill climb (S 19 th) from Jefferson to Market to include stairs, ADA ramps, decorative paving, landscaping, streetscape, art, and lighting.
Yakima from Center to S 34 th and Tacoma from Center to S 34 th	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 rd & Pacific Ave	S 23 rd & Pacific Crossing – Design & build signalized crossing at S 23 rd & Pacific Ave, which includes decorative pavement
Browns Pt Blvd from 38 th Ave NE to Norpoint Way NE (to the north-west)	Browns Pt Blvd Improvement Project Phase II – Roadway improvements between 38 th Ave NE and Norpoint way NE to include sidewalks.
Browns Point Blvd from 33 rd St NE at the west near 43 rd Ave NE and 33 rd St NE at the east near Meeker Ave	Browns Pt Blvd Improvement Project Phase III – Roadway improvements between 33 rd St NE at the west near 43 rd Ave NE and 33 rd 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 th Ave NE and/or 42 nd 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 th Avenue and Baker	St Helens Gateway Renovation Project – Improve the intersection of St Helens, 6 th 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 th & South Tacoma Way	S 66 th & 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 th & Puget Sound Avenue	S 58 th & Puget Sound Intersection Traffic Calming – Install traffic calming devices and/or realign Puget Sound to provide better sight distance
Jackson between S 19 th and SR 16	Jackson Ave Traffic Calming – Install traffic calming devices on Jackson between S 19 th and SR 16
Browns Point Blvd from 33 rd St NE to intersection with Norpoint Way near 21 st Ave NE	Complete sidewalks along at least one side of Browns Point Blvd from 33 rd Street NE to intersection with Norpoint Way near 21 st Ave NE with priorities between Crescent Heights to Norpoint Way, Norpoint Way to 51 st St NE, Howard's Corner to McMurray Rd, and 51 st 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 th Street NE from Nassau Ave NE to Norpoint Way	Install pedestrian protected crosswalk
Jackson Ave from S 19 th St to SR 16	Install traffic calming devices
N 23 rd 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 th from Oakes to Pine Street	Install sidewalk
Washington Street from S 54 th to S 58 th Street	Improve existing sidewalk and add separation between on-street parking
South Tacoma Sound Transit Station	Complete sidewalks along S 58 th and S 60 th to connect to South Tacoma Way
S 68 th St between S Mullen and S Gove St	Install sidewalks on the north side
S 60 th 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 th and Howe and East 38 th and K Streets	Install streetlights and pedestrian improvements, such as crosswalks
E 54 th St from Pacific Ave to Bell St	Street improvements
Railroad Crossings at E 48 th and E 52 nd	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 th Crossing between White and Carr St	Install pedestrian crossing/connection between Ursich Park and Old Town Park
North 9 th and North 11 th St	Rehabilitate cobblestone streets
N Steele and M St	Install historic style streetlights
Sprague Ave from SR 16 to S 19th St **Done**	Install streetscape improvements at entryway
6 th Avenue from Sprague to Alder St	Complete sidewalk network and provide crosswalks, <u>lighting, landscaping and bulbouts</u>
Union Ave between SR 16 and S 23rd St **Done**	Complete sidewalk network and provide crosswalk between shopping center and Senior Center
S 15 th , S 19 th , Prospect, and Trafton St	Provide street improvements to unimproved streets in this area.



EXHIBIT “B”

2013 ANNUAL AMENDMENT

Amendments to the Comprehensive Plan

These amendments show all of the changes to the *existing* text of the 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 Concept Element

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* * *

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.

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
Single-family Detached Housing Areas	0 – 8
Medium Intensity	0 – 45
Medium Intensity in Mixed-Use Centers	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.
High Intensity	0 – unlimited
<u>Mixed Use Centers</u>	<u>25- unlimited</u>
High Intensity in Mixed-Use Centers	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.

Section V – Concentrations

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. 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 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)~~

Manufacturing/industrial centers:

- ~~• Port Industrial Area~~
- ~~• South Tacoma Industrial area~~

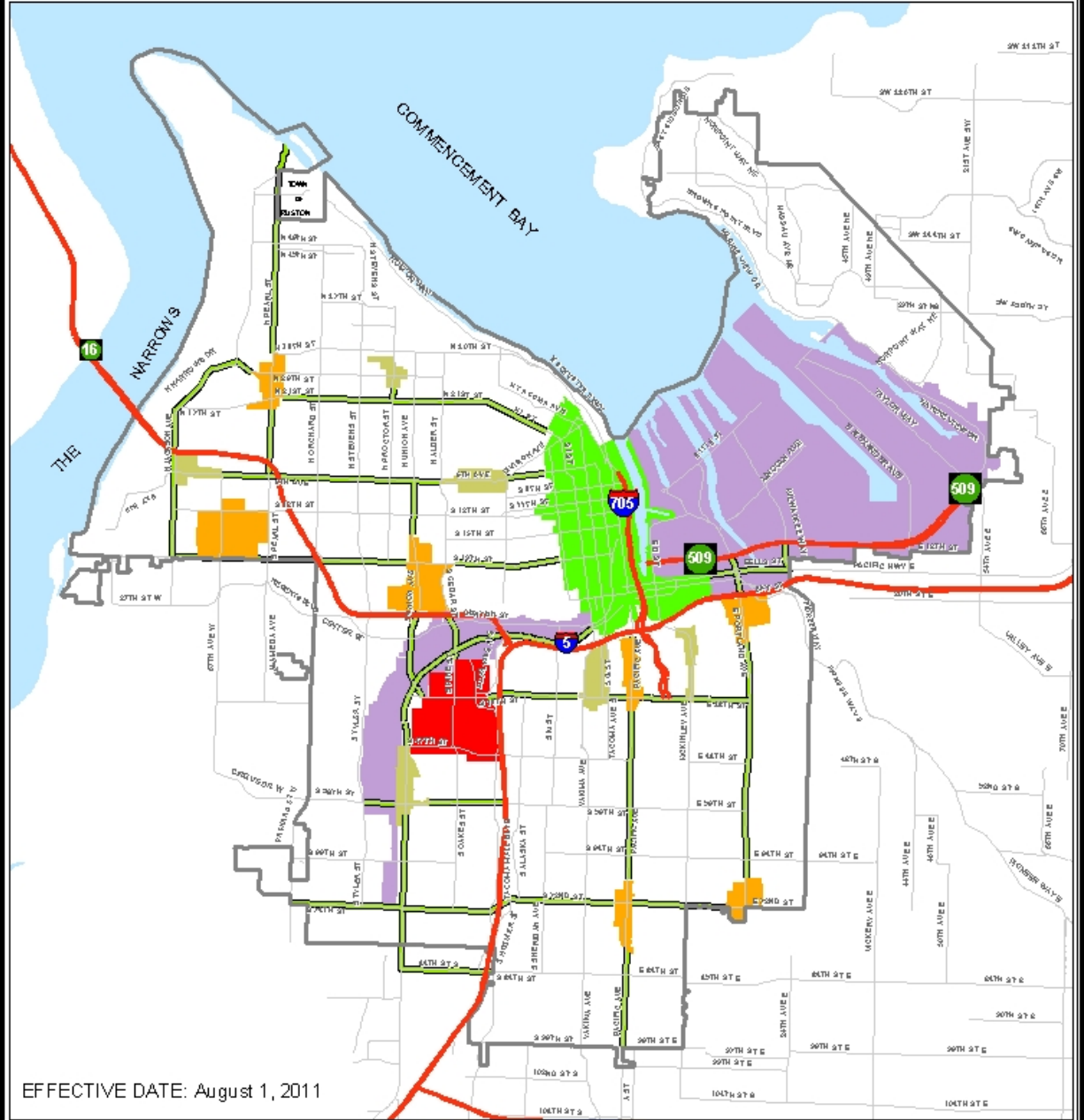
Relationship of Comprehensive Plan Designations and Zoning Classifications

Comprehensive Plan Designations	Typical Zoning Classifications*	
High Intensity (outside mixed-use centers)	R-5 HM	Multiple Family Dwelling District Hospital Medical District
Medium Intensity (outside mixed-use centers)	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

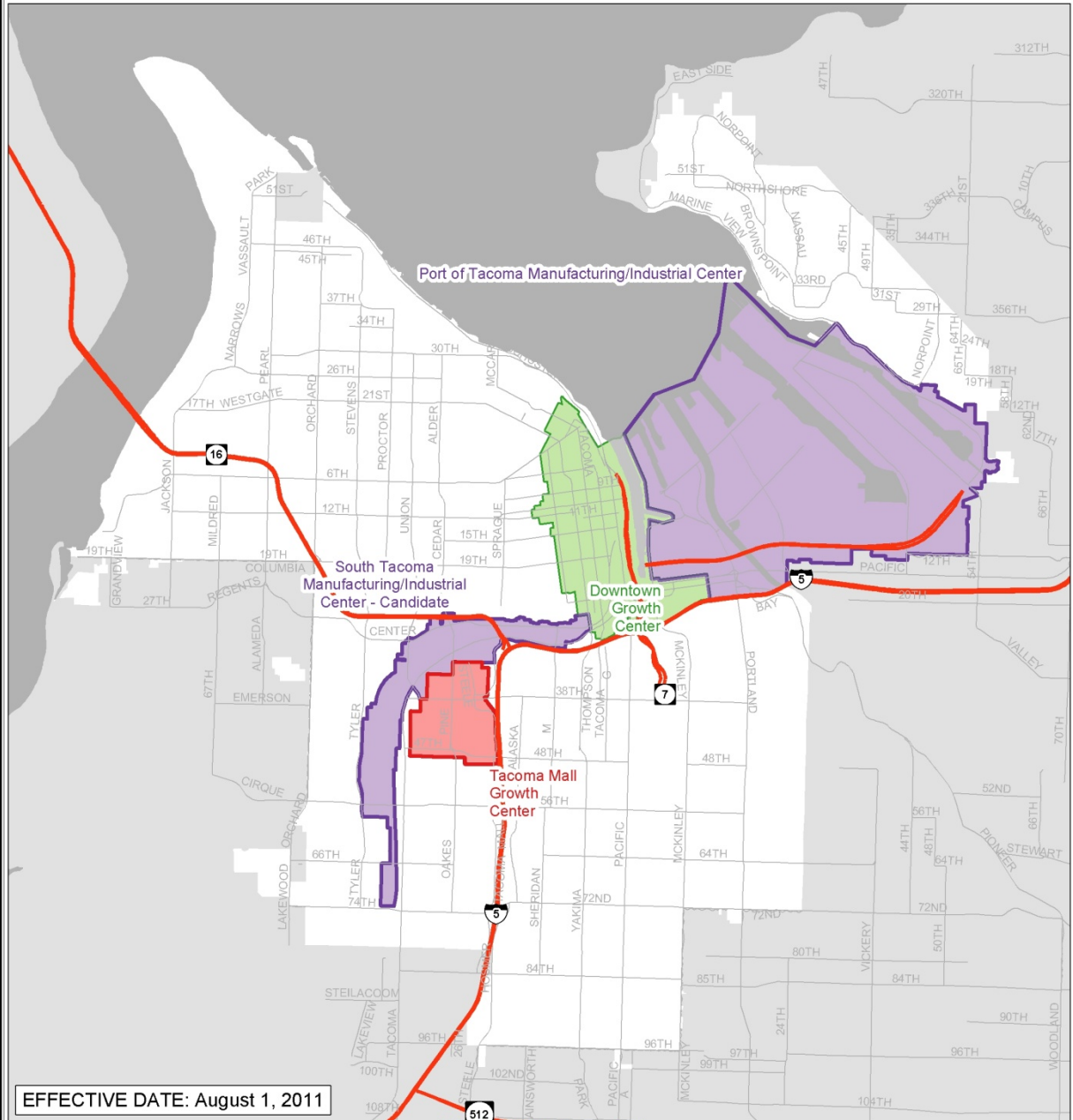


City of Tacoma
Community & Economic Development Department
GIS Analysis & Data Services

NOTE: This map is for reference only.

Plot Date: 7/25/2011 File Name: YG\ebare-w\1\CED\GADS\11\11R23\VTGC2.mxd Created By: CEDD, GIS ANALYSIS & DATA SERVICES

Regional Centers

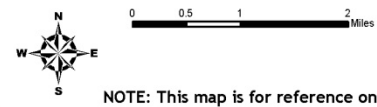


EFFECTIVE DATE: August 1, 2011

- Tacoma Mall Growth Center
- Downtown Growth Center
- Manufacturing/Industrial Centers



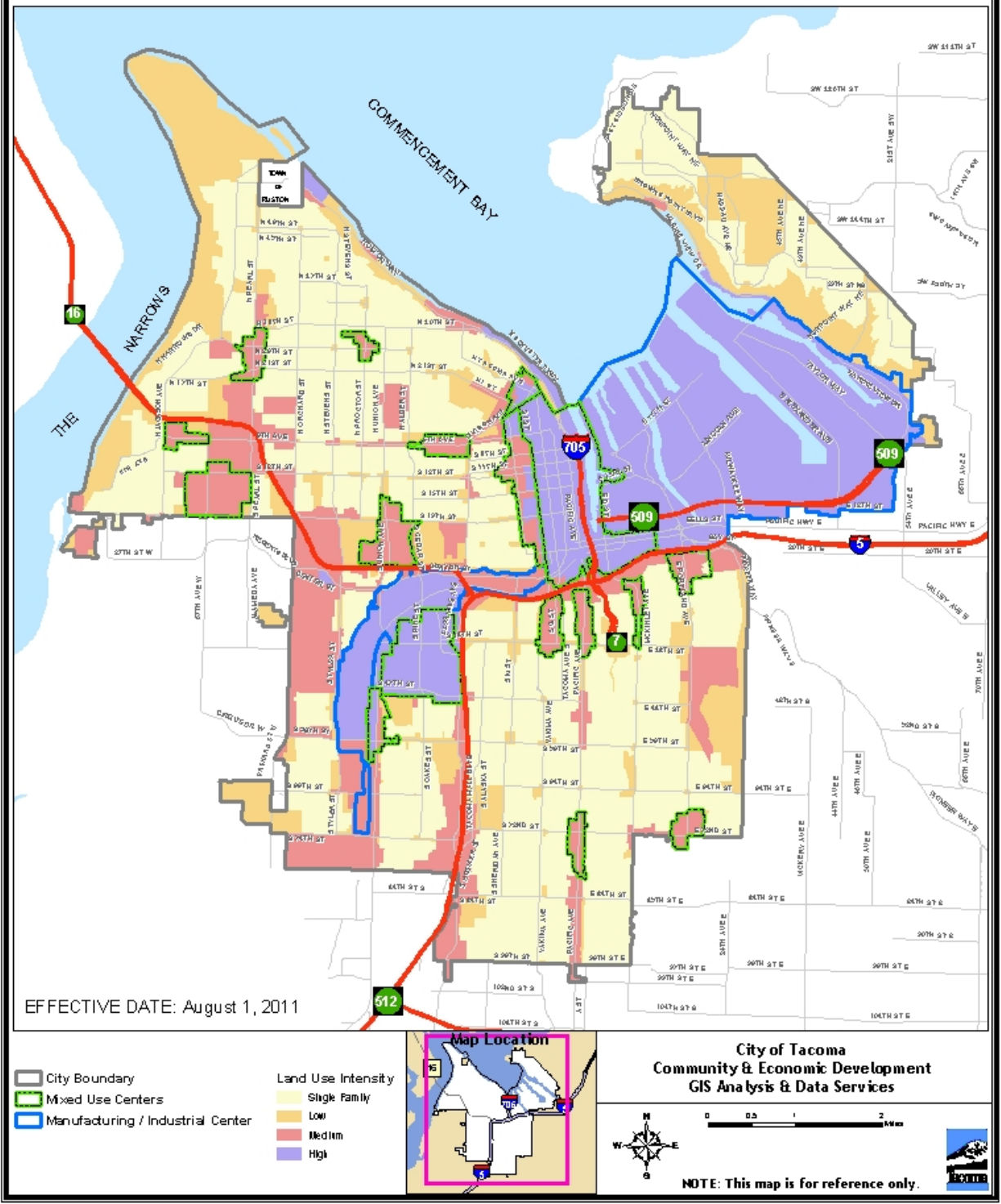
City of Tacoma
Community & Economic Development Department
GIS Analysis & Data Services



NOTE: This map is for reference only.

This map to be replaced with the revised one on the following page

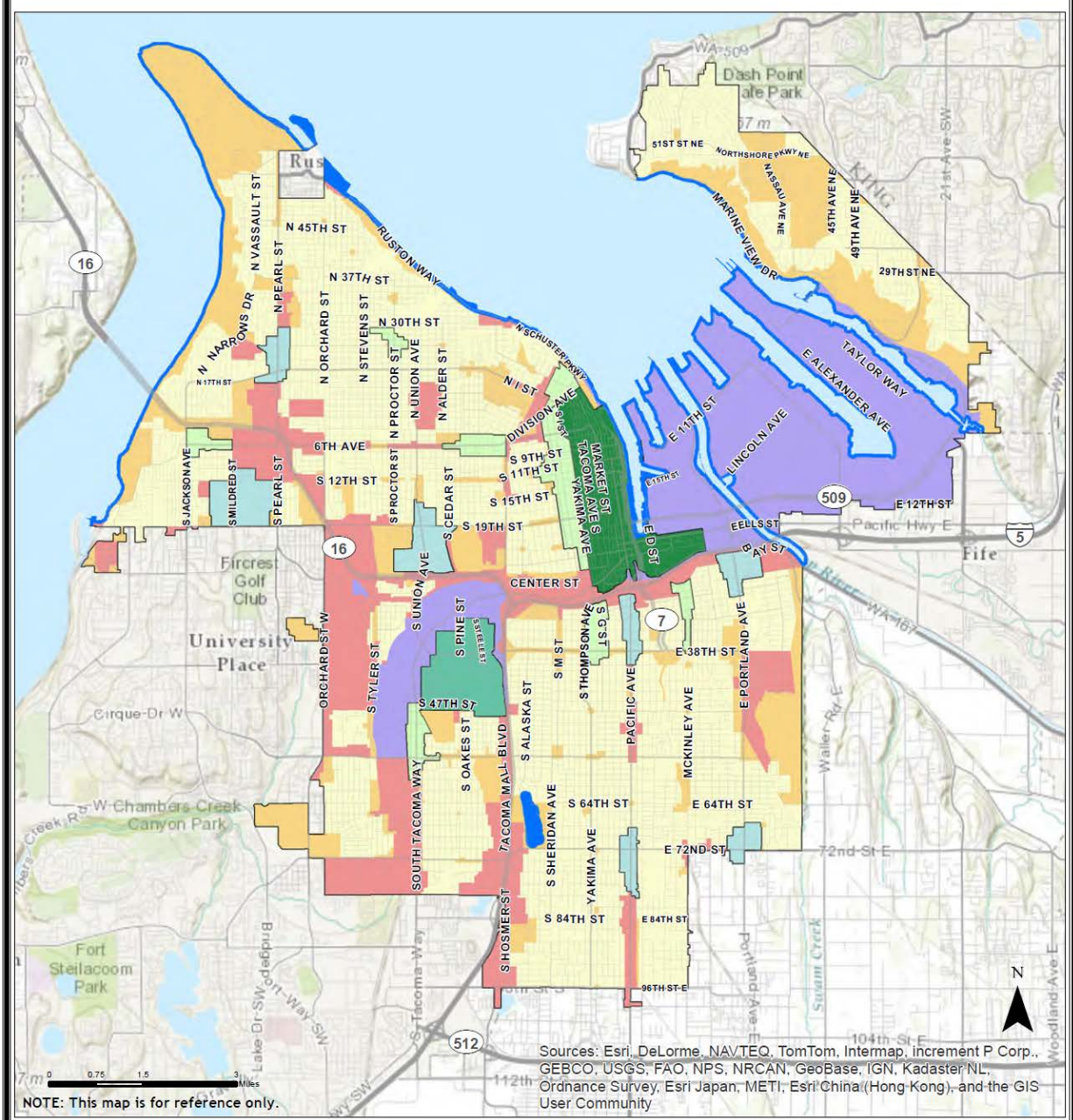
Generalized Land Use Plan Map



Revised Map

This map also illustrates an amendment to other maps throughout the Comprehensive Plan that contain information relating to land use intensities.

Proposed Generalized Land Use Plan Map



NOTE: This map is for reference only.

City Boundary	Mixed Use Centers	Land Use Intensity
Shoreline	Neighborhood Center	Single Family
	Community Center	Low
	Urban Center	Medium
	Downtown Center	High



EXHIBIT “C”
2013 ANNUAL AMENDMENT

Proposed Comprehensive Plan Land Use Designation Framework

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.

<p align="center">Comprehensive Plan Land Use Designations (proposed)</p>	<p align="center">Corresponding Zoning</p>
<p>Single Family Residential</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>R-1 Single-Family Dwelling District R-2 Single-Family Dwelling District R-2SRD Residential Special Review District</p>
<p>Multi-Family (low-density)</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>R-3 Two-Family Dwelling District R-4L Low-Density Multiple-Family Dwelling District HMR-SRD Historic Mixed Residential Special Review District</p>

<p>Multi-Family (high-density)</p> <p>This designation allows for a wide range of residential housing types at medium and higher density levels, along with community facilities and 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>R-4 Multiple-Family Dwelling District R-5 Multiple-Family Dwelling District</p>
<p>Neighborhood Commercial</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>C-1 General Neighborhood Commercial District T Transitional District</p>
<p>General Commercial</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>PDB Planned Development Business District HM Hospital Medical District C-2 General Community Commercial District</p>

<p>Downtown Mixed-Use Center</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. Pedestrian orientation is high. Parking is found along the street and within structures.</p>	<p>DR Downtown Residential District DMU Downtown Mixed-Use District WR Warehouse/Residential District DCC Downtown Commercial Core District UCX-TD Downtown Mixed-Use District</p>
<p>Urban Mixed- Use Center</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>UCX Urban Center Mixed-Use District RCX Residential Commercial Mixed-Use District URX Urban Residential Mixed-Use District</p>
<p>Community Mixed- Use Center</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>CCX Community Commercial Mixed-Use District RCX Residential Commercial Mixed-Use District HMX Hospital Medical Mixed-Use District URX Urban Residential Mixed-Use District</p>

<p>Neighborhood Mixed- Use Center</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 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>NCX Neighborhood Commercial Mixed-Use District RCX Residential Commercial Mixed-Use District CIX Commercial Industrial Mixed-Use District HMX Hospital Medical Mixed-Use District URX Urban Residential Mixed-Use District NRX Neighborhood Residential Mixed-Use District</p>
<p>Light Industrial</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>M-1 Light Industrial District</p>
<p>Heavy Industrial</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>M-2 Heavy Industrial District PMI Port Maritime & Industrial District</p>

Parks and Open Space

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.

The designation supports Tacoma’s vision of an 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.

Additional, more specific policy direction regarding these types of areas is contained within the Open Space Habitat and Recreation Element.

This designation is appropriate in all zoning classifications.

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.

S1-S14 Shoreline Zoning Districts



EXHIBIT “D”
2013 ANNUAL AMENDMENT

Review of the Countywide Planning Policies for Pierce County

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 and the City's Comprehensive Plan has been conducted to ensure that the Comprehensive Plan continues to be consistent with the CPPs. The review, as documented in the table below, 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"> 1. Adding relevant provisions of VISION 2040. 2. Adding policies that address: <ol style="list-style-type: none"> a. Incorporating affordable housing allocations as part of the overall housing allocations for Regional Growth Centers (AH-3.3.1). b. Providing a sufficient supply of special needs housing opportunities (AH-3.4). c. Pierce County accommodating a share of the county's overall affordable housing need (AH-5.5.1). d. Reviewing and streamlining development standards and regulations to provide flexibility and minimize costs to affordable housing (AH-7.3). 	<ol style="list-style-type: none"> 1. VISION 2040 and CPPs regarding affordable housing are addressed in the Housing Element (in "Introduction" section). 2. Regarding the four CPP policy amendments: <ol style="list-style-type: none"> a. AH-3.3.1 is being considered as part of the proposed amendments to the Housing Element. b. AH-3.4 is addressed under Policies H-HA-1 and H-HA-4. c. AH-5.5.1 is not applicable to Tacoma. 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.
III-3. Agricultural Lands	<ol style="list-style-type: none"> 1. Adding relevant provisions of VISION 2040. 2. Adding policies that address the designation and preservation of agricultural lands (Ag-1 thru Ag-9). 	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"> 1. Clarifying the amendment processes for CPPs and Urban Growth Areas (AT-1.2.1). 2. Adding criteria for removing properties (rural in character) from Urban Growth Areas (AT-2.4). 3. Requiring Pierce County to adopt housing and employment targets for county jurisdictions (AT-3.11). 	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"> 1. Restating the intent, focus and primary product of the buildable lands program (BL-1). 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 & 3). 3. Identifying Pierce County responsibilities for conducting analyses and consistency evaluations, producing reports and coordinating efforts with municipalities (BL-4 to 10). 	<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 <i>Procedures Report</i> 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>
III-6. Community and Urban Design (new chapter)	<ol style="list-style-type: none"> 1. Adding relevant provisions of GMA and VISION 2040 concerning urban design, community context and character, and sense of place. 2. Adding policies that address: <ol style="list-style-type: none"> 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). b. Designing public buildings and spaces that contribute to the unique sense of community (CU-2). c. Designing transportation projects and other infrastructure to achieve community development objectives (CU-3). d. Promoting context-sensitive design of transportation facilities (CU-4). 	<ol style="list-style-type: none"> 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). 2. Adding an Urban Design Element to the Comprehensive Plan should be considered, when sufficient staffing resources become available.
III-7. Economic Development and Employment	<ol style="list-style-type: none"> 1. Adding relevant provisions of GMA and VISION 2040, and modifying and strengthening the policy language throughout the chapter. 2. Adding policy provisions that address: <ol style="list-style-type: none"> a. The region as an international gateway (Ec-1.8) b. Environmental and social responsibilities of private and public sectors (Ec-1.9) c. Focusing employment growth in manufacturing and industrial centers (Ec-1.10) d. Business startups, small businesses, and locally owned businesses (Ec-2.12) e. Efficient flow of people, goods and information, especially in centers (Ec-5.8) f. Culturally and ethically diverse communities (Ec-6.8) 	<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	<ol style="list-style-type: none"> 1. Adding provisions of VISION 2040 pertaining to education obtainment and the siting of education facilities. 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). 	<ol style="list-style-type: none"> 1. 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. 2. 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).
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)	<ol style="list-style-type: none"> 1. Adding relevant provisions of GMA and VISION 2040. 2. Adding policies that promote physical, social and mental well-being through the following measures: <ol style="list-style-type: none"> a. Walking and bicycling environment, healthy buildings and facilities, and community plans and programs (such as community gardens and farmer’s markets) (HW-1). b. Planning and decision-making processes (HW-2). c. Joint- and mixed-use developments through coordination among transportation providers, local government, and developers (HW-3). d. Safe transportation systems and improved street patterns (such as Complete Streets) (HW-4). e. Public safety services and programs, health impact assessment tools, and locating health and human service facilities near centers and transit. (HW-5). 	<ol style="list-style-type: none"> 1. 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. 2. 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. 3. 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.
III-11. Historic, Archaeological and Cultural Preservation	<ol style="list-style-type: none"> 1. Adding relevant provisions of VISION 2040. 2. Adding “Certified Local Government designation” to the list of recommended techniques for historic preservation (HAC-2.6.10). 3. Adding a policy to encourage the use of urban design strategies and approaches for preserving and enhancing community’s distinctive identity (HAC-4). 	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
III-12. Natural Resources, Open Space, and Protection of Environmentally-Sensitive Lands, and the Environment	<ol style="list-style-type: none"> 1. Adding "Environment" to the title of the chapter. 2. Adding relevant provisions of VISION 2040. 3. Adding policies that address: <ol style="list-style-type: none"> a. Integrated and interdisciplinary approaches and best information available for environmental planning (Env-3.5 & 3.6) b. Protection of resource lands (Env-4.9, 4.10 & 4.11). c. Factoring in environmentally sensitive lands in siting and O&M of transportation facilities (Env-8.5 & 8.6) d. Open space and environmentally sensitive lands across jurisdictional boundaries, open space cluster design, and natural buffering (Env-10.4, 10.5 & 10.6). e. Methods of retention of open space (Env-15.3.4 & 15.4.4). f. Protecting and enhancing the natural ecosystems (Env-16). g. Assessing habitat needs for sensitive species (Env-19.3). h. Involvement with local drainage districts in planning process (Env-20.2). i. Healthy environment with minimal exposure to pollution (Env-26). j. Innovative environmentally sensitive development practices (Env-27). k. Mitigating noise (Env-28). l. Maintaining air pollution attainment level/standards (Env-29). m. Improving air quality (Env-30.1 thru 30.6). n. Meeting State mandates on climate change and the reduction of greenhouse gases (Env-31.1 thru 31.7) 	<ol style="list-style-type: none"> 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-HA-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. 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. 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.
III-13. Rural Areas (new chapter)	<ol style="list-style-type: none"> 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>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
III-14. Siting of Essential Public Capital Facilities of Countywide or Statewide Significance	<ol style="list-style-type: none"> 1. Modifying the title of the chapter by adding "Essential" and replacing "Nature" with "Significance" 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>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>
III-15. Transportation Facilities and Strategies	<ol style="list-style-type: none"> 1. Adding a provision to the Background section pertaining to the Commute Trip Reduction (CTR) Efficiency Act of 2006. 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. 3. Adding policies that address: <ol style="list-style-type: none"> a. Sustainable transportation system (Tr-1). b. State's "zero death and disabling injury" target (Tr-2). c. "Vanpool, paratransit and other emerging concepts" as part of the multimodal network (Tr-4.2). d. Multimodal level of service (LOS) standards and the impacts to neighboring jurisdictions' roadway facilities (Tr-5). e. Designation of Transit Oriented Development (TOD) sites as part of land use regulations to increase mode splits (Tr-11.4.1). f. Design, construction and operation of transportation facilities for all users (Tr-12). g. Low-impact development and environmentally appropriate practices (Tr-14). h. Preserving options for future transit alignments (Tr-16). i. Meeting freight mobility and access needs (Tr-17). j. Preserving transportation investments through proper O&M (Tr-19). k. Protecting the transportation system against disaster through prevention, preparedness, response, mitigation and recovery strategies (Tr-20). 	<ol style="list-style-type: none"> 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. 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).

Chapters	Summary of Amendments	Corresponding Provisions in Tacoma's Comprehensive Plan
III-16. Urban Growth Areas	<ol style="list-style-type: none"> 1. Adding relevant provisions of VISION 2040. 2. Adding a new section to describe the "Growth Targets" for the Pierce County area. 3. Clarifying that the designated centers in the county include: <ul style="list-style-type: none"> Regional Growth Centers in Metropolitan City: <ul style="list-style-type: none"> • Tacoma Central Business District • Tacoma Mall Regional Growth Centers in Core Cities <ul style="list-style-type: none"> • Lakewood • Puyallup Downtown • Puyallup South Hill Manufacturing/Industrial Centers: <ul style="list-style-type: none"> • Frederickson • Port of Tacoma 4. Adding policies that address: <ol style="list-style-type: none"> a. Adopting growth targets in comprehensive plans (UGA-1.2). b. Maximizing the development potential of existing urban lands and discouraging expansion of UGAs (UGA-2.3.7 & 2.3. 8). c. Land uses compatible with military uses (UGA-9). d. Prioritizing transportation, infrastructure, and economic funds for centers (UGA-14.2 & 48). e. Improving transit service efficiency in centers through the development of transportation infrastructure, and design of roadway and nonmotorized networks (UGA-19.6, 25 & 26). f. Metropolitan City Center (UGA-30), Regional Growth Center (UGA-32.5 & 34), Countywide Center (UGA-35 & 39), and M/IC (UGA-47). 	<ol style="list-style-type: none"> 1. Regional Growth Centers and Manufacturing/Industrial Centers are referenced in the following elements: Introduction, Growth Strategy and Development Concept, and Generalized Land Use. 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. 3. Those specific amendments concerning transportation (UGA-14.2, 48, 19.6, 25 & 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). 4. Collaboration with the military base is referenced in the Neighborhood Element under the South Tacoma section.