



City of Tacoma
Planning and Development Services

Agenda Item
E-2

TO: Planning Commission
FROM: Stephen Atkinson, Planning Services Division
SUBJECT: Shoreline Related Elements
DATE: February 14, 2013

Attached for the Planning Commission's information are the updated drafts of the Shoreline Public Access Alternatives Plan (PAAL) and the Tacoma Waterfront Design Guidelines (TWDG). The PAAL and TWDG are intended to carry forward and integrate past shoreline implementation plans, including the Ruston Way Plan, Shoreline Trails Plan, the Foss Waterway Design and Development Plan, and the Foss Waterway Design Guidelines, as well as update the public access and design strategies to respond to the goals and objectives of the recently approved Shoreline Master Program.

Also attached is a track-change draft of the Waterfront Open Spaces and Shoreline Access section of the Open Space, Habitat and Recreation Element of the Comprehensive Plan with new references to the PAAL and TWDG.

These documents will be included in the 2013 Annual Amendment Package to be distributed for public review prior to the public hearing that is tentatively scheduled for March 20, 2013. They will also be posted online at www.cityoftacoma.org/planning (and click on "2013 Annual Amendment").

If you have any questions, please contact Stephen Atkinson at 253.591.5531 or satkinson@cityoftacoma.org.

Attachments

c: Peter Huffman, Interim Director

Waterfront Open Spaces and Shoreline Access

Intent

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

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

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

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



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

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

[The Public Access Alternatives Plan and Tacoma Waterfront Design Guidelines are incorporated herein by reference as](#)

[implementation elements of the Comprehensive Plan.](#)

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

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

OS-SH-2 Shoreline and Water Access

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

OS-SH-3 Shoreline and Water Activities

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



OS-SH-4 Reconnect Shorelines and Uplands Habitat

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

OS-SH-5 Shoreline Trail Connections

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

Habitat Areas and Habitat Corridors

Intent

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

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

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

1.0 INTRODUCTION

VISION

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

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

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

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

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

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

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

Shoreline Trails Plan - 1989

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

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

Ruston Way Plan - 1981

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

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

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

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

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

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

Dome to Defiance Study - 1988

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

Thea Foss Waterway Plan - 1994

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

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

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

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

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

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

PLAN AREA

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

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

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

Shoreline Trails Plan

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

Ruston Way Plan

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

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

Thea Foss Waterway Plan

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

USE OF THE PLAN

General

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

Permit process

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

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

Voluntary efforts

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

Capital Facilities and Transportation Improvement Programs

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

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

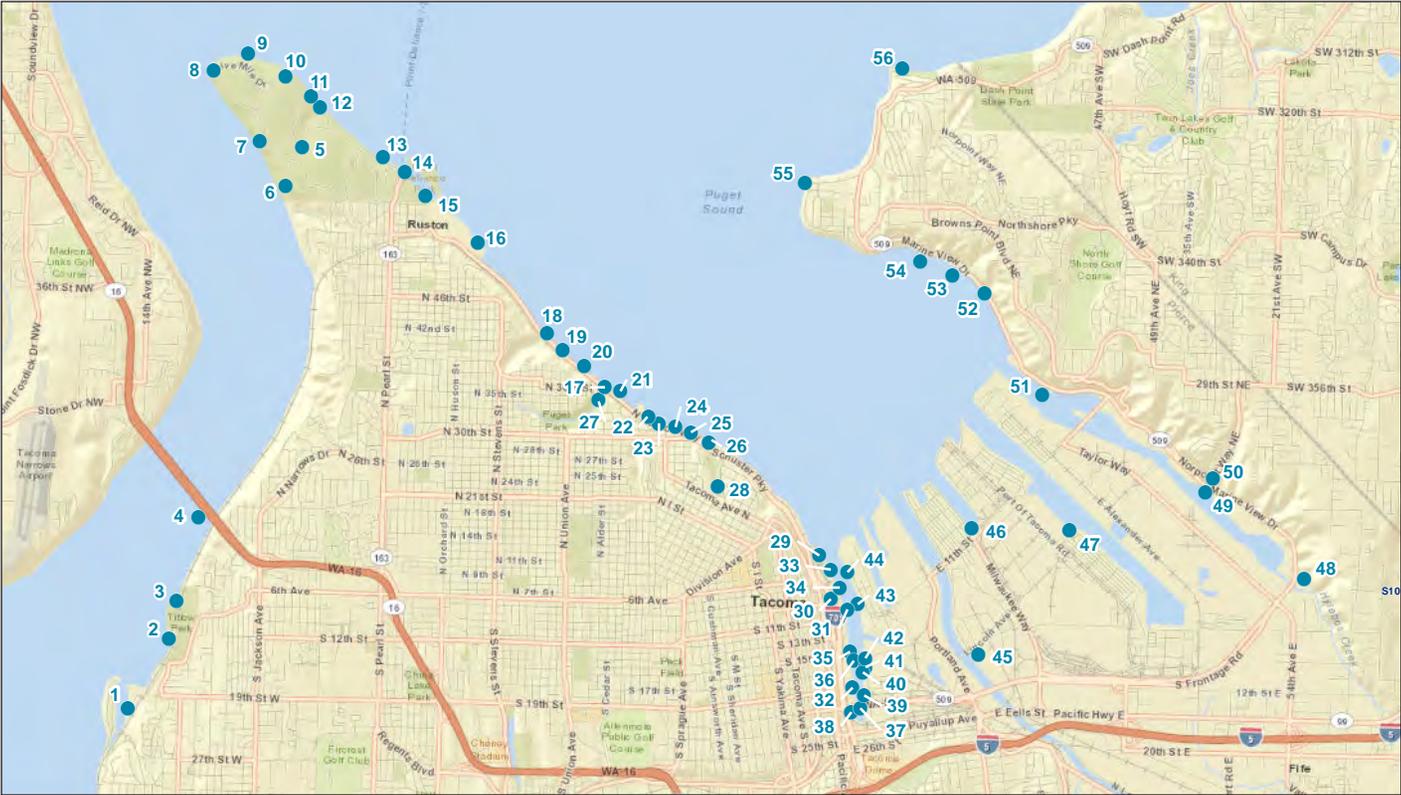
The Six-Year Comprehensive Transportation Program lists planned transportation projects. The program includes roadways, bridges, non-motorized facilities, sidewalks and other capital related transportation projects. The program is based upon anticipated revenues versus desirable projects. There are always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

2.0 EXISTING PUBLIC ACCESS

Tacoma Shorelines Public Access Map

PUBLIC ACCESS LEGEND

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

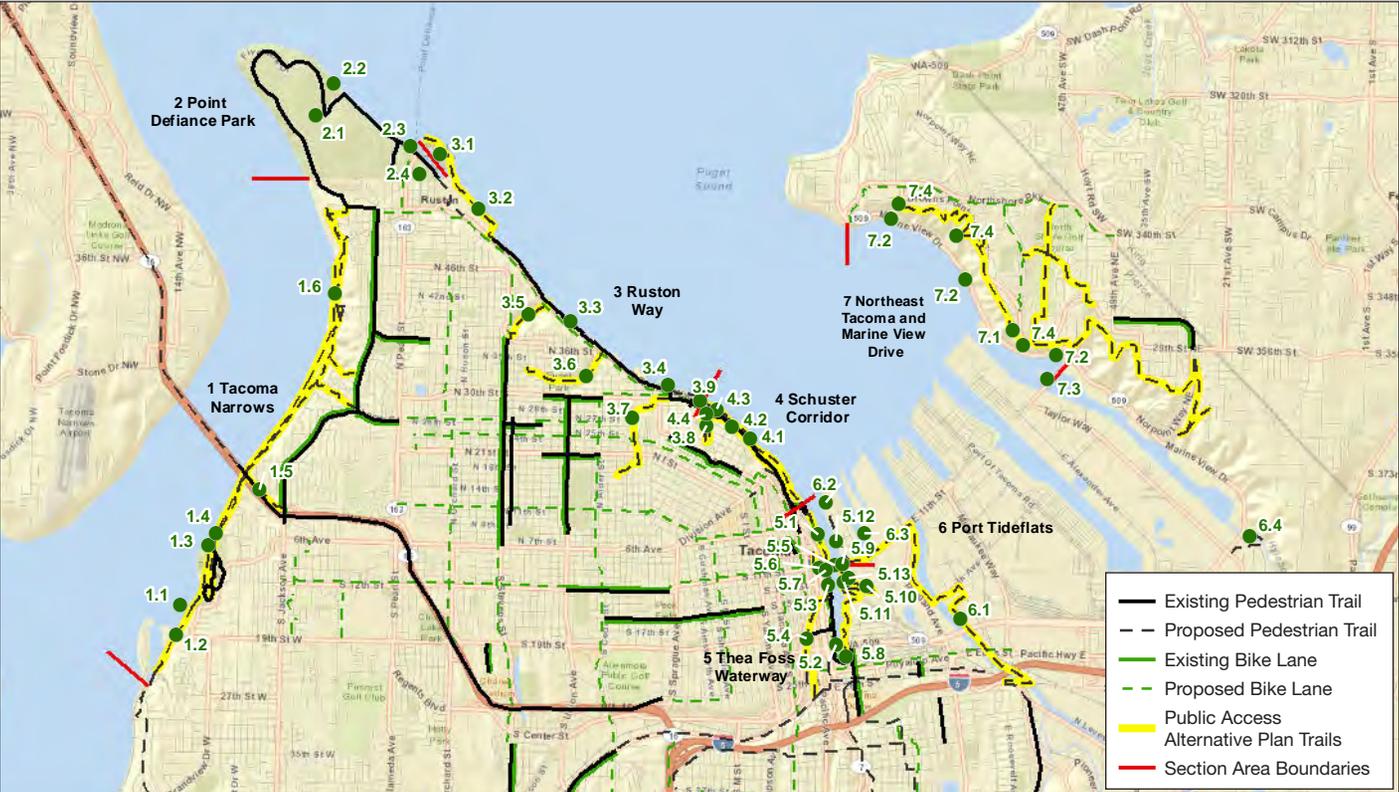


Existing Public Shoreline Access Points and Features

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

3.0 Planned Public Access

Tacoma Shorelines Potential Public Access Improvements Map



PUBLIC ACCESS LEGEND

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

Potential Public Shoreline Access Points and Features

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

SECTION 1

TACOMA NARROWS

Introduction

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

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

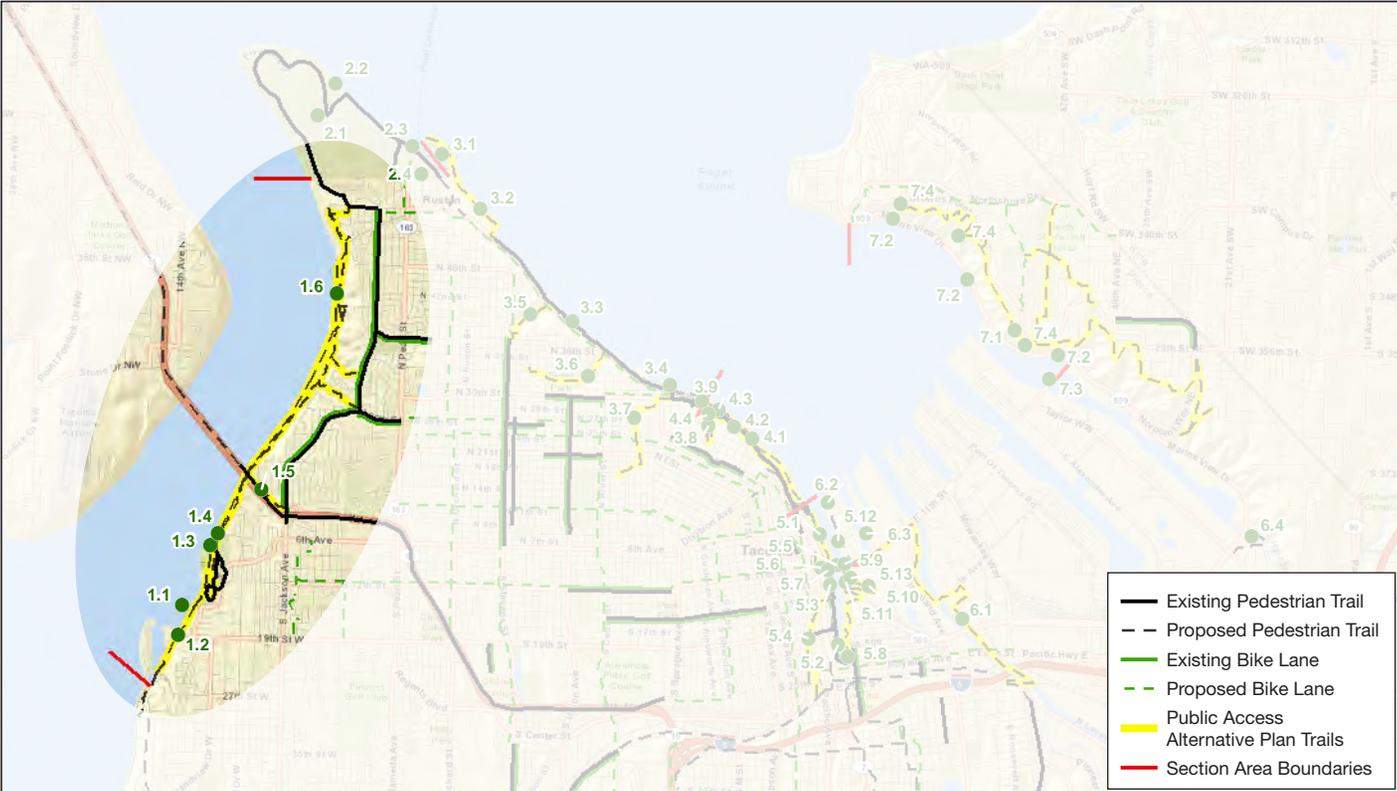
The planned public access along the Western Slope seeks to off-set the relative lack of direct shoreline access by establishing a connected shoreline trail from University Place in the south and connecting to the Pt. Defiance trail system. In most areas the trail will need to be

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

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

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

Tacoma Shorelines Potential Public Access Improvements Map



PUBLIC ACCESS LEGEND

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

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

Potential Public Shoreline Access Points and Features

- 1 Tacoma Narrows**
 - 1.1 Blue Access Trail Point
 - 1.2 West Slope Trail - Crystal Springs Creek Segment
 - 1.3 Public Boat Launch
 - 1.4 West Slope Trail - Titlow Park
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 - 7.4 View Platforms and Interpretive Elements
- 8 Wapato Lake and Park**
 - 8.1 Wheller-Osgood Pedestrian Bridge
 - 8.2 Seaplane Float
 - 8.3 East Foss Central Park



DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

1.1 Blue Trail Access Point

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



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

1.2 West Slope Trail - Crystal Springs Creek Segment

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



1.3 Public Boat Launch

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

1.4 West Slope Trail - Titlow Park Segment

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

1.5 West Slope Trail - War Memorial Park Segment

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

1.6 West Slope Trail - Gold Creek Gulch Segment

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

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

SECTION 2

POINT DEFIANCE PARK

Introduction

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

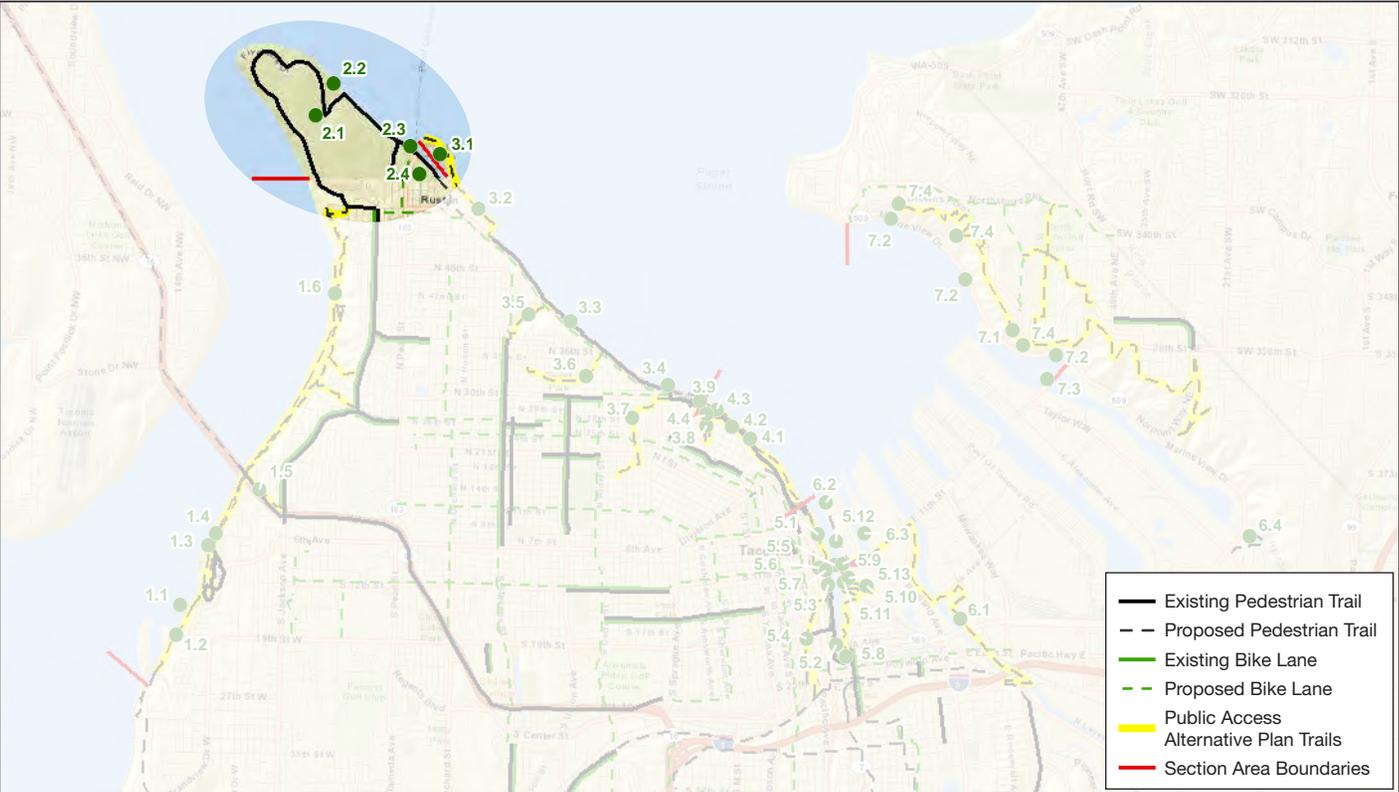
The two shoreline districts that comprise Point Defiance Park provide approximately 4.5 miles of shoreline access, though a considerable portion of the shoreline is obstructed. Steep bluffs limit the access points to the public beach, and a combination of shoreline vegetation,

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

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

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

Tacoma Shorelines Potential Public Access Improvements Map



PUBLIC ACCESS LEGEND

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

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

Potential Public Shoreline Access Points and Features

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SECTION 2: POINT DEFIANCE PARK

- Existing Pedestrian Trail (MoMaP)
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DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

2.1 Point Defiance Trail System

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

2.2 Passenger Only Ferry Terminal/Water Taxi

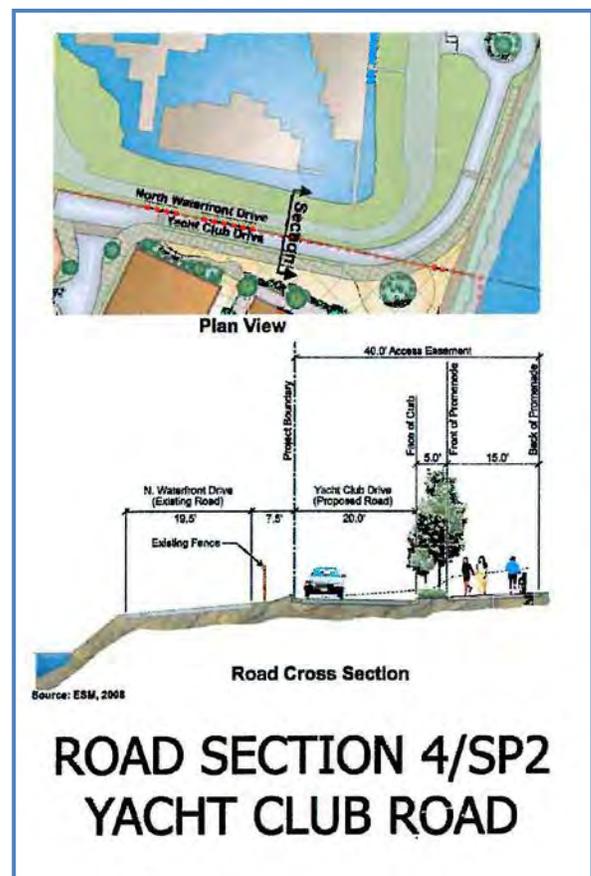
Develop a low impact terminal for water taxi or passenger only ferry access that could connect Point Defiance to other shoreline areas, including the Foss Waterway.

2.3 Guest Moorage

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

2.4 Promenade ‘Missing Link’

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



SECTION 3

RUSTON WAY

Introduction

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

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

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

panoramic views, beaches, piers, and restaurants.

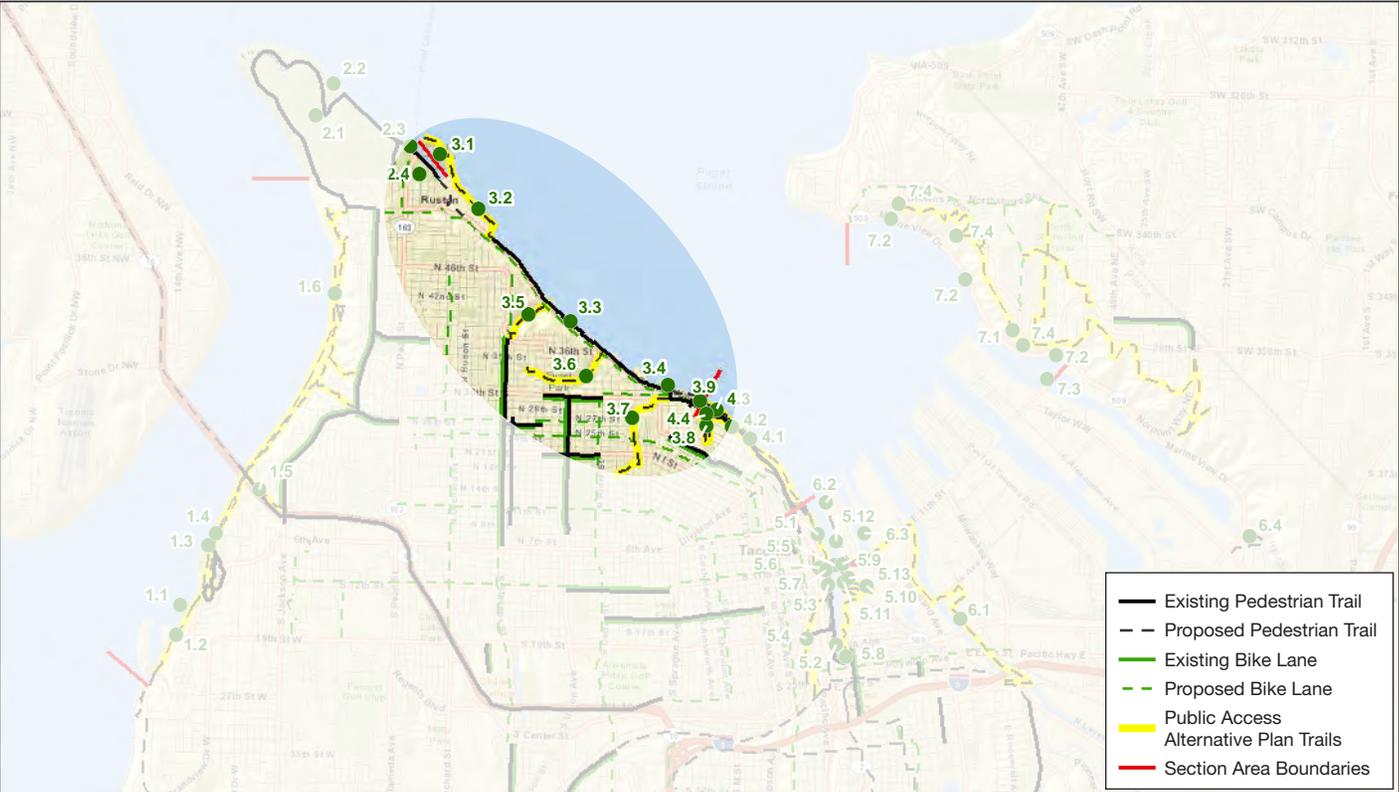
As the Point Ruston development proceeds, it is expected that trail connections will be established that will create a direct connection between Ruston Way and Point Defiance. Implementing the planned connection across the Point Ruston site is a high priority for developing an integrated system.

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

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

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

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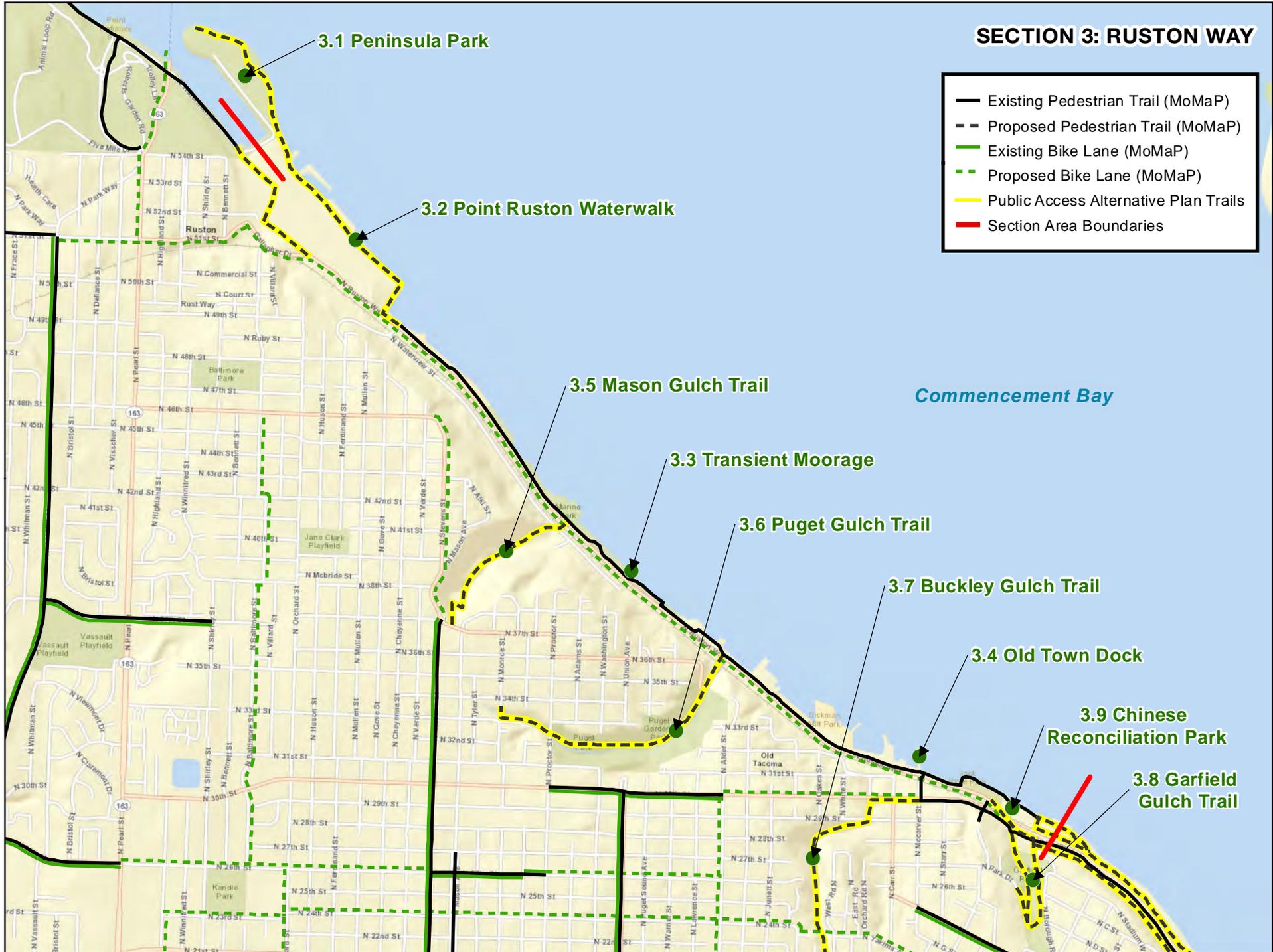
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|---|--|--|

SECTION 3: RUSTON WAY

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DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

3.1 Peninsula Park

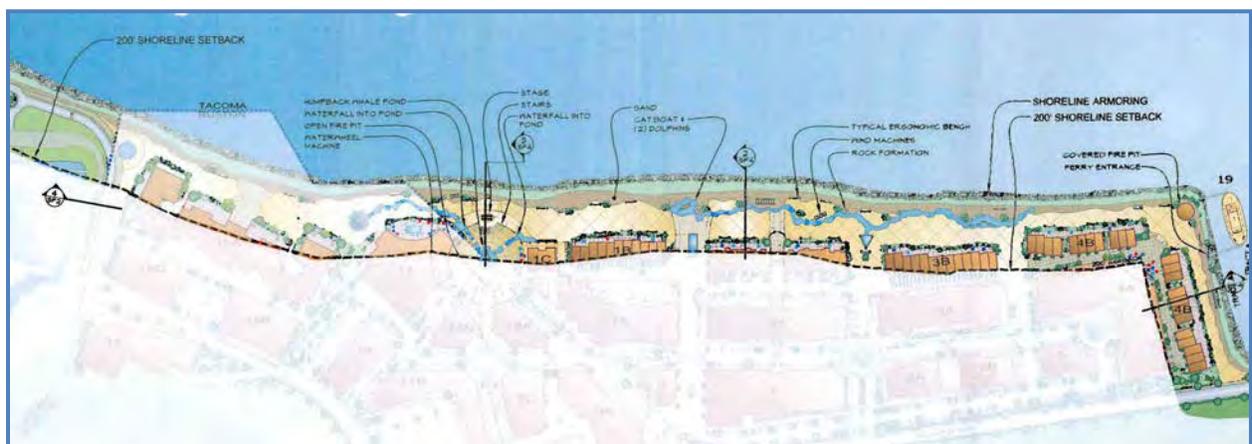
Construct a public park on Slag Peninsula that will take advantage of the unique viewing opportunities and provide a large gathering and recreation area for the public. The park could include an amphitheater to promote outdoor events.



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

3.2 Point Ruston WaterWalk

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



3.3 Guest Moorage

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

3.4 Old Town Dock

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

to the Schuster Parkway



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

3.5 Mason Gulch Trail

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

3.6 Puget Gulch Trail

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

3.7 Buckley Gulch Trail

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

3.8 Garfield Gulch Trail

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



3.9 Chinese Reconciliation Park

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



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

癒合歷史傷口促進社區協和

The Site Plan Phases / Funding Areas

Expulsion → Reflection → Reconciliation → Education

Entrance Gate & Sojourners' Room Area
 Reconciliation Pavilion Area
 Multicultural Pavilion, Pond and Bay-viewing Terrace Area
 Classroom Area

Chinese Reconciliation Park

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SECTION 4

SCHUSTER CORRIDOR

Introduction

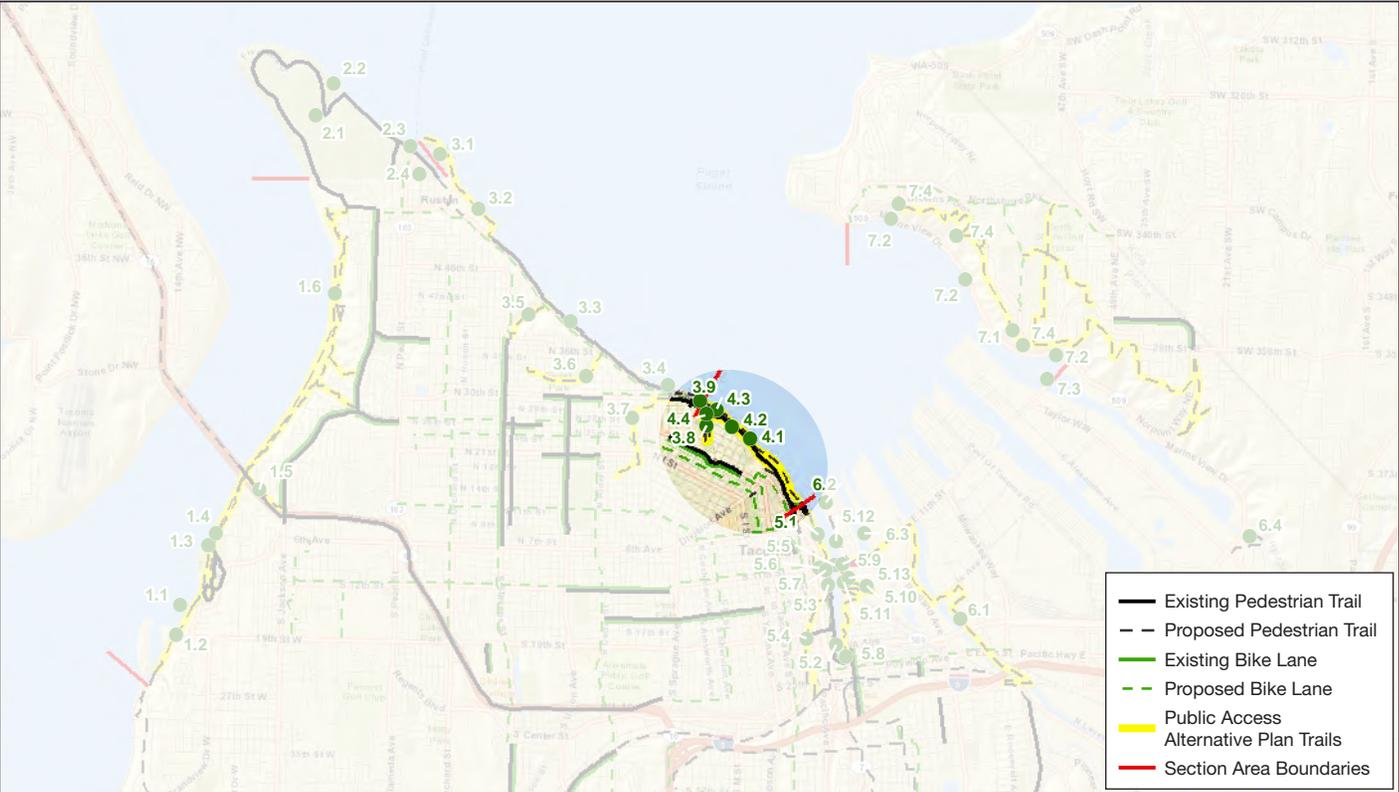
This shoreline district is an active industrial area fronting on deep water and bisected by the mainline BNSF railroad. Current uses include a grain terminal and docking for two military ships. The 1.5 mile long district sits between two shoreline districts to the north and south that have undergone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

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

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

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

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DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

4.1 Schuster Parkway Multi-Use Trail

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

4.2 Bayside Trail

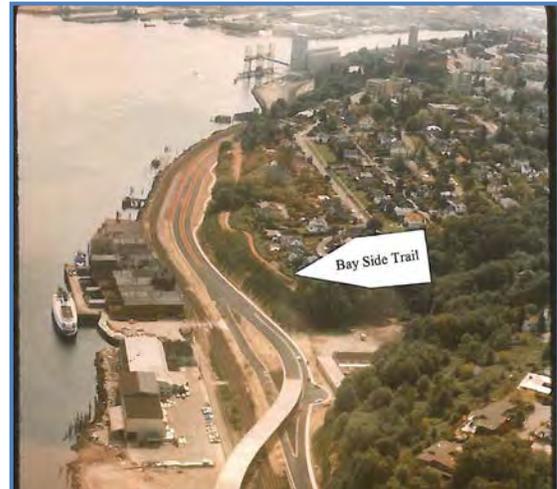
Improve the Bayside Trails to provide a natural trail parallel to the shoreline with connecting access from upland residential areas to shoreline paths. Priority connections should be constructed between Stadium Way and Schuster Parkway. The Bayside Trail also includes natural trails within Garfield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

4.3 Esplanade/Overwater Boardwalk

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

4.4 Garfield Gulch Viewpoint

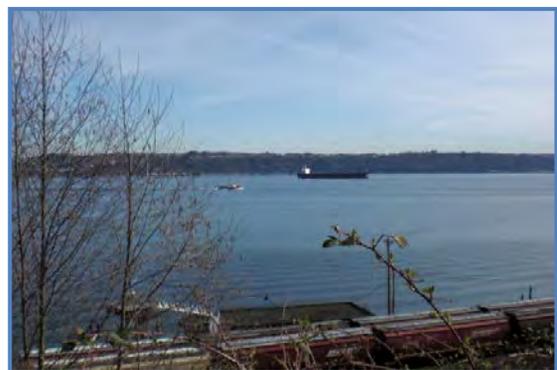
Improve and maintain a viewing area at the site of the historic lookout at the top of Garfield Gulch at the intersection of Garfield Gulch and the Schuster Slope.



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



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



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

SECTION 5

THEA FOSS WATERWAY

Introduction

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

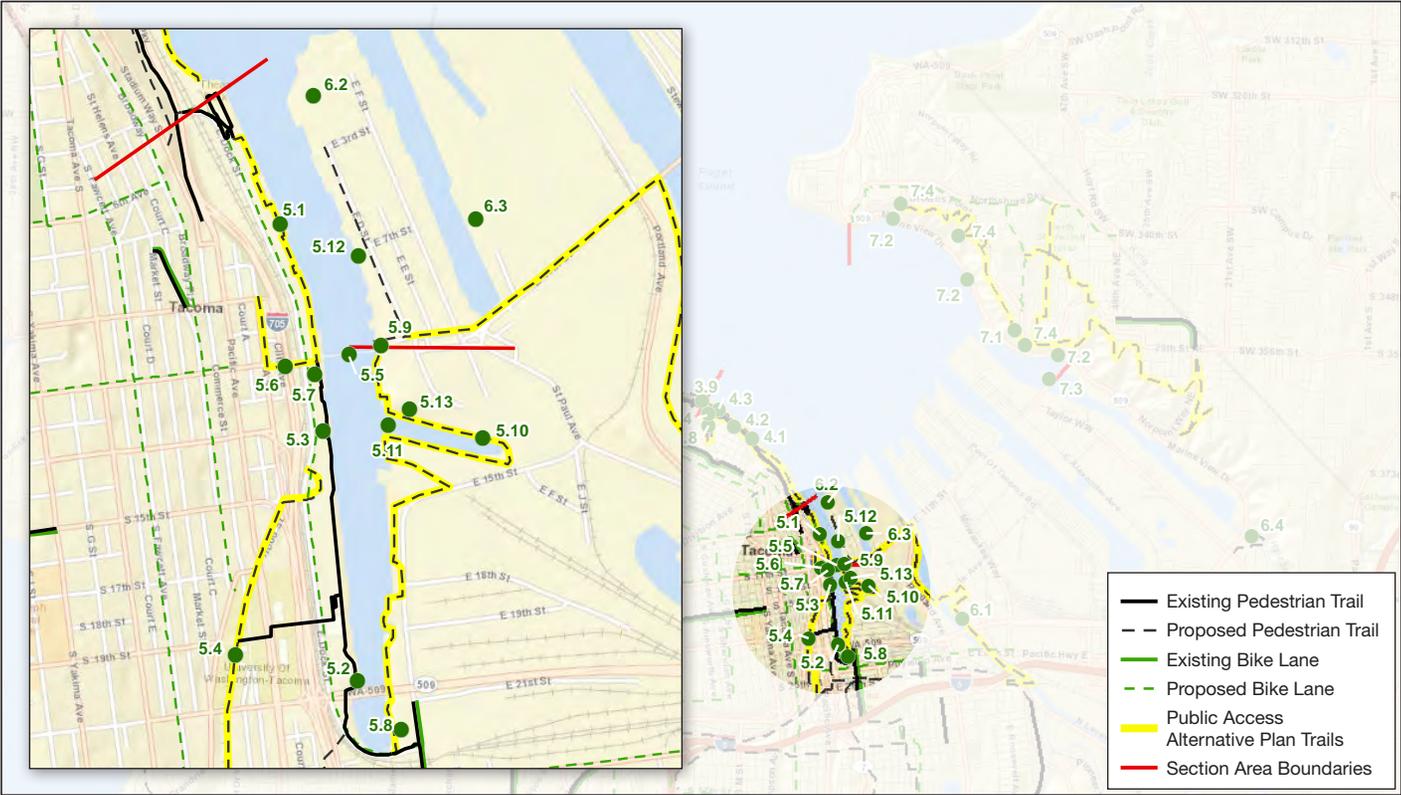
The *City Waterway Policy Plan* was later replaced by the *Thea Foss Waterway Design and Development Plan (The Foss Plan,)* adopted in 1992, which provided policy and design guidelines for all new public and private development in and surrounding both sides of the Thea Foss Waterway. This Plan, in conjunction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

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

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

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

Tacoma Shorelines Potential Public Access Improvements Map



PUBLIC ACCESS LEGEND

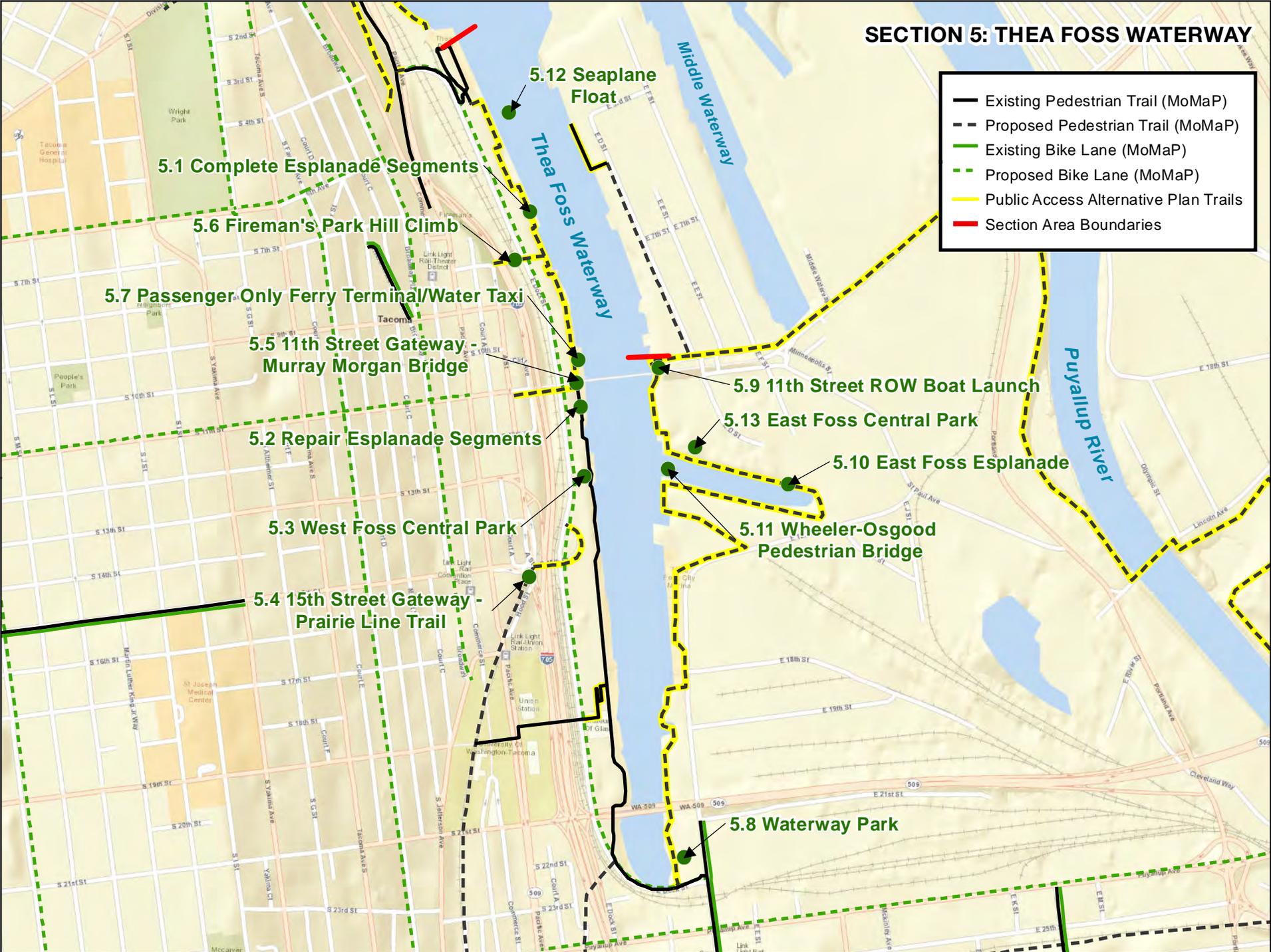
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SECTION 5: THEA FOSS WATERWAY



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

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

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

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

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



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



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

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



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



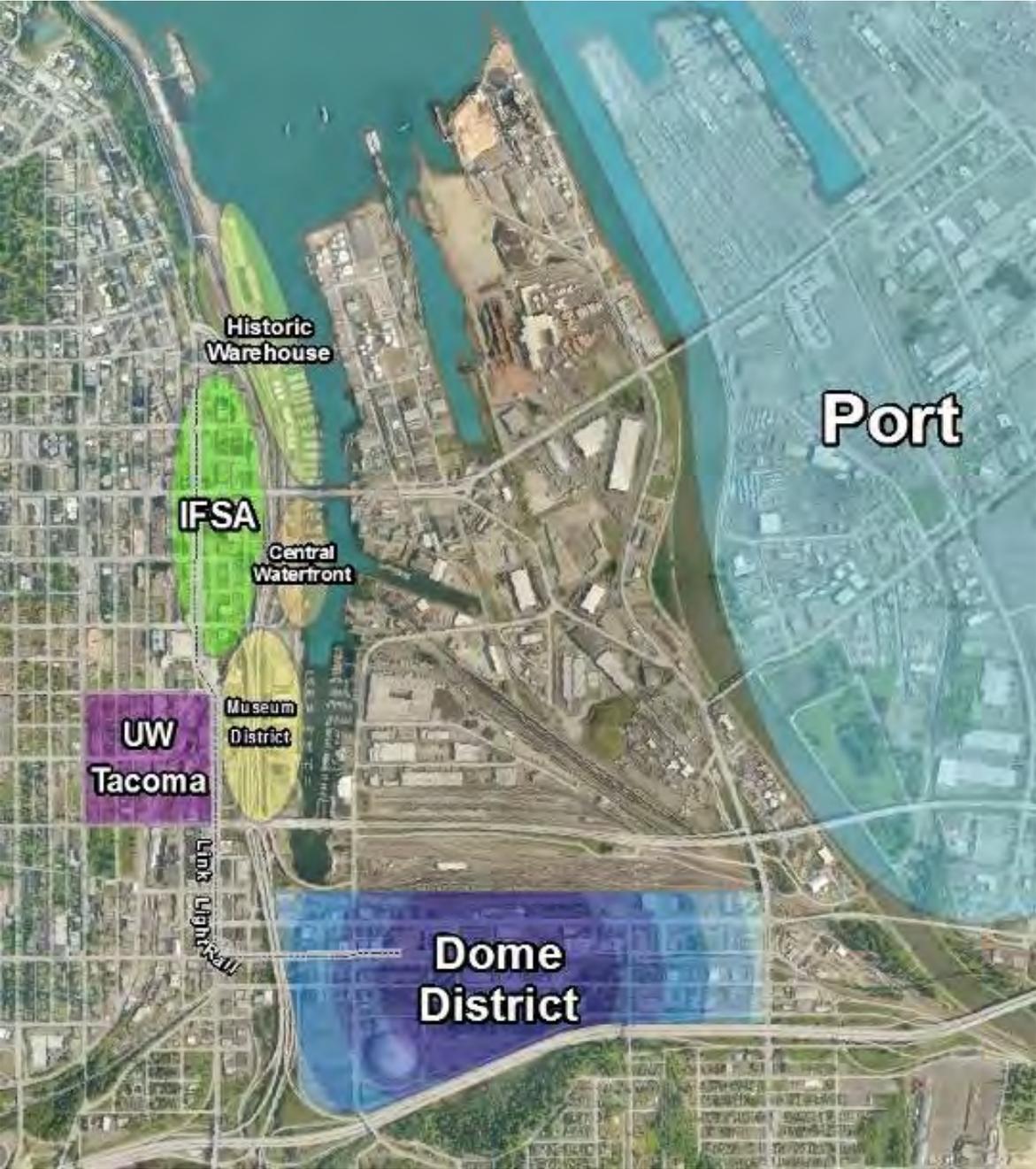
Waterway Commerce: The City of Tacoma literally grew up from the waterfront, where the deep-water port and western terminus of the Northern Pacific Railroad attracted business and the employees to work them.



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

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

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



DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

WEST FOSS

5.1 Complete Esplanade Segments

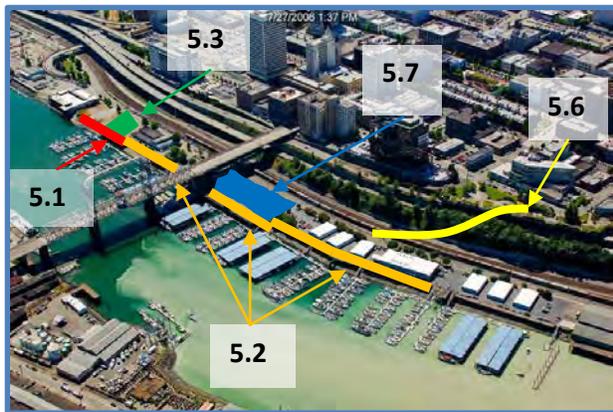
Construct public esplanade that will serve pedestrians, roller skaters, bicyclists and provide lighting, street furniture, landscaping and supporting utilities.

5.2 Repair Esplanade Segments

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

5.3 West Foss Central Park

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



5.4 15th Street Gateway – Prairie Line Trail

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

5.5 11th Street Gateway – Murray Morgan Bridge

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

5.6 Fireman's Park Hill Climb

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

5.7 Passenger Only Ferry Terminal/Water Taxi

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

EAST FOSS

5.8 Waterway Park

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

5.9 11th Street ROW

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

5.10 East Foss Esplanade

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

5.11 Wheeler-Osgood Pedestrian Bridge

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

5.13 Seaplane Float

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

5.14 East Foss Central Park

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



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



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

SECTION 6

PORT TIDEFLATS

Introduction

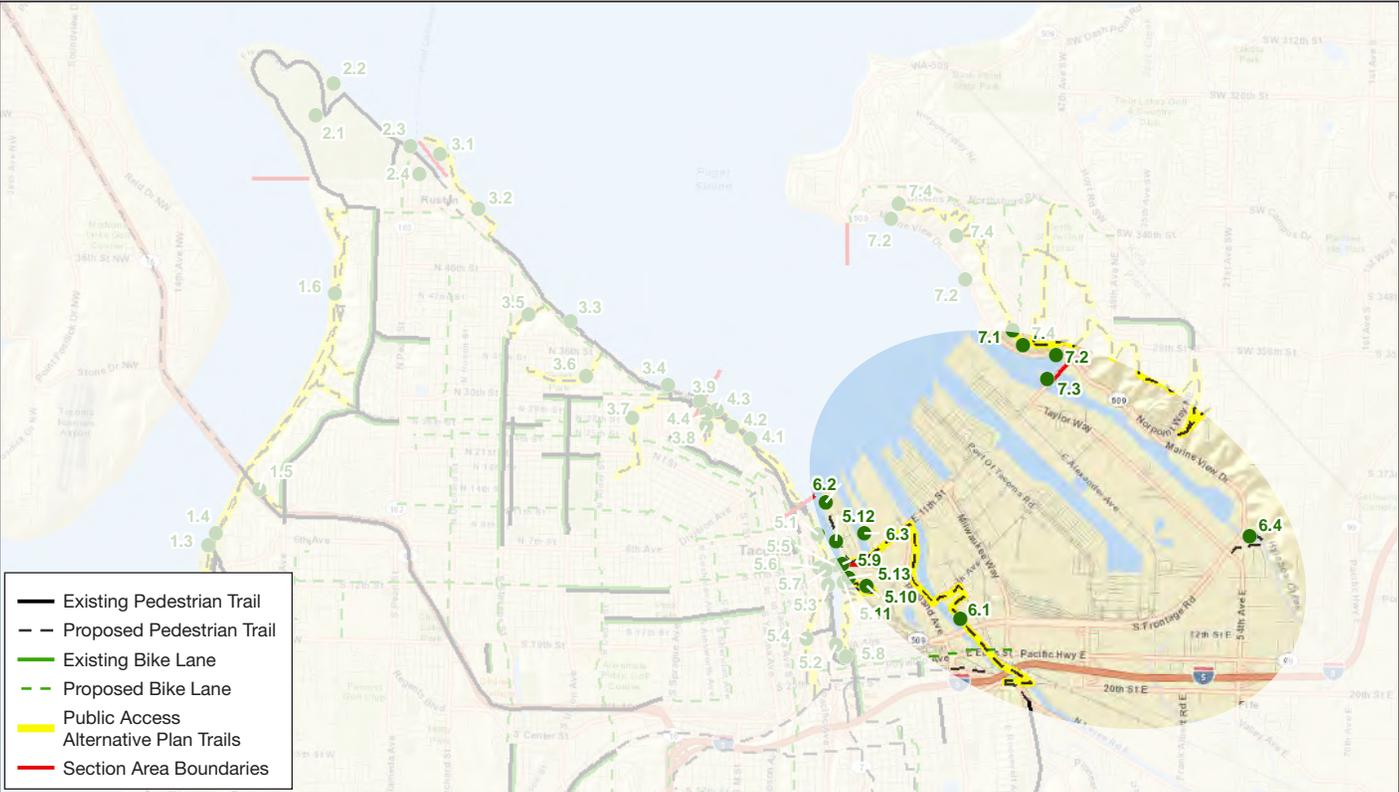
The Port Industrial shoreline is predominantly developed with heavy industrial and Port/Terminal related facilities. As a result there is very limited opportunity for the public to reach and touch the water in this area. Safety and security concerns require sensitivity in locating access in this shoreline.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

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

damage or harm to natural areas and mitigation sites.

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

Tacoma Shorelines Potential Public Access Improvements Map



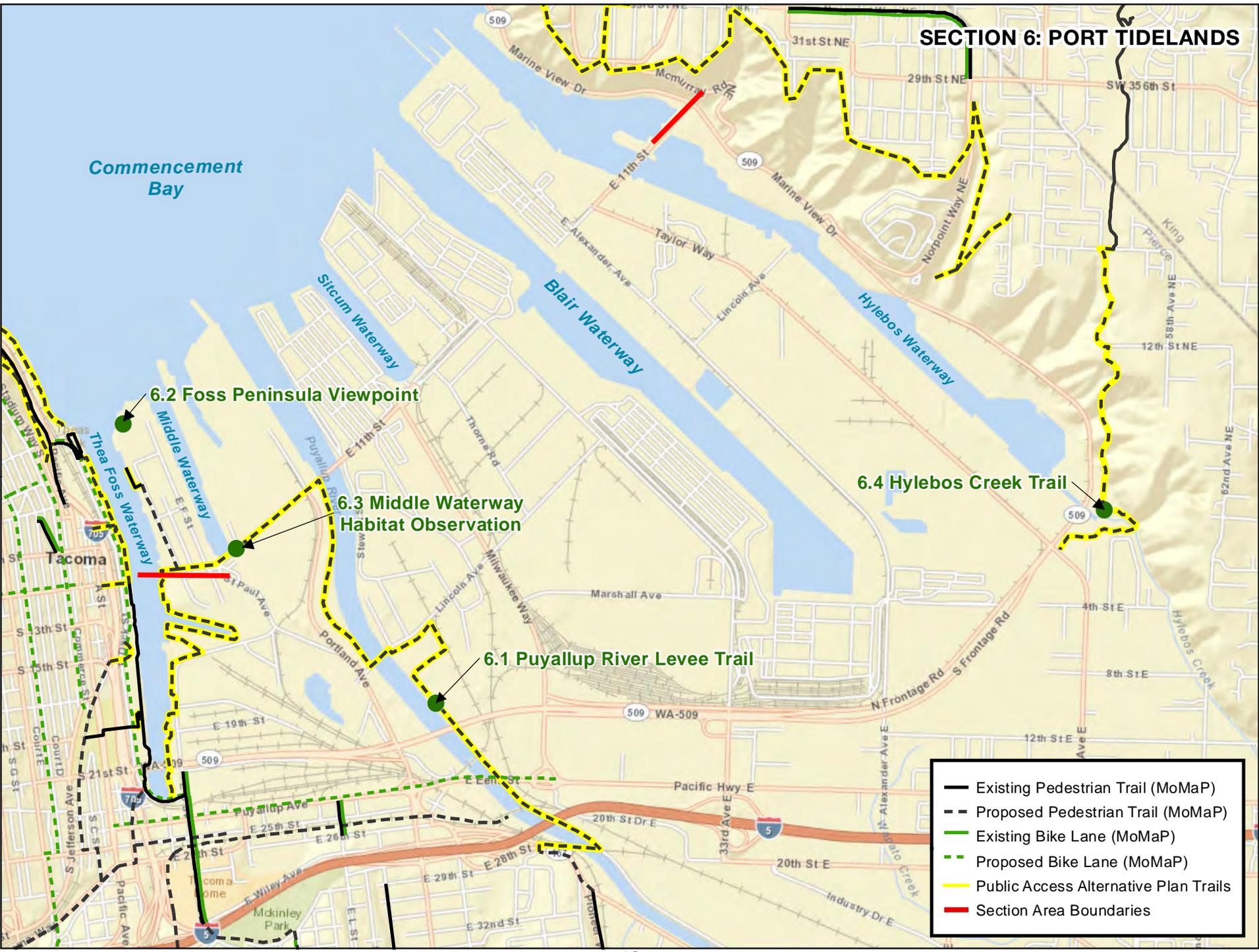
PUBLIC ACCESS LEGEND

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

Potential Public Shoreline Access Points and Features

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

SECTION 6: PORT TIDELANDS



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

DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

6.1 Puyallup River Levee Trail

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

6.2 Foss Peninsula View Area and Beach Access

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

6.3 Middle Waterway Habitat Observation Point

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

6.4 Hylebos Creek Trail

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



6.2 Foss Peninsula View Area and Beach Access Routes.



6.3 Middle Waterway Habitat Observation Point.



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

SECTION 7

NORTHEAST TACOMA AND MARINE VIEW DRIVE

Introduction

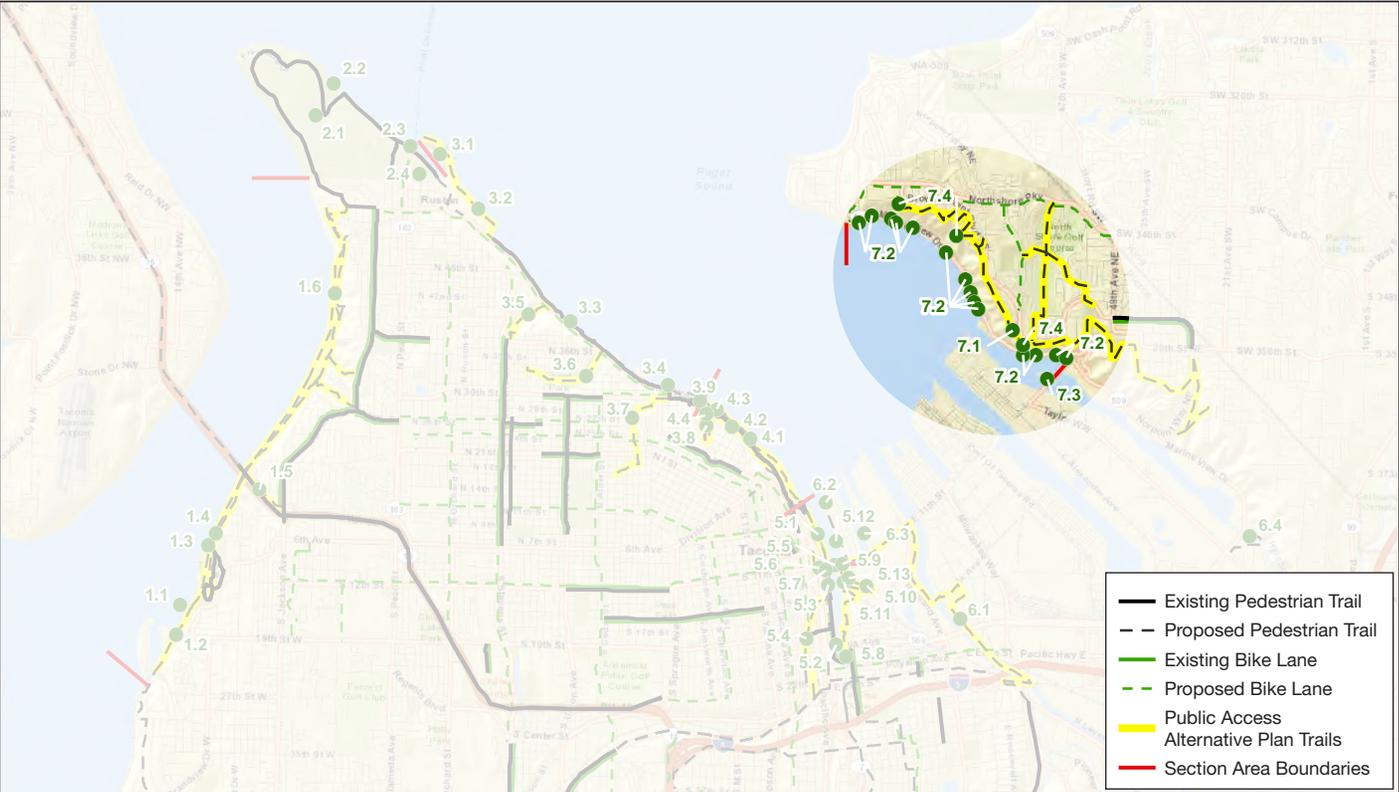
The Marine View Drive shoreline is currently characterized by a combination of water-oriented recreation uses, overwater residences, and relatively unmodified shoreline. There are large areas of public ownership (City of Tacoma and Port of Tacoma) both along the shoreline and the bluffs, but additional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

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

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

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

Tacoma Shorelines Potential Public Access Improvements Map



PUBLIC ACCESS LEGEND

- Boat Launch Motorized
- Boat Launch Non-Motorized
- Boat Rentals
- Dock/Pier
- Float Non-Motorized
- Moorage Temporary
- Natural Areas/Wildlife
- Park
- Picnic Area
- Saltwater Trail Access Point
- Seaplane
- Shoreline Promenade
- Trail
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- Existing Pedestrian Trail
- Proposed Pedestrian Trail
- Existing Bike Lane
- Proposed Bike Lane
- Public Access Alternative Plan Trails
- Section Area Boundaries

Potential Public Shoreline Access Points and Features

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



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

DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

7.1 NE Tacoma Trail Network

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

7.2 Scenic Drive

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

7.3 11th Street Blue Trail Access Point and Beach

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

7.4 View Platforms and Interpretive Elements

In conjunction or in advance of trail



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

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

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



SECTION 8

WAPATO LAKE AND PARK

Introduction

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

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

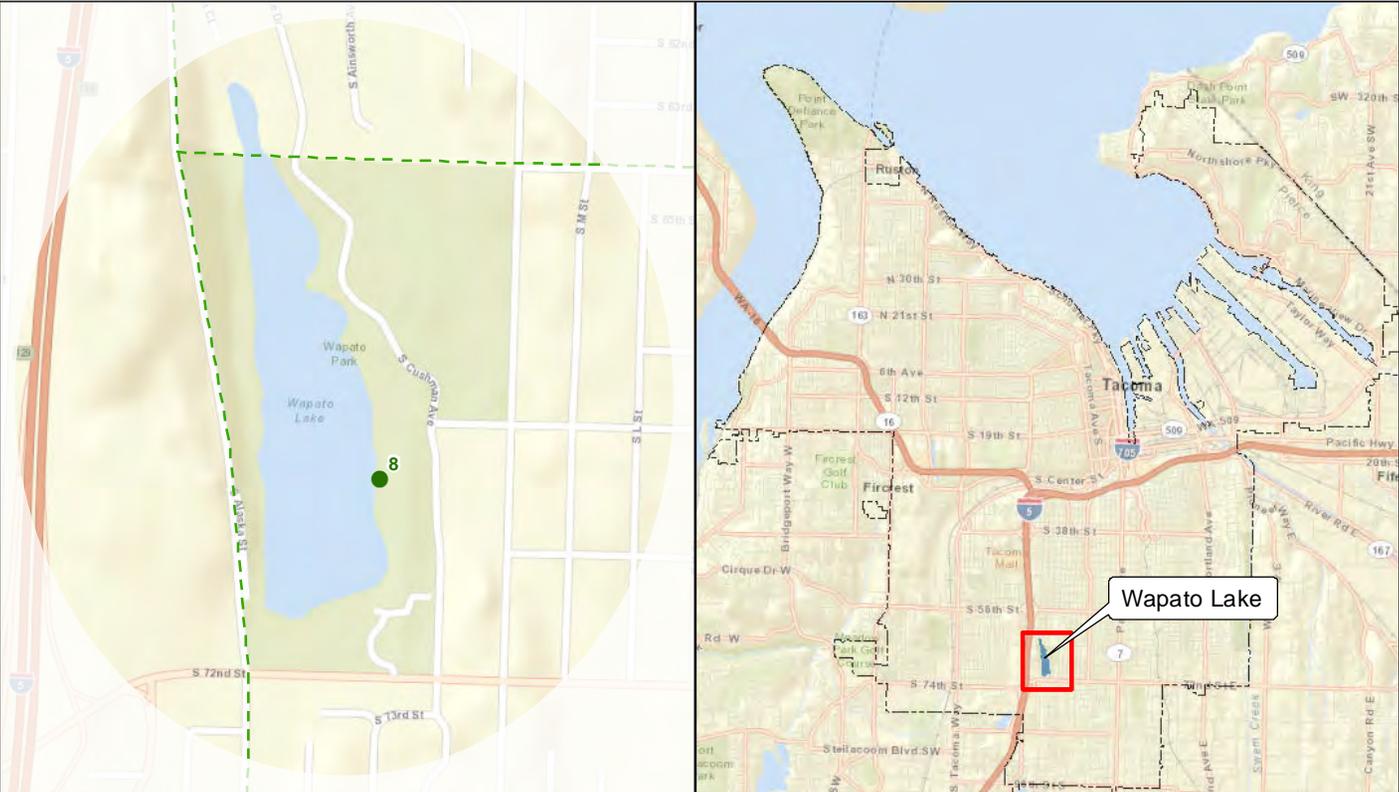
Public access improvements include new and upgraded trails and viewpoints, picnic shelters, and paddle boat dock.

Wapato Park is one of Tacoma's signature parks and will continue to be a focal point, of not only the South Tacoma Neighborhood but also the surrounding region as a vital urban park and green space. Developed over the years as a family oriented "resort" style park, Wapato Park will continue to be a destination for those seeking a high quality leisure experience in a close to home natural setting.

The Master Plan provides a long-range view for uses and activities that might best occur at Wapato Park.

The Master Plan carefully balances the historic qualities of the park with the current and future needs of the community with a central goal of serving as a guide for future development and improvements to the park.

Tacoma Shorelines Potential Public Access Improvements Map



PUBLIC ACCESS LEGEND

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Potential Public Shoreline Access Points and Features

- 1 Tacoma Narrows**
 - 1.1 Blue Access Trail Point
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 - 2.4 Promenade 'Missing Link'
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- 8 Wapato Lake and Park**

SECTION 8: WAPATO LAKE AND PARK



DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

9.1 Wapato Park Improvements

Coordinate with Metro Parks Tacoma and the City of Tacoma Environmental Services Department to undertake water quality improvement measures such that direct water access, including public swimming, is possible. Continue to support capital improvements that enhance park amenities and recreation.

4.0 PRIORITIES FOR PROVIDING NEW SHORELINE PUBLIC ACCESS

Priorities for providing new shoreline public access in Tacoma are derived from existing goals and policies. Common themes from the Comprehensive Plan and Metro Parks

Strategic Plan are emphasized, including:

- Connecting existing public lands and facilities to and along the shoreline;
- Balancing shoreline restoration and public access;
- Improving views;
- Meeting demonstrated demand for new shoreline access and providing a variety of water-oriented types of access; and
- Maximizing public access funds.

Public access prioritization criteria below are organized according to the five themes; they are not listed in order of importance.

Implementation criteria from the 2006 Metro Parks Strategic Plan were used as the basis for this guidance.

5.1 Connecting existing public lands and facilities to and along the shoreline

- Does the project facilitate additional access to existing parks?
- Is the project appropriately located and accessible to residents?

- Does the project promote an interconnected system of parks, greenspaces, trails, and community facilities?
- Does the project improve access to Tacoma’s valued water resources?
- Is public transportation available?
- Is the project connected to pedestrian and non-motorized transportation?
- Does the project help facilitate the completion of the ‘Dome to Defiance’ trail system?

5.2 Balancing shoreline restoration and public access

- Would the project inhibit a moderate or high priority restoration action?
- Would the project incorporate shoreline protection or restoration elements?
- Does the project include a management plan to protect or restore shoreline resources?

5.3 Improving views

- Does the project provide a new view point of the shoreline?
- Would the project enhance an existing view point or view corridor?

5.4 Meet demonstrated demand for new shoreline access and providing a variety of water-oriented types of access

- Is the project consistent with identified shoreline use demands?
- Is the project accessible to diverse community members, including diverse cultures, ages, abilities, income levels, and individuals and families?
- Would the project provide recreation opportunities that would bring residents, businesses, and tourists to the City?
- Would the project increase the diversity of public access opportunities in the given shoreline district or shoreline reach?

Maximizing public access funds

- Is the site already in public ownership and underutilized (such as a public street end)?
- Does the project include improvements to an existing park or facility such that its lifecycle is extended or its recreation value is increased?
- Does the project add recreational or educational value to other projects underway or planned?
- Does the project expand fiscal resources by leveraging other funding resources? Would funding this project attract additional funds, such as matching grant funds or special donations?
- Are funds identified for the maintenance and operations of the park or facility?
- Does the project provide opportunities for community sponsorship, education and/or volunteerism?

5.0 IMPLEMENTATION STRATEGY

This section discusses strategies for implementing the priority projects identified in the City of Tacoma Shoreline **Public Access Alternatives Plan (PAAL)**, an implementation timeline, and performance measures.

Implementing the projects identified in this Plan will require a broad base of community support, cooperation between public and private property owners, financial assistance from federal, state and local sources and City staff resources. Several factors will affect development of these projects and the full build-out of the public access system, such as funding availability, property acquisition, timing and sequencing of projects, permit activity, and public commitment.

Substantial capital expenditures will be required to accomplish and complete the overall system. Additional acquisitions or development which may be desirable or necessary for public benefit will increase these expenditures. All improvements identified in this plan will not occur simultaneously, but rather, strategically, depending upon funding sources and availability, environmental conditions, permitting, and community support.

It is also important to note that the Metropolitan Park District is the primary provider of public recreation and open space facilities. The District owns, operates and maintains parks, playgrounds, playfields, and other recreation facilities within the City

limits. The City of Tacoma is responsible for serving the overall needs of the community, which includes public access and waterfront recreation. Therefore, close cooperation between the City and Metro Parks is essential to the implementation of this Plan.

The Shoreline Public Access Alternatives Plan (PAAL), including the guiding policies and proposed access projects, will be implemented through four primary methods. These are: 1) public funds and grants; 2) shoreline permit requirements; and 3) public access fund contributions; and 4) Public Agency Master Planning. The following section describes each of these implementation methods.

5.1 Public Funds and Grants

Funding the Shoreline Public Access Alternatives Plan will likely require funding from multiple sources. Some elements of the Shoreline Public Access Alternatives Plan may compete very well for some funding sources, but not be competitive, or eligible, for other funding sources. Also, some funding sources can be used for both capital improvement and maintenance needs while others are restricted for capital projects only. Generally, the PAAL will be implemented via existing park and recreation programs. The following is a brief description of potential funding sources.

5.1.1 General Fund – Available for both capital improvement and maintenance

Typically the General Fund has been used to fund operational expenses such as maintenance. The City’s operational expenses for enhancement programs, such as the non-motorized plan, urban forestry, and traffic calming are funded from the General Fund. However, the General Fund could also be used as a source of funding for public access projects if desired by the City Council.

5.1.2 Real Estate Excise Tax (REET) – Available for capital improvement

Real Estate Excise Tax has been used to help fund a limited number of transportation and recreation projects in Tacoma, such as some of the Foss Waterway development projects and repairs on both the Puyallup and Lincoln Avenue Bridges.

5.1.3 Grants – Available for capital improvement

There are a variety of grant funds which could be used for elements of shoreline public access projects. The City has been successful in the past securing grant funding for trails, including the Foss Waterway esplanade, boating facilities, park acquisition and development, and other transportation projects. Funding has been secured in the past from PSRC, Conservation Futures, WSDOT, RCO, and Congressional earmarks. Typically the various grant programs target

particular access elements, which requires partial funding from a number of these sources to assemble full funding for a public access project.

5.1.4 Bond issue – Available for capital improvement

The City has utilized internal bonding capacity, as well as voter approved bonds, for public improvements. Build Tacoma Together is a good example of the use of voter approved bonds for major capital improvements. A similar bond issue could be used to fund, or partially fund, public access to the shoreline.

5.1.5 Metro Parks bond issue – Available for capital improvement

Many of the City of Tacoma shoreline parks and recreation facilities are owned or maintained by Metro Parks Tacoma. Metro Parks maintains a 6-year comprehensive capital projects list to implement recommendations in the Metro Parks Strategic Plan; this capital program includes public access projects located along the shoreline. Most funding resources for these projects are limited in scope and can only be used to fund specific types of projects or improvements. Metro Parks continues to investigate all available funding options, including maintaining and expanding general fund support, aggressively seeking grants, partnerships and donations, and being prepared to act as opportunities arise.

5.1.6 Gas Tax

Revenue generated from the gas tax is distributed to counties, cities and state accounts. The state receives about half of the total revenues collected. These are the funds which support the WSDOT highway programs as well as the Washington State Ferry System, which is deemed a state highway system by constitution. Highway construction, maintenance, preservation, administration and debt service on highway construction bonds are all funded by these revenues.

The other half of the fuel tax revenues are distributed directly to cities, counties and other agencies for roadway programs that are not part of the state highway system.

The City of Tacoma receives a proportionate share of the State Motor Vehicle Fuel Tax (Gas Tax), based on population. The amount varies depending on the amount of fuel consumed. In 2005, the State Legislature approved a gas tax increase to replace the City's transportation revenues lost as a result of Initiative 776.

Projected future gas tax revenues for Tacoma are estimated at \$2.7 million for years 2008 through 2014.

5.1.7 Open Space Fund

The City Open Space Fund is utilized for the acquisition, restoration and management of open space lands and facilities. The fund is primarily generated from the sale of vacated City rights-of-way, as directed by Ordinance

20606 adopted in 1975. The Open Space Fund is utilized principally for habitat-related purposes. Property acquired vis-à-vis the Open Space Fund may also provide a low impact public access function.

5.1.8 Impact Fee – Parks

The Growth Management Act ("GMA") provides a mechanism for local governments to impose impact fees on all new development to defray a portion of the costs arising from "new growth and development" for certain types of system improvements. Case law indicates that the nexus and rough proportionality requirements do not apply if local governments use this type of mechanism to collect incremental impact fees (as opposed to requiring dedications of land or easements). However, the statutory authorization for these fee programs imposes several limitations that are similarly designed to match required contributions with project impacts.

If the City decided to pursue this option, it would need to follow the process outlined in the GMA impact fee statutes to make sure that any fee imposed satisfies the statutory limitations and protections.

Because this type of fee program would have to be based on a determination that new development imposes new demands for public shoreline access, and because it would likely be difficult to distinguish the public shoreline access generated by new shoreline development as distinguished from new non-shoreline development, it is likely that any

such shoreline access impact fee program would have to be applied to new

development throughout the City and not just to new shoreline development.

5.2 Permit Requirements

The Shoreline Public Access Alternatives Plan (PAAL) will also be implemented on a project-by-project basis through standard shoreline permit requirements. The TSMP requires public access for the following types of projects, when a shoreline permit is required:

1. Public projects;
2. Water-enjoyment and non-water-oriented uses and development;
3. Private water-dependent and water-related use or development when one of the following conditions exists:
 - a. The project increases demand for public access;
 - b. The project impacts or interferes with existing access by blocking access or discouraging use of existing access;
 - c. The project impacts or interferes with public use of waters subject to the Public Trust Doctrine.

The type, amount and location of public access is determined on a case-by-case basis during review of shoreline permit applications (including land division). The public access requirement for any proposed shoreline development or use is determined by the Land Use Administrator based on a

review of the specific proposal. The Land Use Administrator reviews the proposed uses and developments and makes specific findings demonstrating the essential nexus between the use or development and the permit conditions requiring public access. The findings will also include a determination that the permit conditions requiring public access are roughly proportional to the impacts caused by the proposed use or development. The public access requirement may be satisfied through the preservation of shoreline views, the establishment of public access easements to and along the shoreline, enhancement of an adjacent street-end or park or other consideration commensurate with the degree of impact caused by the development.

Typically, the preference is to have public access provided on-site. For development that occurs in areas with planned shoreline trail segments, the on-site preference contributes towards the completion of these systems. However, under certain circumstances, the Administrator may approve alternatives to on-site, physical access to the shoreline under the following circumstances. For example, new water-oriented uses and development occurring within the S-10 Port Industrial Area, or that are covered under a Public Agency's adopted public access plan, are not subject to on-site public access preferences. The S-10 Shoreline District is not a preferred location for most

types of public access. Therefore, the off-site flexibility in meeting permit requirements allows permit applicants to provide access in a way that is consistent with public safety, Homeland Security requirements, and the planned access system.

The map on the following page depicts these preferences based upon the Shoreline District. The “On-Site” preferences correspond to areas with a planned trail system either along the shoreline or immediately adjacent. For example, the trail may have to be located within or on top of a bluff along the Tacoma Narrows or Northeast Tacoma. Areas identified as having an “Off-Site” preference are typically areas where land has been given priority for water-oriented industrial uses.

5.3 Contributions to a Public Access Fund

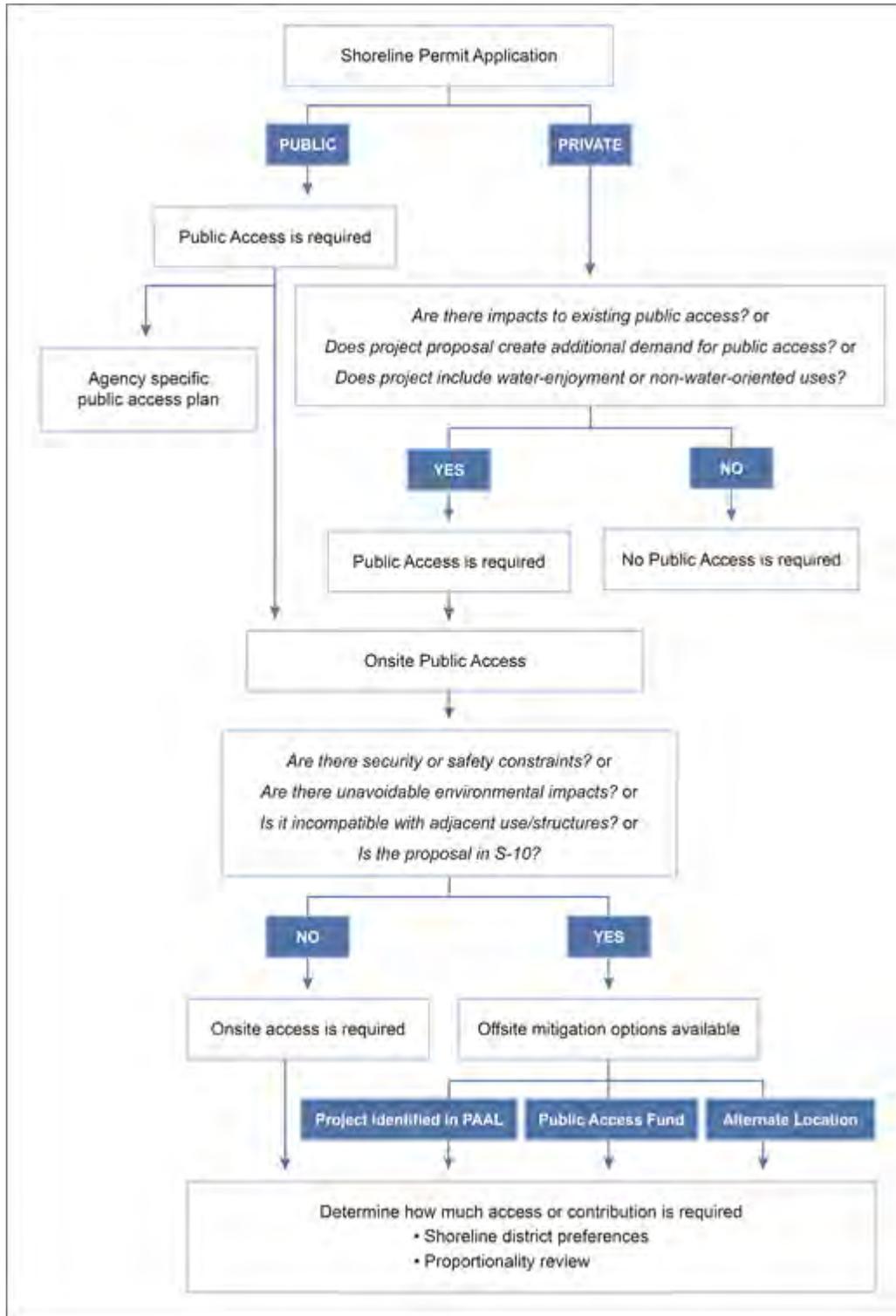
The Shoreline Master Program allows permit applicants, in limited circumstances, to contribute to a public access fund in-lieu of developing public access on-site. This fee-in-lieu is an innovative strategy for more effectively implementing public access objectives in a way that provides certainty for the development community while directing new access to areas that support the community’s vision for its shorelines.

The public access fee-in-lieu will be most applicable in two circumstances: 1. In the S-10 Port Industrial Area Shoreline District,

where off-site public access is preferred, and 2. In other Shoreline Districts when public access cannot be provided on-site due to one of the conditions identified in 6.5.2 (C) (6) of the SMP. These conditions include unavoidable health or safety hazards, security requirements of the site, environmental impacts from the public access, or where the access is incompatible with the adjacent uses.

Projects which meet these criteria and are eligible to participate in the fee-in-lieu option are required to contribute funds to an established City Public Access Fund, comparable to the value of the public access that would otherwise have been required on-site. The Public Access Fund will be used to enhance system capacity consistent with the access preferences of the SMP and in accordance with the project prioritization criteria of this plan.

Public Access Permit Procedure Flow Chart



5.4 Public Access Master Plan – Limited to public agencies

The Washington Administrative Code provides additional flexibility for public agencies to plan for and incorporate public access and recreation as part of an agency master plan.

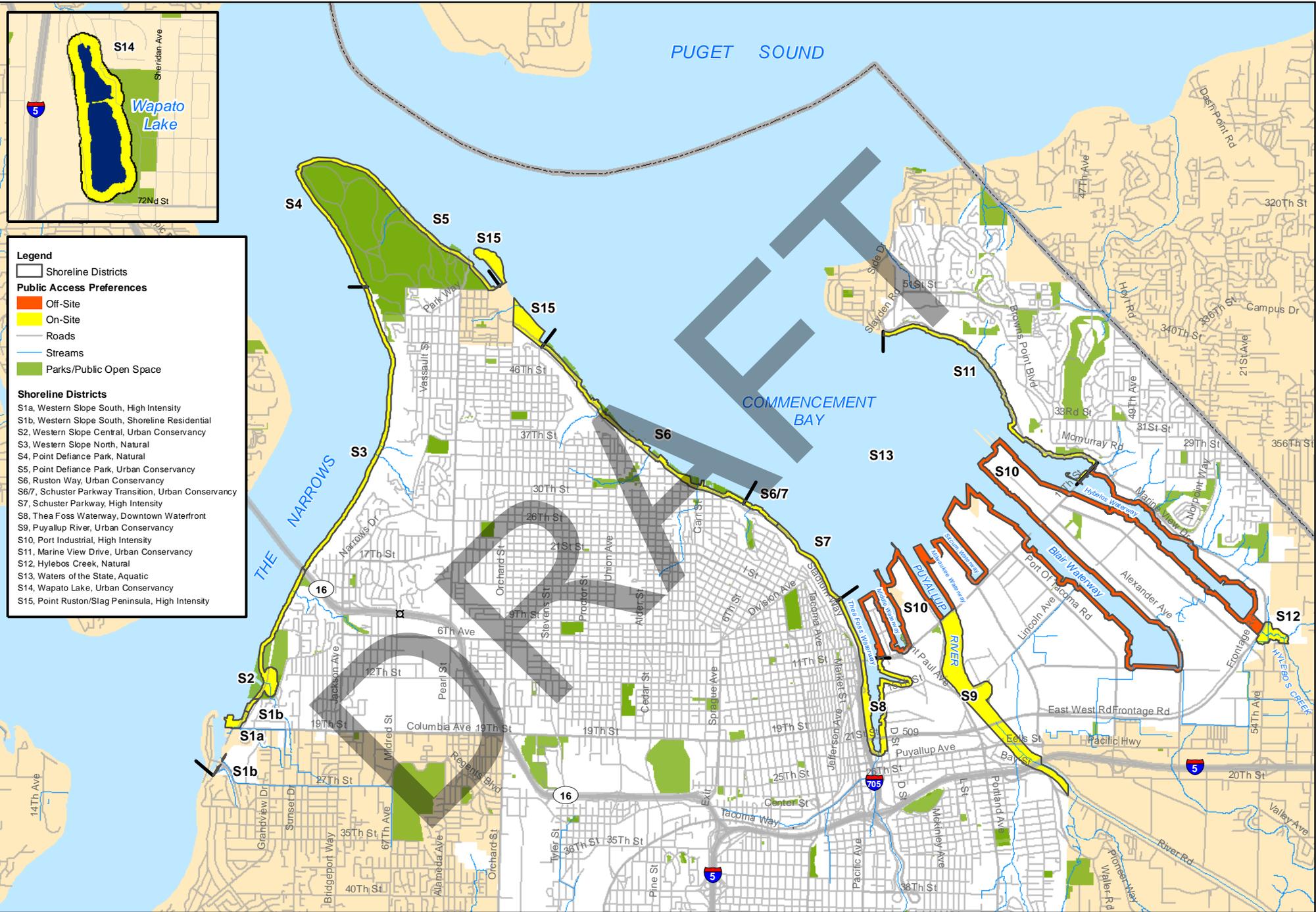
WAC 173-26-221(4)(c) states that “Where a port district or other public entity has incorporated public access planning into its master plan through an open public process, that plan may serve as a portion of the local government’s public access planning, provided it meets the provisions of this chapter.”

Public agencies’ public access plans should be consistent with both the policies and regulations of the Shoreline Master Program and the goals, objectives, and opportunities identified in the Public Access Alternatives Plan. Depending on the intended use of the plan and the level of detail, different mechanisms may be appropriate in different circumstances for adopting the master plan. The following are two options, but not the exclusive options, for adopting a public agencies public access plan:

1. Shoreline Amendment: A public agency can apply to the City of Tacoma seeking to amend the Shoreline Master Program and Public Access Alternatives Plan to incorporate said agencies public

access master plan, either in its entirety or via reference. This option shall be processed according to the requirements outlined in the Shoreline Master Program, Chapter 1.5.

2. Inter-local Agreement: Consistent with RCW 39.34, a public agency could enter into an inter-local agreement with the City of Tacoma to adopt a public access master plan. Unlike a shoreline amendment, the inter-local agreement process does not require Department of Ecology approval. In addition to the joint powers identified in RCW 39.34.030, the agreement should identify anticipated levels of future use and development of the shoreline including the scope, scale, location and intensity of use and development, potential impacts to existing and proposed public access, proposed public access and recreation projects that are commensurate with the anticipated use and development of the shoreline under the duration of the agreement, procedural requirements for monitoring and reporting, and a review and finding by City staff that the proposed agreement is consistent with the City of Tacoma Shoreline Master Program and TMC 13.10.

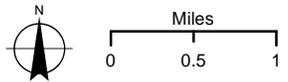


Legend

- Shoreline Districts
- Public Access Preferences**
 - Off-Site
 - On-Site
- Roads
- Streams
- Parks/Public Open Space

Shoreline Districts

- S1a, Western Slope South, High Intensity
- S1b, Western Slope South, Shoreline Residential
- S2, Western Slope Central, Urban Conservancy
- S3, Western Slope North, Natural
- S4, Point Defiance Park, Natural
- S5, Point Defiance Park, Urban Conservancy
- S6, Ruston Way, Urban Conservancy
- S6/7, Schuster Parkway Transition, Urban Conservancy
- S7, Schuster Parkway, High Intensity
- S8, Thea Foss Waterway, Downtown Waterfront
- S9, Puyallup River, Urban Conservancy
- S10, Port Industrial, High Intensity
- S11, Marine View Drive, Urban Conservancy
- S12, Hylebos Creek, Natural
- S13, Waters of the State, Aquatic
- S14, Wapato Lake, Urban Conservancy
- S15, Point Ruston/Slag Peninsula, High Intensity



Map data are the property of the sources listed below. Inaccuracies may exist, and ESA implies no warranties or guarantees regarding any aspect of data depiction.
 SOURCE: City of Tacoma GIS, 2009; King County, 2005; Pierce County, 2005-2008.

Public Access Implementation Preferences for New Use and Development Within the Shoreline
TACOMA, WASHINGTON

6.0 MEASURING PERFORMANCE

To gain an understanding of its effectiveness, the PAAL calls for ongoing monitoring and reporting of progress towards goals, in coordination with the Open Space Habitat and Recreation Plan. This practice will provide information to be used to refine the plan and improve results. In addition, monitoring will increase the accountability of the City and its partner agencies and help build public understanding of issues, goals and challenges.

Data used to measure success is organized according to these goals. In general, the types of data to be used include public participation in or use of shoreline recreational resources, revenue/costs, facility and property type and condition, customer satisfaction and staff assessment. Measuring the City's performance in implementing the PAAL will be coordinated with the Metro Parks Open Space Habitat and Recreation survey and monitoring efforts.

6.1 Provide accessible, convenient, safe, and attractive parks and facilities

- Percentage of community members and customers who rate shoreline park/facility safety, cleanliness and maintenance as good or excellent on customer satisfaction surveys.

- Percentage of shoreline parks and facilities with a staff condition assessment rating of good or excellent.
- Percentage of shoreline parks accessible via pathways, sidewalks and bike lanes.

6.2 Foster stewardship of community assets and historical/cultural resources

- Number of shoreline recreation opportunities that promote awareness, appreciation or stewardship of historical or cultural resources.
- Number of participants attending shoreline events or programs that promote or celebrate customs, traditions, arts/culture and history.
- Number of interpretive signs and facilities provided to inform residents about shoreline cultural and historical resources.

6.3 Provide affordable and high-quality recreation and educational experiences for a diverse community

- Percentage of customers or program participants reporting that they are "satisfied" or "very satisfied" with

shoreline recreation opportunities in customer satisfaction surveys.

- Numbers of seniors, youth, members of diverse ethnic groups and people with disabilities participating in shoreline recreation programs and activities.

6.4 Partner in responsible economic and community development

- Number of total visitors visiting shoreline parks and recreational sites.
- Percentage of visitors who rate visits, services and programs at shoreline parks as good or excellent on customer satisfaction surveys.

7.0 PUBLIC ACCESS PROJECT LIST

#	Segment Name	Cost	Status	Issues to Resolve				Facility Type	Phasing				
				Environmental	Right-of-Way	Railroad	Design		1	2	3	D	CFP / TIP
Section 1: Tacoma Narrows													
1.1	Blue Trail Access Point	\$	~				X			2			
1.2	West Slope Trail - Crystal Springs Creek Segment	\$\$	P	X		X					3		X
1.3	Public Boat Launch	\$\$\$	~			X						D	
1.4	West Slope Trail - Titlow Park Segment	\$\$	P	X							3		X
1.5	West Slope Trail - War Memorial Park Segment	\$\$	P	X							3		X
1.6	West Slope Trail - Gold Creek Gulch Segment	\$\$	P	X	X	X	X				3		X
1.7	View Platforms/Outlooks	\$	~				X				3		

#	Segment Name	Cost	Status	Issues to Resolve				Facility Type	Phasing				
				Environmental	Right-of-Way	Railroad	Design		1	2	3	D	CFP / TIP
Section 2: Point Defiance Park													
2.1	Point Defiance Trail System	\$	P							2			
2.2	Passenger Only Ferry Terminal/Water Taxi	\$\$\$\$	~	X			X					3	
2.3	Guest Moorage	\$\$\$	~	X								3	
2.4	Promenade 'Missing Link'	\$\$\$	P				X		1				
Section 3: Ruston Way													
3.1	Peninsula Park	\$\$\$\$	P	X								3	
3.2	Guest Moorage	\$\$\$\$	~	X.								3	
3.3	Point Ruston WaterWalk	\$\$\$\$	C						1				
3.4	Old Town Dock	\$\$\$\$	F/C	X			X		1				X
3.5	Mason Gulch Trail	\$\$	~	X	X		X					3	
3.6	Puget Gulch Trail	\$\$	P/C	X	X		X					3	
3.7	Garfield Gulch Trail	\$\$	~	X	X		X					3	

#	Segment Name	Cost	Status	Issues to Resolve				Facility Type	Phasing				CFP / TIP
				Environmental	Right-of-Way	Railroad	Design		1	2	3	D	
3.8	Buckley Gulch Trail	\$\$	~	X	X		X				3		
3.9	Chinese Reconciliation Park	\$\$\$\$	P/C				X			2			X
Section 4: Schuster Corridor													
4.1	Schuster Parkway Multi-modal Trail	\$\$\$\$	P			X	X			2			X
4.2	Bayside Trail	\$\$\$\$	P	X						2			
4.3	Esplanade/ Boardwalk	\$\$\$\$	P	X	X	X	X					D	X
4.4	Garfield Gulch Viewpoint	\$	P				X			2			
Section 5: Thea Foss Waterway													
West Foss Shoreline													
5.1	Extend Esplanade	\$\$\$\$	P/F	X	X				1				X
5.2	Repair Esplanade	\$\$\$\$	P/F	X					1				X
5.3	West Foss Central Park	\$\$\$	P	X			X			2			X

#	Segment Name	Cost	Status	Issues to Resolve				Facility Type	Phasing				CFP / TIP	
				Environmental	Right-of-Way	Railroad	Design		1	2	3	D		
5.4	15 th Street Gateway – Prairie Line Trail	\$\$	P		X		X		1					X
5.5	11 th Street Gateway – Murray Morgan Bridge	\$\$	~						1					X
5.6	Fireman's Park Hill Climb	\$\$\$\$	~		X	X	X				3			
5.7	Passenger Only Ferry Terminal/Water Taxi	\$\$\$\$	~	X			X				3			
East Foss Shoreline														
5.8	Waterway Park	\$\$\$\$	P	X						2				X
5.9	11 th Street ROW Boat Launch	\$\$\$	P				X				3			
5.10	East Foss Esplanade	\$\$\$\$	~		X		X						D	
5.11	Wheeler-Osgood Pedestrian Bridge	\$\$\$\$	~	X	X								D	
5.12	East Foss Central Park	\$\$\$	~		X						3			
5.13	Sea Plane Float	\$\$	P				X		1					X

#	Segment Name	Cost	Status	Issues to Resolve				Facility Type	Phasing				
				Environmental	Right-of-Way	Railroad	Design		1	2	3	D	CFP / TIP
Section 6: Port Tideflats													
6.1	Puyallup River Levee Trail	\$\$\$	P			X	X				3		
6.2	Foss Peninsula Viewpoint	\$	~		X		X				3		
6.3	Middle Waterway Habitat Observation	\$	~	X							3		
6.4	Hylebos Creek Trail	\$\$\$	~	X	X							D	
Section 8: Northeast Tacoma													
8.1	11 th Street Blue Trail Access Point	\$	~							2			
8.2	Scenic Drive	\$\$\$	~	X							3		
8.3	NE Tacoma Bluff Trail System	\$\$\$\$	P	X	X						3		
8.4	View and Interpretive Elements	\$	~				X				3		
Section 9: Wapato Park													
9.1	Wapato Park	\$\$\$\$	E/P							2			

LEGEND:

<u>Cost</u>		<u>Status</u>	
\$	\$0-\$250,000	P	Planning
\$\$	\$250,000-\$500,000	F	Funded
\$\$\$	\$500,000-\$1 million	C	Construction
\$\$\$\$	\$1 million +	E	Completed
		~	Action not initiated

Phasing

- 1 0-3 years
- 2 3-6 years
- 3 6+ years
- Depends on development
- D site

Issues

Environmental	Substantial environmental mitigation
Right-of-Way	Property or easement acquisition necessary
Railroad	Adjacent or over railroad
Design	Substantial design issues (e.g. structured path, steep grade)

CFP/TIP

X	Project is identified in the Capital Facilities Program or Transportation Improvement Program
---	---

8.0 PERMITTING PUBLIC ACCESS PROJECTS

If you intend to develop a public access, recreation, or site amenity within a shoreline of the state as defined in TSMP 4.1, consult first with Building and Land Use Services to determine if you need a shoreline permit; they will also tell you about other necessary government approvals.

To find out if your proposal is permitted by the Program, first determine which shoreline district and shoreline environment designation applies to your site. Then check TSMP 2.3 to determine if your proposal is exempt from a shoreline permit. If not, refer to Table 9-2 to see if the proposed use is allowed outright, allowed as a conditional use or prohibited. Then refer to the policies and shoreline district regulations in TSMP Chapters 6 through 9. In some cases your proposal or specific attributes of the proposal may be prohibited, but because of dimensional or other constraints, may be eligible for a shoreline variance (TSMP 2.3.5).

Typically, only water-oriented recreation is permitted within the shoreline.

Although your proposal may be permitted by Program regulations or even exempt from specific permit requirements, all proposals must comply with all relevant policies and regulations of the entire Program as well as the general purpose and intent of the SMP.

For development and uses allowed under this Program, the City must find that the proposal is generally consistent with the applicable policies and regulations, unless a variance is to be granted. When your proposal requires a Letter of exemption, submit the proper application to the City's Permit Intake Center. Processing of your application will vary depending on its size, value, and features.

Contact Planning and Development Services staff for additional information.

9.0 MANAGEMENT ISSUES

Most shoreline substantial development permits (SSDP) usually contain “special conditions” that ensure development complies with the TSMP and other regulations. One of the common conditions is that the authorized public access areas will be used properly, managed for the public’s safety and enjoyment, and reasonably maintained. The following are some common requirements for managing public access areas along the shoreline:

9.1 Reasonable Rules and Restrictions

Reasonable rules and restrictions may be imposed on the use of the public access areas to correct particular problems that may arise, such as lack of public safety protections or increased vandalism. Rules may include restricting hours of use and delineating appropriate behavior. Such limitations, rules and restrictions typically have to be approved by the Land Use Administrator upon a finding that the proposed rules would not significantly affect the public nature of the area, would not unduly interfere with reasonable public use of the area, and would tend to correct a specific problem that has been both identified and substantiated.

9.2 Responsibility for Public Access Areas

Once a SSDP is issued, the permittee is typically responsible for ensuring that the public access area and associated improvements are installed, used and maintained in accordance with the permit. Public access areas are required to be permanently guaranteed, usually through a legal instrument, for use by the public.

9.3 Uses within Public Access Areas

Shoreline spaces that are dedicated as public access areas are typically made available to the public for uses, such as walking, bicycling, sitting, viewing, fishing, picnicking, kayaking and windsurfing. If someone wishes to use the public access area for uses other than those specified by the SSDP, prior written approval by the Land Use Administrator is usually required.

9.4 Maintenance of Public Access Areas

Public access areas and improvements along the shoreline are required of to be maintained by and at the expense of the permittee(s). Exceptions may include situations where the off-site mitigation for public access is accomplished on publicly-owned lands or at existing publicly owned access areas. In such cases, the responsibility

for ongoing maintenance may be assumed, by authorized agreement, by the appropriate public agency. Such maintenance usually includes: repairs to all path surfaces; replacement of any landscaping that dies or becomes unkempt; repairs or replacement of any public access amenities such as seating areas, restrooms, drinking fountains, trash containers and lights; periodic cleanup of litter and other materials deposited within the access areas; removal of any hazards in or encroachments into the access areas and assuring that public access signage remains in place and is clearly visible. To reduce ongoing maintenance requirements, public access areas should be built with durable materials using high-quality construction methods.

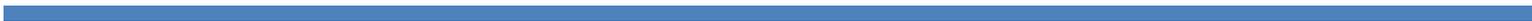


TACOMA WATERFRONT

Design Guidelines

DRAFT

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INTRODUCTION	1
Thea Foss Waterway	2
Schuster Parkway Shoreline	3
Ruston Way Shoreline	4
Point Ruston/Slag Peninsula Shoreline	5
OBJECTIVES	6
FORMAT	7
Background	7
Applicability	7
Use	7
Format	8
1. PUBLIC REALM	9
1.1 Waterfront Walkway	10
1.2 Wooded Trails	11
1.3 Community Gathering Places	12
1.4 Public Access Corridors	14
1.5 Streetscapes	15
1.6 View Areas/Viewpoints	18
1.7 Public Access in Industrial Areas	20

2. BUILDING SITES	23
2.1 General Considerations	23
2.2 View Considerations	24
2.3 Shading Considerations	24
2.4 Site Layout	25
2.5 Pedestrian Orientation	26
2.6 Transition Areas	28
3. SITE DETAILS	29
3.1 Green Shorelines	29
3.2 Shoreline Edge Treatments That Provide Closeness to the Water	32
3.3 Wildlife Habitat	33
3.4 Low Impact Development	34
3.5 Landscape Plantings	35
3.6 Art	36
3.7 Site Furnishings	37
Benches	
Lighting	
Bollards	
Drinking Fountains	
Picnic Tables	
Bike Racks	
Waste Receptacles	
3.8 Surfacing Materials	41

3.9 Fences/Screens	42
3.10 Marina Gates	43
3.11 Guardrails	44
3.12 Signs	45
Logos	
Building Signs	
Directional	
Educational/Interpretive	
3.13 Parking and Staging Areas	47

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Tacoma waterfront study area

INTRODUCTION

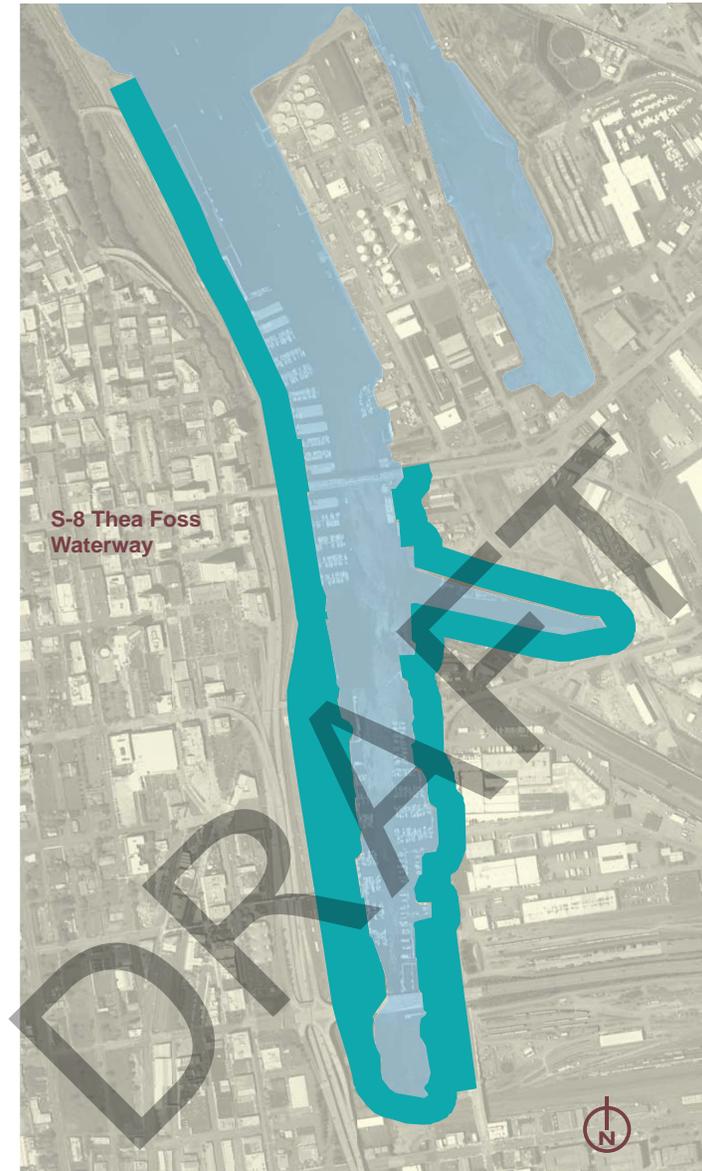
Communities throughout the nation develop and implement design guidelines to promote the historic, scenic, architectural, and/or cultural values of a particular area. Design guidelines are broad statements that indicate how development in an area should take place. Design guidelines are intentionally broad: they are meant to allow considerable creative latitude when designing projects. While not mandatory, the guidelines in this document should be followed by project developers and designers to the greatest extent practicable. The focus is on the design of public spaces and the public realm and to implement the over arching goals and objectives of the Shoreline Master Program. In addition, the guidelines are intended to mediate the interaction between public and private spaces, by looking at the relationship/interaction between the building site and the public realm.

VISION

General

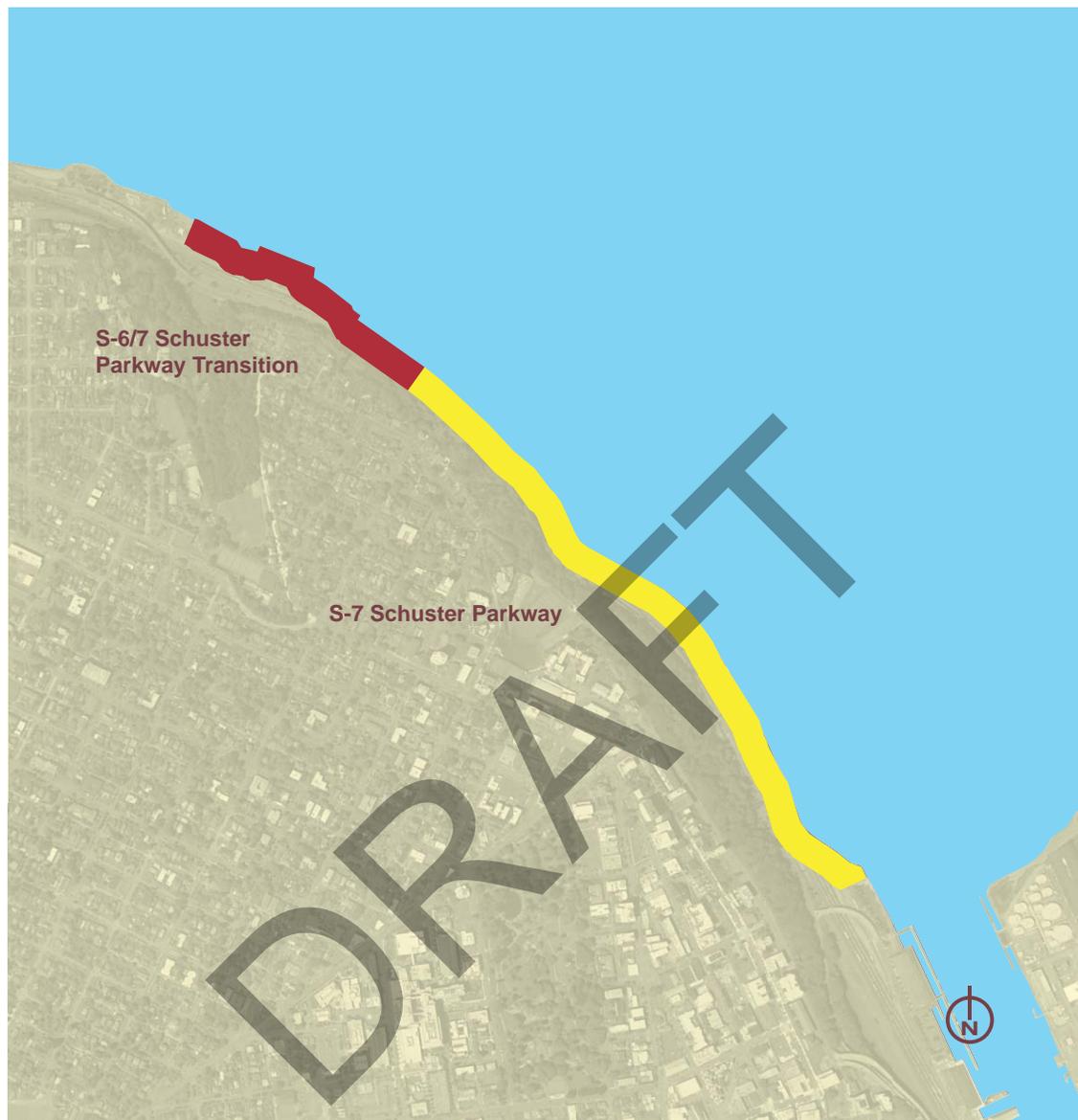
The City of Tacoma has prepared these Waterfront Design Guidelines to illustrate how new development and redevelopment of the Dome to Defiance Waterfront can preserve and improve environmental quality; facilitate public access; create walkable, people-oriented public and private spaces; maintain an attractive, maritime aesthetic; and promote the overall quality of life for both residents and visitors. Implementation of these design guidelines will promote the use of identifiable, unifying design elements that will allow the Dome to Defiance Waterfront to be viewed as a whole, rather than a series of disconnected spaces.

Public access and recreation is not limited to the Dome to Defiance Waterfront – The City’s Public Access Alternatives Plan outlines a comprehensive network of public access trails and recreational facilities. These Guidelines will ensure that new public access facilities are being designed to consider site context, public safety, a variety of user groups, and appropriate public amenities. Ultimately, strong design standards will build a common identity for public access sites throughout the City’s waterfront, while providing opportunities for creative site specific design innovations that will allow for a sense of serendipity as visitors explore Tacoma’s rich waterfront environment.



Thea Foss Waterway

The Thea Foss Waterway is a unique urban waterway with existing commercial and water-related uses adjacent to an intensely developed business area, with the potential for people and water-oriented development. The vision for the Foss is to improve environmental quality; encourage the reuse and redevelopment of the area for mixed-use development, cultural facilities, marinas and related facilities, water-oriented uses, and waterborne transportation.



Schuster Parkway Corridor

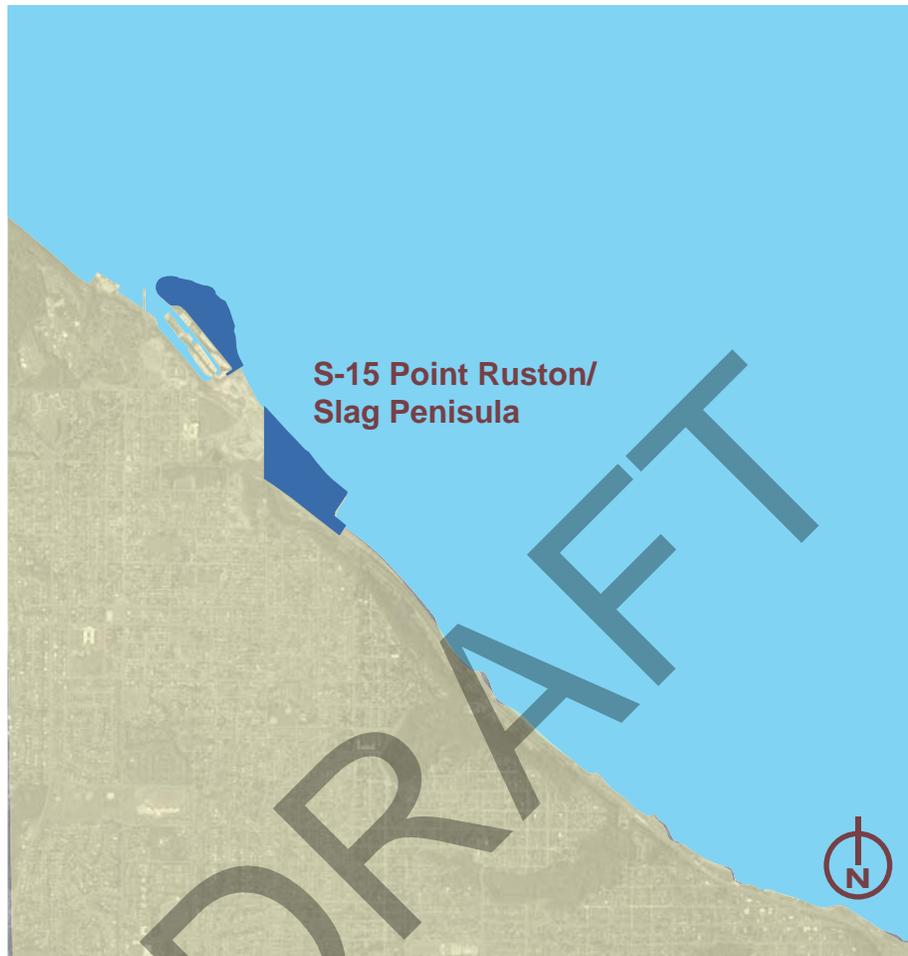
The Schuster Parkway Corridor is an active industrial area fronting on deep water and bisected by the mainline BNSF railroad. The vision for the Schuster Corridor is to establish a multi-use trail system that will integrate adjacent hillside neighborhoods with the shoreline; improve the connectivity of the shoreline with Ruston Way and Downtown Tacoma; enhance visual access of the water; accommodate multiple modes of transportation including bicycle and pedestrian facilities; incorporate stormwater as a design feature; and include design treatments that promote public safety and legible public spaces.



Ruston Way Shoreline

The Ruston Way shoreline is comprised of a mix of public and privately owned land, is close to existing dense residential neighborhoods and business districts, and is served by the local street network. The area is characterized by distinct physical features including gulches, steep slopes, intertidal beaches, and a salt water bay. Slopes rise steeply from sea level, offering spectacular views of the water and mountains. Residential neighborhoods are found at the base and on top of the steep slopes. The shoreline area is developed with a mixture of public and private uses including restaurants, offices, public facilities, and public recreation areas.

The vision for Ruston Way is to develop an active and attractive urban waterfront of mixed public and private development that meets community recreation needs and emphasizes the shoreline for public use. It is intended that the Ruston Way shoreline be developed as a unified waterfront that utilizes consistent landscaping, signs, materials, and design details to provide visual continuity and a sense of place.



Point Ruston/Slag Peninsula Shoreline

The vision for Point Ruston/Slag Peninsula is the development of a mixture of residential, commercial, and light industrial uses with an open space system that builds on the rich heritage of Ruston. This new neighborhood will be a regional destination. A robust open space system with parks, plazas, tree-lined streets, view corridors, and a waterfront promenade will offer recreation opportunities and reconnect the public with the Point Ruston shoreline.

Point Defiance Shoreline

This 702-acre park is a popular destination for about two million people each year. Natural forest, saltwater beaches and spectacular views offer numerous possibilities for recreation, education and communing with nature.

The intent of the Point Defiance Park waterfront is to provide for perpetual utilization for park and recreational uses and encourage the creation and enhancement of view areas and trail systems, while allowing development of marinas, boat launch facilities, and low intensity water-oriented commercial uses in appropriate locations.

OBJECTIVES

OBJECTIVE #1: Make public access USABLE

Shoreline access areas are most enjoyed when they are designed and built to encourage diverse, water-related activities along the shoreline. The varied conditions of the Tacoma waterfront and each site's historical, cultural and natural attributes provide opportunities for creating projects with a "sense of place" and a unique identity. View opportunities, shoreline configuration and access points are factors that determine a site's inherent public access opportunities.

Public access improvements should be designed for a wide range of users. While some shoreline areas are best suited for quiet and contemplative public spaces, others lend themselves to be used for large public gatherings, such as festivals, outdoor markets or exhibits. In remote natural locations, simple trail systems may be all that is needed. Public access should be designed to respect all visitors' experiences of Puget Sound and the Tacoma Waterfront. Highly active uses should always be balanced with opportunities for passive activities, such as strolling, viewing and relaxing.

OBJECTIVE #2: Enhance VISUAL ACCESS to Commencement Bay, Tacoma Narrows and the shorelands

The shoreline and waters of Commencement Bay and Tacoma Narrows are a scenic resource that contributes to the enjoyment of daily life in the Tacoma and the region. As a special kind of 'blue' open space, Puget Sound acts as a unifying element of the entire region. The wide surface of Commencement Bay and the distant views it affords offer relief from the crowded, often chaotic, urban scene and help to create a sense of well-being. Probably the most widely enjoyed "use" of the Sound is simply viewing it from the shoreline, from the water or from a distant viewpoint. For this reason alone, the Sound is a major visitor attraction for the tourist industry and a Bay view can add substantially to the value of a home, office or commercial use.

OBJECTIVE #3: Maintain and enhance the VISUAL QUALITY of the water, shoreline, and adjacent developments

The visual quality of any shoreline development proposal should relate directly to a set of site-specific factors. Incorporating design principles such as human scale, architectural diversity and varied building massing can lead to well-designed waterfront buildings and shoreline access areas. The design character of public access areas should relate to the scale and intensity of the proposed development. For example, projects in high-intensity areas may include a complex and varied shoreline and dynamic water experiences. Conversely, in a natural setting or park setting, the serene visual quality of the Sound can be preserved and maintained by focusing on the site's natural characteristics. Other factors can also contribute to the visual quality of the shoreline and adjacent developments. For example, landscaping with native and drought tolerant plants can provide texture and interest to the waterfront. Existing degraded shoreline edges and substandard shoreline erosion protection can be improved as part of new shoreline developments. Unsightly debris that mars the appearance of the shoreline such as plastic bottles, old tires and other refuse should be removed. Over time, the elimination of inappropriate uses and poor quality shoreline conditions and the implementation of well-designed developments will enhance the visual quality of Commencement Bay and the Tacoma Narrows.

OBJECTIVE #4: Provide CONTINUITY along the shoreline while also enhancing the UNIQUE SENSE OF PLACE of distinct sub-districts and shoreline areas

Access areas are utilized most if they provide direct connections to public rights-of-way such as streets and sidewalks, are served by public transit and are connected to adjacent public access or recreation areas. To create a comprehensive system of waterfront access, safe bicycle and pedestrian routes to the shoreline should be planned in collaboration with local governments. In addition, a variety and diversity of design features can create interest and 'serendipitous' moments. Public access design features should strike a

balance between the unifying design elements that create a common identity for the Tacoma Waterfront, while also using the inherent character and attributes of shoreline sites and context of specific shoreline areas to promote a unique sense of place for subareas within the access system.

OBJECTIVE #5: Take advantage of the PUGET SOUND SETTING

Development along the shores of Commencement Bay and Tacoma Narrows should take maximum advantage of the attractive setting that the water provides. Over time, it is expected that more projects will take full advantage of the scenic water setting.

OBJECTIVE #6: Ensure that public access is COMPATIBLE WITH WILDLIFE through siting, design, and management strategies

In many locations around Commencement Bay and Tacoma Narrows, the shoreline edge is a vital zone for wildlife. Access to some wildlife areas allow visitors to discover, experience and appreciate the shoreline's natural resources and can foster public support for resource protection. However, in some cases, public access may have adverse effects on wildlife (including flushing, increased stress, interrupted foraging or nest abandonment), and may result in adverse long-term population and species effects. The type and severity of effects, if any, on wildlife depend on many factors, including site planning, the type and number of species present and the intensity and nature of the human activity.

USE OF THE PLAN

The Tacoma Waterfront Public Access Design Guidelines have been developed for use by:

- **Development Teams** – Developers, land planners, landscape architects, engineers, architects and other members of project teams. Development teams should be aware that, while this document covers issues dealt with in other City of Tacoma regulatory documents, this document is a supplement to—and not a replacement of—those other documents. Therefore, project developers and designers are responsible for complying with all other applicable regulatory documents, such as the Tacoma Municipal Code.
- **The Public**
- **Public Agencies** – City, county, special district, regional and state agencies involved in resource protection, land use planning, transportation and recreation.
- **FWDA Design Committee** – Foss Waterway Development Authority projects in the S-8 Thea Foss Waterway Shoreline District will use these guidelines when submitting a shoreline permit as part of the Foss Waterfront Development Authority (FWDA) design review process. Private or non-FWDA projects in the S-8 Thea Foss Waterway are encouraged to utilize the FWDA Design Committee for project review but are not required.
- **City of Tacoma Building and Land Use Services and Public Works** – City staff will use these guidelines as a reference when evaluating shoreline permits for new projects within the applicable shoreline areas defined below and/or where public access is being provided in accordance with TSMP 6.5 and the Public Access Alternatives Plan. In addition, City staff will utilize these guidelines when expending public funds for the acquisition, development, or improvement of public access projects that are within shoreline jurisdiction or identified in the Public Access Alternatives Plan.

APPLICABILITY

The design guidelines are organized around three primary elements: Public Realm, Site Details and Building Sites. These guidelines apply in distinct ways.

1. Design guidelines associated with the Public Realm and Site Details apply to new public access facilities when required by the Shoreline Master Program and Tacoma Municipal Code 13.10, and for projects identified and implemented under the Public Access Alternatives Plan. In some cases, public access projects may be implemented that are outside the jurisdiction of the Shoreline Master Program, but which further the connectivity of the access system or enhance public views of the water. Where identified in the PAAL, these projects will be subject to design review.

2. The design guidelines associated with Building Sites shall only apply to that area defined as the “Dome to Defiance” Waterfront, from Point Defiance in the north, to the 4th Street Ramp off Schuster Parkway, and continuing onto the east and west sides of the Thea Foss Waterway in the south. The Building Site Element establishes design guidelines to mediate the interaction and relationship between public and private development sites and the integrated public access facilities.

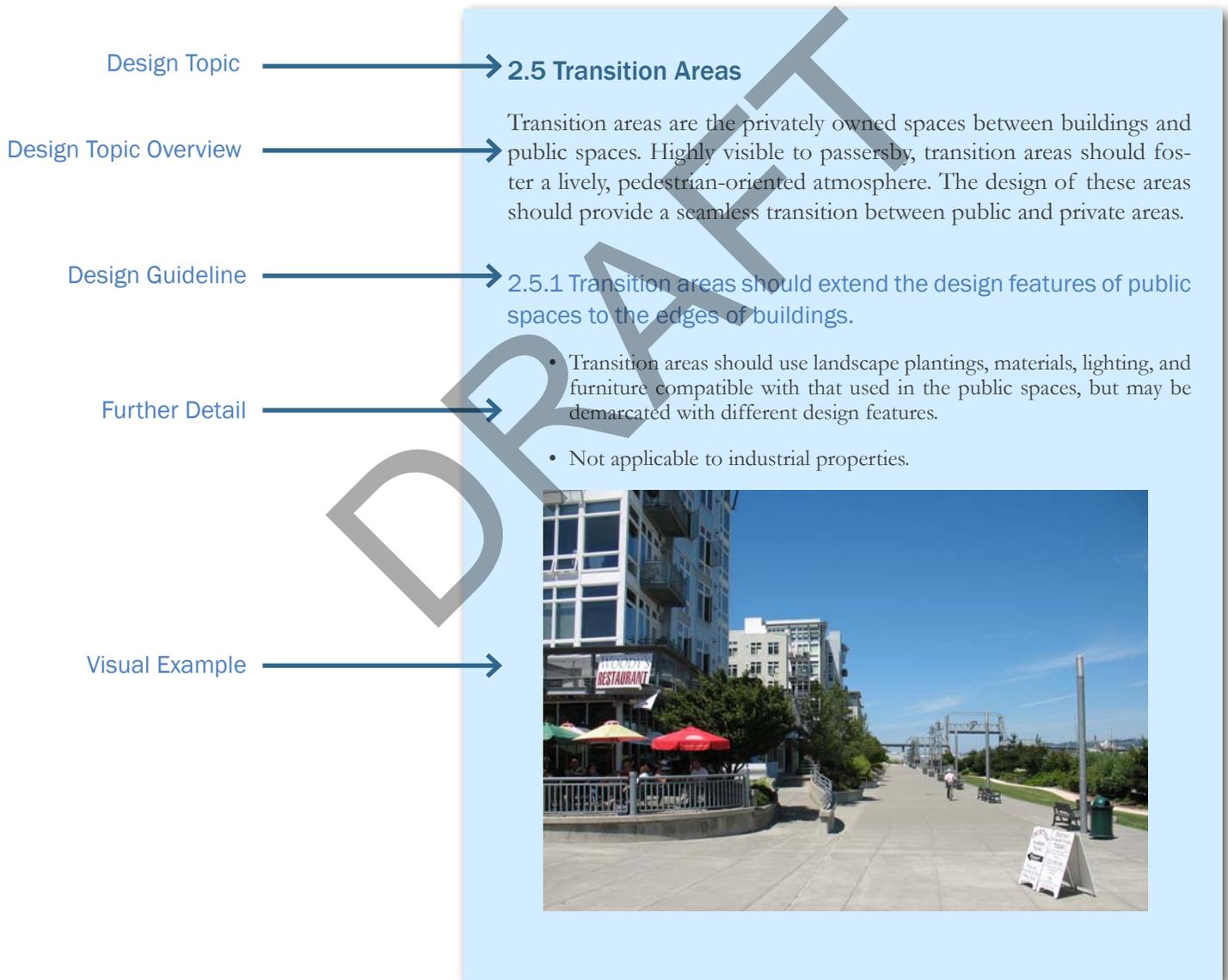
For the purposes of these guidelines, the Dome to Defiance subject area is divided into five distinct subareas:

- o Thea Foss Waterway (which is split into West Foss and East Foss): Comprised of the S-8 Shoreline District
- o Schuster Parkway shoreline: Comprised of the S-7 and S-6/7 Shoreline Districts
- o Ruston Way shoreline: Comprised of the S-6 Shoreline District
- o Point Ruston/Slag Peninsula shoreline: Comprised of the S-15 Shoreline District
- o Point Defiance: Comprised of the S-5 Shoreline District

HOW TO USE THESE DESIGN GUIDELINES

FORMAT

The design guidelines address three primary elements: Public Realm, Building Sites, and Site Details. Within each element, specific guidelines are presented in a consistent fashion, according to the model described below.



1. PUBLIC REALM

The public realm along the Tacoma Waterfront serves numerous purposes. Besides providing public shoreline access and circulation, public spaces are needed for recreation, contemplation, and inspiration—not to mention a nice spot for lunch!

Spaces within the public realm should have some design features in common to provide identity and continuity. Continuity may also be expressed through the regular placement of site details. The Public Realm guidelines apply city-wide.

DRAFT

The Walkway should be an inviting, lively, and safe public space that is enjoyable all year, in all kinds of weather.



The Walkway should accommodate a variety of users including walkers, joggers, bicyclists, and roller bladers.



While it is preferred to have similar site details along the entire Waterfront Walkway, these details may be adapted adjacent to specific development like this portion of the path next to the Chinese Reclamation project.

1.1 Waterfront Walkway

The term “Waterfront Walkway” refers to the walkway that is envisioned to encircle the Tacoma Waterfront from the East Foss to Point Ruston in the north. The primary intent of the Waterfront Walkway is to provide public shoreline access, with opportunities for active and passive public recreation. The Waterfront Walkway may sometimes be referred to as a “promenade” or “esplanade” in some specific shoreline areas.

The design of the Walkway should create a linear shoreline park that unifies the Tacoma Waterfront shoreline, joins larger public spaces, and relates to the designs and activities of upland and in-water facilities. The Walkway should be an inviting, lively, and safe public space that is enjoyable all year in all kinds of weather.

On the west side of the Thea Foss Waterway, the Walkway will primarily consist of an esplanade that runs immediately adjacent to the shoreline. Elsewhere, it is expected that the Walkway may not always be immediately adjacent to the shoreline due to site constraints. Indeed, the Walkway may at times need to head away from the shoreline and run adjacent to an inland street.

1.1.1 The Waterfront Walkway should be compliant with the Americans with Disabilities Act (ADA) and designed to safely accommodate a variety of users, including walkers, joggers, bicyclists, and roller bladers.

- Where space constraints only allow for suboptimal walkway width, the primary walkway can be designated for foot traffic and remain ADA compliant, while bicyclists and other wheeled users are diverted to a secondary route (such as a route along an adjacent street).

1.1.2 To bring continuity to the Walkway and ensure that it is easy to follow, similar site details can be provided such as the consistent use of active-use surfacing specified in Section 3.8, Surfacing Materials.

- Site details may be adapted adjacent to a specific development where it can be demonstrated that they continue the design theme of the development and are compatible with the site details provided along the Walkway on the other sides of the development site.

1.1.3 The design of the Waterfront Walkway should be flexible to allow the division of space for different types of paths, and for different users.

1.1.4 The location of the Waterfront Walkway should be flexible to allow location next to the water, where possible, or bypassing existing uses, where necessary.

1.1.5 Provide seating of various types along the waterfront.

1.2 Wooded Trails

In addition to the Waterfront Walkway, a system of wooded pedestrian and bicycle trails exists and will be further expanded in the Schuster Parkway and Ruston Way areas. Informal paths and trails in the gulches and along slopes in these areas permit pedestrian access to the waterfront from nearby residential neighborhoods. Part of the City's designated bike path system runs along a portion of the waterward side of Ruston Way, from Alder Street to Marshall Street.

Improved pedestrian facilities in the adjacent slope and gulch areas will provide a greater opportunity for a more intimate contact with the shoreline environment for more people. A linking of the various areas of the shoreline by a system of paths will create a more continuous environment for pedestrians.

The following guidelines promote the development of an organized trail system on the slopes and in gulches, while ensuring that the trails are developed in a manner that preserves the natural wooded setting of the hillsides as much as possible.

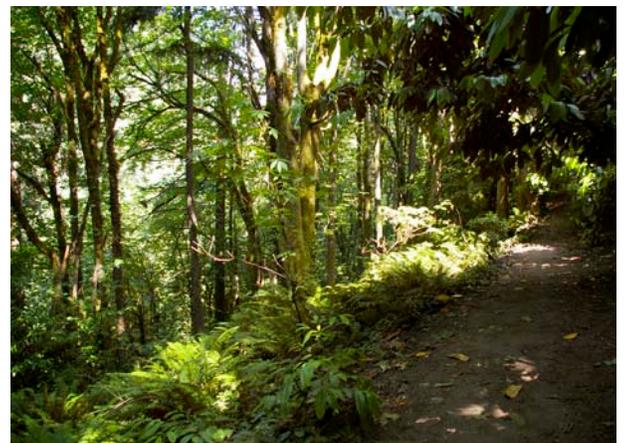
1.2.1 Natural trails should consist of pervious surfaces such as packed cinder fine crushed gravel, wood fiber, or hogged fuel.

1.2.2 Carefully design and locate trails to preserve the natural wooded setting, maintain soil stability, minimize erosion, and avoid adverse effects on wildlife.

- Use design elements such as varying trail widths, paving materials, and site amenities to encourage or discourage specific types of activities.
- Use durable materials to reduce erosion impacts on adjacent habitats and to keep users from creating informal access routes.
- Provide spur trails to reduce informal access into and through more sensitive areas.
- Locate night lighting away from sensitive habitat areas.
- Use physical design features to buffer wildlife from human use.
- Manage the type of public use to reduce adverse effects.



This wooded trail in Point Defiance Park consists of pervious surface of packed cinder fine crushed gravel.



Wooded trails should be carefully designed to maintain the natural wooded setting while maintaining soil stability, minimizing erosion, and avoiding adverse effects on wildlife.

1.2.3 Bridges and raised boardwalks over waterways and tributaries can help maintain water flow for creeks, seeps, and wetlands.

1.2.4 To address safety concerns, multiple points of access can be provided with improved trailheads incorporating signage and lighting.

1.2.5 Trailheads should be improved and include parking to avoid conflicts with surrounding land uses.

1.2.6 Trailheads should include common design elements and amenities to improve their appearance and function.

Include common elements:

- Interpretive display
- Sign bollard with identification/distance sign
- Trash receptacle

Optional common elements:

- Picnic table – single post, wooden top
- Bench

1.2.7 Provide shelters and seating along the nature trails for user comfort and convenience.

1.2.8 Design and locate informational and directional signs for the trail areas that are compatible with the waterfront.

1.2.9 Consider safety needs when designing and locating bicycle and pedestrian paths.

1.2.10 Separate pedestrian paths from bikeway routes wherever possible and feasible to ensure the greatest amount of safety for both.

1.2.11 Where separate paths are not possible, combined bicycle/pedestrian paths should be of sufficient width to allow safe passage of both pedestrians and cyclists.

1.2.12 Landscape the bicycle/pedestrian path to define the path's edge.

1.3 Community Gathering Places

Community gathering places are areas along the Waterfront Walkway intended for public assembly. Community gathering places should be flexible spaces that can be used either casually or for formal public events. Gathering places should be a range of sizes and provide a variety of user experiences, from communal spaces for larger group activities (such as plazas, open-air amphitheaters, or concert stages) to amenities that allow for smaller groups and individuals (such as picnic tables, children's play areas, waterfront viewpoints, and a variety of seating).

Gathering spaces should also encourage a broad range of activities such as volleyball courts, bocce courts, game tables, play areas, and contemplative viewpoints at intervals along the waterfront. These spaces should be designed so that they are suitable for a range of these diverse types of activities.



Community gathering places should offer a range of activities, from active uses such as sports facilities or performance spaces to passive places for seating or views.

1.3.1 The preferred location for community gathering places is in areas where public access, view corridors, and major streets intersect the Waterfront Walkway and pier heads.

- These locations provide increased depth and width, receive ample natural light, are highly visible, and offer views of the Thea Foss Waterway, Downtown Tacoma, Mount Rainier, or Commencement Bay.
- Public gathering spaces can help define locations where an activity focus is desired.
- Linkages to surrounding open spaces and buildings can be created through passages, bridges, steps/ramps, paving patterns, and planting.



Community gathering places can focus activity and define key nodes along the waterfront. They should be located at frequent intervals.

1.3.2 To facilitate public access, community gathering places should be located at frequent intervals along the waterfront.

1.3.3 Community gathering places can be made easily identifiable through the use of significant visual structures (such as art, fountains, or viewing towers) or trees.

- The construction of significant visual structures is encouraged, particularly in primary public access/view corridors where such structures would not obstruct public access and might be visible from Downtown Tacoma or surrounding neighborhoods.
- Trees can help to spatially define a community gathering place, buffer a community gathering space from adjacent uses, and provide shade for users.



Shelters should maximize the public's use of the waterfront in all seasons.



Gathering places should offer views of Commencement Bay, Mount Rainier, downtown Tacoma, or the Thea Foss Waterway.

1.3.4 The design of community gathering places should allow for unobstructed circulation along the Waterfront Walkway.

1.3.5 Shelters can be considered a design element for community gathering places to maximize the public's use of the Waterfront Walkway throughout all seasons.

- Shelters should be strategically located and respond to sun, wind, and rain.
- Shelters can be provided through built structures or through the planting of trees to provide a canopy or wind break.



Gathering places should include play areas that reflect the maritime character of the Tacoma waterfront.

1.3.6 Gathering areas can include a variety of play areas that may reflect the location through themes, such as maritime or working waterfront. Specific use areas require specific materials to comply with applicable codes and standards.

- Children's play areas and playgrounds should include elements to stimulate interactions, creativity, and imagination, such as play structures and materials that foster social play.
- Play areas can be designed so that they are universally accessible for children with physical disabilities.
- Tot lots can be provided for toddlers (ages 1–3) that offer age-appropriate play areas with different types of play components, allowing parents or guardians to interact or assist. These tot lots should be separated from other children's play areas to prevent incidental accidents while still within sight distance so parents or guardians can oversee different age children simultaneously.



An example of an identifiable gathering place along the Thea Foss Waterway located to improve access and views between upland and the waterfront.

1.4 Public Access Corridors

On the west side of the Thea Foss Waterway, 14 public access/view corridors run between Dock Street and the inner harbor line. These corridors provide visual and physical access to and from the Foss, as well as additional natural light to its west side. While public access/view corridors may, in limited circumstances, be the only feasible option for other functions (such as providing access to temporary marina loading and unloading areas), such functions should be accommodated in other locations when practical.

Along the Ruston Way shoreline, continuous uninterrupted panoramic views should be maintained to the extent possible as new development occurs. Existing views of the shoreline should be emphasized and integrated into proposed developments. In addition, viewpoints along the waterfront and at selected locations in sloped areas can create opportunities for scenic views.

Six public access/view corridors are designated along Point Ruston. While the location of these corridors may shift along the shoreline, they should maintain the established dimensions to ensure adequate corridors to the water. Weather protection features, public areas, and areas for public access are allowed in the corridors.

1.4.1 The entire width of public access corridors should be improved with appropriate site details and amenities, such as landscape plantings.

1.4.2 Public access corridors should provide internally consistent site details that complement those of adjacent public spaces in materials, colors, and design.

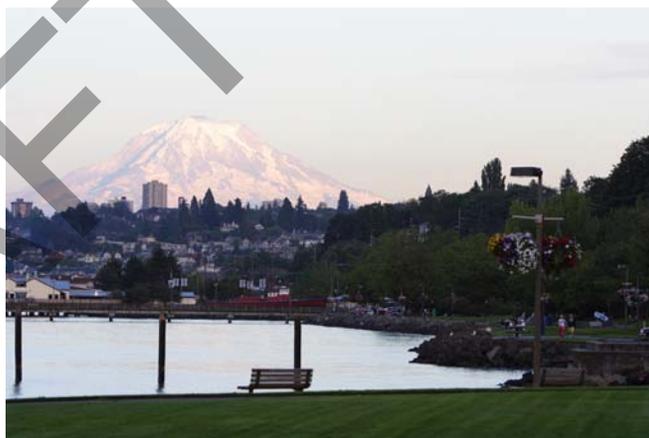
1.4.3 Where feasible, the in-water portion of a public access/view corridor should be improved with public facilities including piers, viewing platforms, and other such structures.

1.4.4 Outlooks at the end of a public access/view corridor should feature a walkway light, at least one bench or picnic table, a waste receptacle, a bike rack, and the design standard railing (if necessary).

1.4.5 Outlooks should be situated as close as possible to the shoreline ordinary high water mark to maximize views of the waterway.



A public access corridor along the Thea Foss Waterway offers site details consistent with those of the adjacent public walkway.



Public access corridors should be improved with public facilities, such as this seating, and offer outlooks that maximize views of the waterway.

Streets are one of the major tools through which the City can implement its design vision for the Tacoma Waterfront.



Space permitting, the Walkway should include design amenities such as waste receptacles, bike racks, benches, lighting, and landscape.

1.5 Streetscapes

Streetscapes along the Tacoma Waterfront should do more than just transport vehicles. Typically, streets occupy approximately 25 to 35 percent of any dense urban environment. Being publicly owned, streets are one of the major areas that a city has to implement the design vision for a given area. As the Tacoma Waterfront is intended to be inviting to the public and open to pedestrian and bicycle use (as well as other forms of non-motorized transportation), the streets along the waterfront are intended to be a place for people. Of course, this needs to be balanced with a street's vehicular function, but it is important that the street be seen as a space intended for moving people, in all forms of transportation, be it people in cars, people on foot, people on bicycles, people in trucks, or people on skateboards. Street design should accommodate all forms of moving people and produce what have come to be called "complete streets."

More specifically, it is desirable that streetscapes along the waterfront be improved with a sidewalk that adjoins properties. In some cases, the sidewalk will serve as the Waterfront Walkway, where the Walkway cannot be accommodated on private property due to constraints such as hazardous material use or high security needs. Standards for the sidewalk in this case will need to be adjusted to accommodate the City of Tacoma street standards, give continuity to the Walkway design, and provide safety and clarity for the public user. Design guidelines and amenities, as outlined in this document, should be incorporated wherever possible. Additionally, the Downtown Element of the City of Tacoma Comprehensive Plan provides guidance for developing complete streets. Streetscape projects along the Tacoma Waterfront should follow this guidance.

Streetscapes also provide the opportunity for scenic views along the Waterfront. Ruston Way, Schuster Parkway, and East Dock Street offer exceptional vistas for not only pedestrians and bicyclists but also daily commuters and weekend sightseers. It is desirable to have shoreline drives with low speeds and attractive landscaping that affords scenic viewing. These shoreline drives place continued focus on the water as an attraction and emphasize the uniqueness of the Foss Waterway, juxtaposed with the Downtown skyline.

1.5.1 Where necessary, the street should be reconfigured to allow for a continuous Waterfront Walkway.

- Coordinate this with the appropriate City of Tacoma departments and public and private landowners.

1.5.2 Where the Waterfront Walkway runs adjacent to the street, the Walkway should feature landscape plantings at its edge to buffer Walkway users from vehicle traffic.

- In areas without enough room for landscape plantings, railings or bollards should be used for buffering.

1.5.3 Where the public sidewalk is identified as the Waterfront Walkway, where appropriate and where space permits, design amenities such as waste receptacles, bike racks, and walkway lights should be located on or adjacent to the public sidewalk.

1.5.4 Where there is no practical alternative to having the Waterfront Walkway cross a street or driveway, the path should be clearly marked to ensure continuity of the Walkway and to notify vehicles of pedestrian and bicycle crossing.

- Treatments such as different paving surfaces, textured paving, lighted crosswalks, or painted surfaces can be used alone or in combination to alert users and vehicles of the Walkway's presence. The trail may also be raised to increase visibility.
- The number of crossings should be minimized.

1.5.5 Public parking should be reconfigured, where possible, to allow the Walkway to locate on the shoreline side, except where the parking is intended for a vehicle viewing area.

1.5.6 Provide for safe, well-lit bicycle and pedestrian traffic in both directions.

1.5.7 Bicycle and pedestrian bridges over waterways and tributaries can be used to close gaps in the Waterfront Walkway.

- Design bicycle and pedestrian bridges to be compatible with surrounding land uses, habitats, and adjacent developments.
- The appropriate width of a bicycle and pedestrian bridge will depend, in part, on the level of use that is likely to occur at the site. However, multi-use bridges are usually at least 10 feet wide.



Where there's not enough room for a landscape buffer, bollards or a railing can be used as found here along Schuster Parkway to ensure pedestrian safety.



Where the Walkway crosses streets or driveways, it should be clearly marked. The crossing above could be better marked with a different paving or painted surface. It is elevated, which alerts drivers they are crossing the path.



Bicycle and pedestrian bridges not only improve connections along the waterfront but also function as iconic design features.



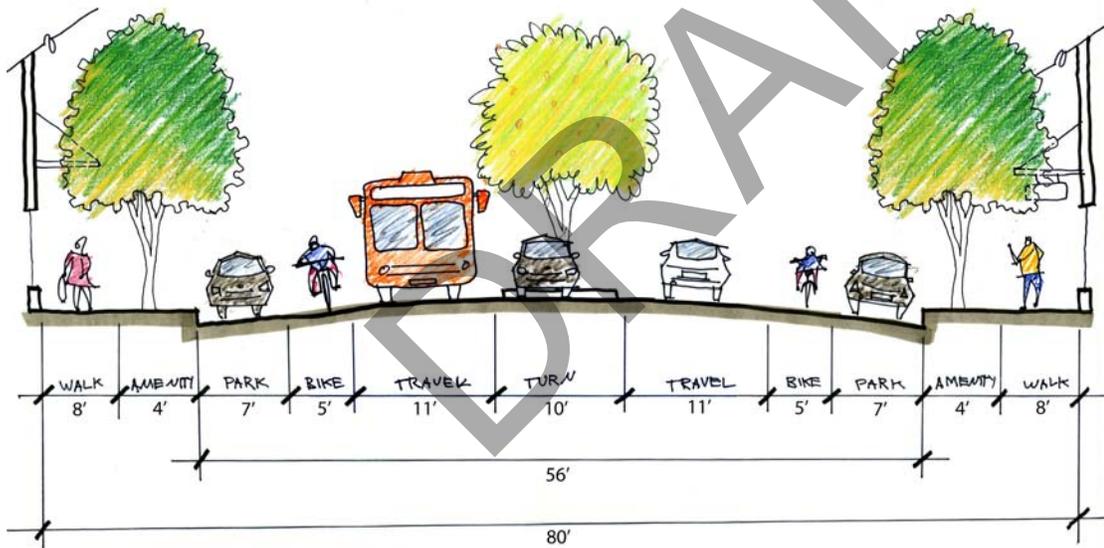
Motorists enjoy waterfront views along scenic shoreline drives. It is important to keep this in mind when designing improvements, re-aligning, or widening streets.

1.5.8 Where possible, streetscape projects should be consistent with the transportation element of the City's Comprehensive Plan and the Bicycle and Pedestrian Design Guidelines within the Strategic Mobility Master Plan (MoMaP) and connect pedestrian and bicycle circulation routes with other like routes to create a continuous multi-modal trail network.

1.5.9 Streetscape projects should be consistent with the Mixed-Use Centers Complete Street Guidelines, provided in the Downtown Element of the City of Tacoma Comprehensive Plan.

1.5.10 When designing improvements, realigning, or widening streets, consider the scenic shoreline drives and try to preserve motorists' views of the water.

- Use landscaping to balance pedestrian and vehicular views.



Example of a "complete street" from the Tacoma Complete Streets Manual

1.5.11 Public access at shoreline street ends should be designed to balance public access with private land uses.

- Where safety and/or liability concerns exist, visual access can be provided as an alternative.
- A clear delineation should be made between public and private land, and all public access should be provided on public land.
- Access may include non-motorized boating docks or floats, viewing platforms, seating, and other forms of uses that are not a nuisance to adjacent private uses.
- Public access can be formal (such as paved walkways, identification signs, and interpretive panels) or informal (such as a small footpath to the water or bench by the water).

1.5.12 Emphasize the use of Ruston Way as a low speed, scenic urban parkway that provides access to shoreline properties, accommodates through traffic, and offers viewing opportunities for the motoring public.

1.6 View Areas/Viewpoints

Tacoma's relationship to the water is an important part of its distinct character and history. Significant views include those to Puget Sound, Mount Rainier, and back toward Downtown Tacoma and along the waterfront. These natural panoramas and views of the urban skyline enhance the aesthetic quality of the Waterfront Walkway and provide a connection to the water. Views of industrial areas allow users to see and understand Tacoma's working waterfront.

Vantage points should be incorporated throughout the length of the Waterfront Walkway to support and enhance the public realm. Viewpoints should be understood as extensions of the Walkway but should not impede movement along the Walkway. These viewpoints often benefit from the incorporation of short-duration stop facilities that facilitate stopping, gathering, and viewing activities. These types of facilities could include seating, interpretive kiosks or educational signage, integrated water features, public art, and water access. These facilities also provide an opportunity to adaptively reuse building materials and elements from existing structures to reflect the historic and maritime character of the waterfront.



Vegetation at this viewpoint balances providing views with creating habitat along the shoreline.



A meandering trail along the Wapato Lake shoreline provides an example of how to alternate areas of vegetated shoreline with public access and view areas.



This viewpoint along Ruston Way functions as an extension of the Waterfront Walkway without conflicting with movement along the trail. It is defined as a separate space through stairs, changes in landscaping, and public art.



Viewpoints should incorporate site amenities like seating and shade and be oriented to major view corridors.



Views should also be provided back down the Waterfront Walkway.

1.6.1 Incorporate viewpoints and view areas along the Waterfront Walkway.

- Integrate public access with viewpoints/view areas.
- Define viewpoints that are understood as extensions of the Waterfront Walkway without conflicting with the trail's movement functions. Viewpoints can be clearly defined as spaces separate from the Walkway through the use of different materials, public art, stairs or other changes in elevation, and landscaping.
- Incorporate short-duration stop facilities such as moveable seats, space for vending carts, and/or access to the water.
- Viewpoints and view areas can be elevated above the walkway to enhance views. This can be paired with the incorporation of a flexible open space that can accommodate small events or gatherings.

1.6.2 Orient views with any key view corridors and/or major streets and street ends.

1.6.3 Emphasize panoramic waterfront views from the roadway, slopes, and shoreline areas.

1.6.4 Consider the residents' view from the upper neighborhoods when designing and locating new developments along the shoreline or the hillside.

1.6.5 Balance viewpoints and view areas with shoreline vegetation and native plantings.

- Provision of views needs to be balanced with the need for habitat and erosion prevention when considering removing existing vegetation.
- To preserve more vegetation, view areas or viewpoints can be small.

1.6.6 Outlooks should be situated to provide public views of significant Port and industrial operations. Recognize the aesthetic and educational value of port/industrial operations.

1.6.7 Consider the view of the motorist when designing improvements, realignment or widening of the Ruston Way roadway in order to provide the passerby with views of the water.

1.6.8 Provide small bayside parking areas or pull-offs for limited in-car viewing, where compatible with existing roads and adjacent uses.

1.7 Public Access in Industrial Areas

While fulfilling the mandate of expanding public access and improving habitat, Tacoma must also remain sensitive to the need of supporting the economic development of industrial uses. The Port and other maritime and industrial uses are valuable assets.

In some instances, these dual goals may seemingly be in conflict. Providing public access may pose some hazard to public users given the industrial nature of uses. Likewise, public access may interfere with private operations, increase liability for owners, and pose issues of security. This is not to say that public access cannot be provided in industrial areas but that it must be carefully designed to address competing needs.

Physical public access can be provided in a way that is inviting and safe for the public while remaining compatible with industrial activities. The design of access should address concerns regarding liability, interference with industrial activities, and security of facilities.

1.7.1 Security can be accomplished without negatively affecting the aesthetics of public access through careful, subtle, and sensitive design; the use of clever separation; and avoidance of obvious or harsh features such as chain-link fencing, guard houses, or razor wire. The best security will be imperceptible to users or the general public unless trespassed.

1.7.2 Public access to industrial areas can be limited through the use of fences, grade changes, or retaining walls.

- Transitional security strips may be used on the landside to separate the public Waterfront Walkway from private industrial spaces. This strip should be in harmony with the Walkway and not interrupt continuity.
- Fences and walls can be landscaped to reduce their visual impact on the Walkway and provide minimal visual obstructions.



Views should be provided of significant Port and industrial operations.



While these fences distinguish public and private areas of use, the chainlink fence and barbed wire detract from the appearance of this public access. Fences can be landscaped to reduce their visual impact.



Public access is successfully provided at this site adjacent to industrial uses through the use of attractive fencing separating users and a viewpoint that offers visual access without interfering with industrial operations. The low key design of the space reflects the site's industrial character.

1.7.3 The safe observation of industrial and maritime facilities and visiting vessels in operation can be provided for reasonable casual visitation when facilities are not being used for active loading/off-loading functions through overlooks, belvederes, decks, or piers. This will allow views of the working waterfront.

1.7.4 Convenient and attractive alternative routes through or around the maritime facilities should be provided for the general public and passersby when security and safety dictate that certain areas be cordoned off from the public. Where reasonable, the facility should accommodate safe pier-side pedestrian access and recreational fishing opportunities.

1.7.5 Public access can be designed so as not to interfere with existing industrial activities.

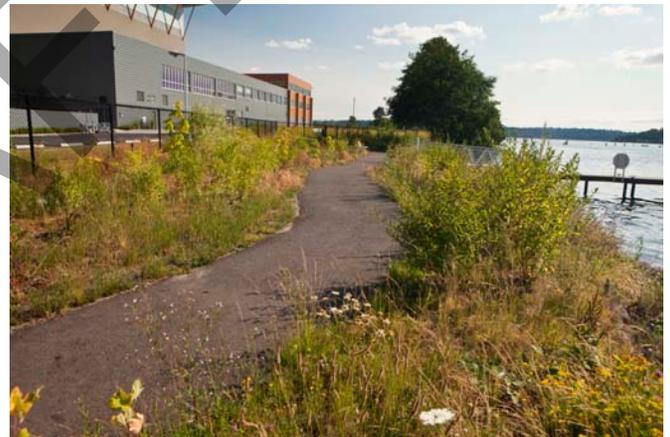
- Separate incompatible uses on site. Visitor vehicle circulation and parking should be separated from industrial traffic so as not to negatively affect work activity.
- Visitor attractions can be concentrated in one part of the site.
- Clear signage/wayfinding and strong attractions will direct visitors and keep them out of private areas.
- Reinforce signage with design cues such as paving, crosswalks, lighting, and site amenities to distinguish areas of public access from private uses.
- Provide elements that benefit workers and existing uses such as better circulation and parking, convenient commercial services, improved lighting, and new site amenities.

1.7.6 Opportunities exist for the design of architectural and site elements that reflect and reinforce the site's industrial character. Low-key design can preserve the working waterfront character.

1.7.7 Provide public access across boat yards and launch ramps in locations where safety precautions can be implemented.



This park in Oakland, CA provides opportunities for visitors to safely view the Port without interfering with operations or posing a security risk.



Public access is provided here with landscaping buffering industrial uses from the public and new site amenities such as a boat dock that workers can benefit from.

2. BUILDING SITES

When being redeveloped, building sites, whether publicly or privately owned, should be developed in such a way as to take into consideration the special nature of the Tacoma Waterfront. Design teams for sites on the waterfront must recognize that a successful building will not only account for patterns of development on the actual site but will also successfully implement and contribute to the larger goals of the Tacoma Waterfront as a whole. It is desirable that the sites surrounding the Tacoma Waterfront acknowledge the larger patterns of development in the area, public access goals (as exemplified by the Waterfront Walkway), and view considerations (such as the public access/view corridors). Public spaces should be prioritized to minimize shadow impacts, and building massing and form should strengthen the existing public rights of way, including streetscapes and the Walkway. The building site guidelines focus primarily on the impact of building sites on public access rather than the style or materials of buildings.

The following guidelines primarily apply to the redevelopment of new mixed-used, residential, and commercial buildings along the “Dome to Defiance” portion of the waterfront. These types of land uses offer more opportunities for public access and therefore should be designed to improve public access. Industrial uses can still provide some limited public access, but given the character of this land use, many of the following guidelines may not apply.

2.1 General Considerations

2.1.1 New development of individual sites should enhance the shoreline’s positive and distinct features, unify shoreline areas visually, and give definition to subareas.

2.1.2 Development should improve the appearance of the shoreline for those who live and work there, making it a more attractive and interesting place to visit.

2.1.3 New development should be oriented to the water and relate to public access along the Waterfront Walkway.



The newly developed Chinese Reconciliation Park along the Waterfront Walkway enhances the larger shoreline while also defining a unique sub-area.



A cafe on the ground floor of Thea's Landing is oriented to views of the water and relates to public access along the Waterfront Walkway.



A building along Thea Foss is oriented to the water, providing views for residents and relates to public access, providing easy access to the Walkway.



Balconies along the Thea Foss shoreline take advantage of views out to the water and toward Mount Rainier. A rooftop space increases residents visual access to these same amenities.



New development should avoid shading the Waterfront Walkway, like this existing building does, through careful site design and building design.

2.2 View Considerations

The topography and structures in and around the Tacoma Waterfront provide numerous view opportunities, particularly of Mount Rainier, the Cascades, the Olympics, the Thea Foss Waterway, waterfront activities, Commencement Bay, Union Station and the Washington State Historical Museum, the Port of Tacoma industrial area, and Downtown Tacoma. While City regulations are in place to mitigate view impacts, the guidelines below are intended to maximize views to and from the Tacoma Waterfront.

2.2.1 Design and locate new shoreline uses to take full advantage of the waterfront views and location using design elements such as building orientation, windows, decks, and rooftop spaces.

2.2.2 Incorporate design elements such as transparency and preservation of view corridors to minimize view impacts on surrounding areas.

2.2.3 Building designs should explore creative ways of incorporating public access, such as through roof access points.

2.2.4 Views should be balanced with vegetation.

2.3 Shading Considerations

The intent of these guidelines is to minimize the shading of public spaces to ensure that the Waterfront Walkway remains a well-used public resource. The shading of public spaces is of particular concern on the west side of the Tacoma Waterfront because its location, topography, and north-south orientation result in early afternoon shadow conditions nearly year-round.

2.3.1 Buildings should minimize the shading of public spaces as much as practical.

- Techniques to minimize shading include the manipulation of building orientation, location, and shape.

2.3.2 In public spaces subject to early shading, sufficient artificial lighting should be provided.

- See the Lighting section of Chapter 3, Site Details.

2.4 Site Layout

Buildings should be thoughtfully positioned, programmed, and detailed to maximize the impact of the Tacoma Waterfront public experience. Considerations include: strengthening the profile of streetscapes by locating the building closer to the street, especially on streets parallel to the Tacoma Waterfront; providing more open space on the water side of a building; locating uses with the most public access on the streetscape or Waterfront Walkway sides of a building; and accentuating the pedestrian-friendly nature of a building at ground-level sides facing the streetscape and the Walkway.

Buildings should be sited to maximize the impact of the public experience along the Waterfront Walkway.

2.4.1 To give the appearance of building façades being a similar distance from the streets, awnings, landscape plantings, entrance markers, modulation, and other design elements are encouraged.

2.4.2 Location of activities within a building should consider surrounding uses and activities both inside and outside the building. Potential conflicts arising from light, glare, noise, odors, or hours of operation can be avoided by separating uses and activities (vertically and/or horizontally), or by providing physical screening between uses and activities.

- Physical screening can be accomplished through landscape plantings, building construction, or other techniques.

2.4.3 The preferred location for open space is the waterward side of a building site.

2.4.4 Combine vehicular access points to minimize the interruption of pedestrian traffic and adverse visual impacts.

2.4.5 No parts of buildings should protrude into public spaces; however, weather protection features benefiting the public, art visible from public spaces, or building areas provided primarily for public access may be located in or over these areas.



This building along Thea Foss provides stairs that offer public access through the site, connecting pedestrians on the upland side to the waterfront. They also provide opportunities for views given their orientation to the water and Mount Rainier and slight elevation gain.

Buildings and building sites should be designed to create a comfortable and interesting pedestrian environment.



The large facade of Thea's Landing is broken up through the use of vertical modulation and changes in color and materials that create an interesting pedestrian environment.



The Albers Mill Lofts adaptively re-uses an historic building along the waterfront and reflects the area's industrial character through the use of materials, including steel and large timbers.

2.5 Pedestrian Orientation

Buildings along the Tacoma Waterfront are intended to feature design individuality, not to portray a strong unifying theme. Design continuity should primarily be established by the cohesive linear design of the Waterfront Walkway and streetscapes.

At the same time, the shoreline has a rich maritime heritage. The design and remodeling of structures should reflect the northwest marine character. To be compatible, design elements from public spaces, existing structures, and surrounding districts should be incorporated into all new developments. It is not intended that portions of existing buildings be replicated; instead, the creative, subtle integration of these elements is the objective. Additionally, the exterior appearance of buildings and building sites should incorporate treatments that make for a comfortable and interesting pedestrian environment.

The pedestrian orientation guidelines apply to the “Dome to Defiance” portion of the waterfront and do not apply to industrial uses.

2.5.1 Strong individual design is encouraged along the Tacoma Waterfront, especially design that creatively reflects the northwest marine character of the area, befitting the Waterfront Walkway's value as a public resource. These characteristics can include integration or reference to proportions, materials, forms, textures, or colors from existing buildings. Continuity between buildings is encouraged, especially through logical transitions in building bulk, shape, and height, or by significant physical separation.

2.5.2 Buildings should be constructed of high quality, long lasting materials, particularly concrete, masonry, metal, or wood wherever possible, to preserve resources and reflect the long-term community values embedded in the Tacoma Waterfront. Wherever possible, the adaptive reuse of existing buildings and the use of historic building materials as part or whole of new building or development projects is encouraged.

2.5.3 When several buildings are proposed for a single development, the buildings should demonstrate internal compatibility while maintaining strong individual design. While buildings are not required to look identical, they should provide continuity of design through the use of such elements as building bulk, shape, and height.

- Common design themes should be demonstrated in materials, roof pitches, colors, building separation, and orientation of buildings.

2.5.4 Buildings should be oriented to existing public spaces such as plazas or courtyards. New buildings should be clustered so as to define active public spaces that relate to the Waterfront Walkway (see guidelines in Section 2.5, Transition Areas).

2.5.5 Whenever possible, buildings along the Waterfront Walkway should be oriented to the Walkway and create an inviting and interesting pedestrian environment; locate active uses such as retail, public activities, and employee gathering along the Walkway.

- Visible industrial uses and processes can highlight Tacoma's working waterfront character.
- Windows and displays can provide visual interest and a connection between the Walkway and activities within buildings, particularly on the ground-level.
- Street furniture for ground floor retail and stoops and ground floor balconies for residential uses allow for opportunities for pedestrian social interactions.

2.5.6 The human-scale design of ground-level exteriors of buildings at a pedestrian level is encouraged to improve the quality of public access, encourage pedestrian activity, and provide visual interest/engagement.

- These details could include regularly spaced windows that establish a pattern or tall ceilings and display windows on the ground floor.
- Features that define the ground floor include trim, awnings or canopies, arbors or trellises, or overhangs.
- Façades can be articulated through the use of recessed entrances, columns, scoring, change in materials, transom windows, roll up doors, arcades, decorative kickplates or belt courses, and/or signage.



The Albers Mill Lofts building is oriented to the Walkway and helps define the public gathering space adjacent to the Glass Museum with large ground floor windows and a semi-private open space facing the plaza.



A human-scaled ground level along Thea Foss has design details including large display windows, transom windows, recessed entries, awnings, and lighting.



This transition area at Thea's Landing extends some of the design features and materials of the Walkway but demarcates a transition with stairs to delineate private from public space.



These two examples of transition areas demonstrate how to design for social interaction. Fences, changes in elevation, and landscaping separate private from public use while still allowing people to interact.

2.5.7 Modulation (horizontal and vertical) and architectural features are encouraged to create interest and avoid long, flat façades along the Waterfront Walkway so that the space continues to feel safe and interesting to users. Generally, blank walls longer than 20 feet should be avoided.

- The use of blank walls should be minimized by the incorporation of architectural features of interest and utility, such as windows, building entries, and weather protection.
- Long walls that do not require windows or entries should be articulated in a way so as to break up long, monotonous planes. Building articulation can include changes in the roof line, building materials, facade setbacks, or fenestration pattern. Blank wall treatments include planter boxes, trellises, artwork, awnings, bay windows, and columns.

2.6 Transition Areas

Transition areas are semi-private zones where privately owned buildings abut public spaces. These spaces provide physical and visual separation between public and private spaces. The separation indicating the transition between public and private users can be made with seating areas, landscaping, artwork, or walkways. Transition areas should clearly delineate public and private spaces to provide greater legibility and help the public navigate what areas are appropriate for them to use. Their design, however, should provide a continuity of site details and provide a seamless transition from public to private areas. Highly visible to passersby, transition areas should foster a lively, pedestrian-oriented atmosphere.

2.6.1 Transition areas can be used to extend the design features of public spaces to the edges of buildings.

- Transition areas can use landscape plantings, surfacing materials, lighting, and other site details that are compatible with those used in adjacent public spaces to provide a continuity of site details but may demarcate the transition area with different design features to discern public from private space.
- Not applicable to industrial properties.

2.6.2 Transition areas are encouraged to be enhanced with artwork, fountains, landscape plantings, plazas (for public or private use), or other features promoting public enjoyment (active or visual).

2.6.3 Transition areas can be designed to allow for social interaction.

- Transition areas are the preferred location for activities such as outdoor dining or outdoor display.
- Fences, walls, and gateways in transition areas should be designed so that they visually separate but do not hide semi-private spaces.
- Low or stepped down planting areas and terraces or bioswales can be used to visually separate private and public development.

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3. SITE DETAILS

Site details bring continuity and identity to the Tacoma Waterfront. The following guidelines are designed to ensure that the public realm and development sites remain functional for a range of users. Site details should have a clear function and exhibit a simple utilitarian design. Site details are encouraged to reflect the maritime character of the waterfront. Historic site details may be appropriate when related to historic structures. Exceptional care should be taken in the design, construction, and installation of all site details.

Where a specific model is called out in the following details, it is intended that model be used. However, should a specific model not be available or if another model that meets similar design intent is defined, a comparable product should be used.

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Softer shoreline edges provide additional access while conserving habitat and natural features and functions.



This soft shoreline along Ruston Way increases public access while also maintaining shore stability through the use of a naturally sloped backshore and anchored logs that stop erosion and allow sediment to travel along the coast naturally.



Microhabitat is created in Puget Sound with habitat panels and troughs attached to the sea wall to provide rough textured surfaces for organisms to attach to despite the hard shoreline.

3.1 Green Shorelines

Beyond the important economic and social benefits provided by shorelines, they are essential ecological resources. Shorelines include habitats for diverse species of plants and animals, foraging and spawning habitats for marine species, and breeding and feeding areas for birds. The vast majority of the Puget Sound has hard or immobilized edges. Bulkheads and other seawall armoring have been used to make shorelines static, but this treatment actually destabilizes the shore processes and functions and is generally harmful to marine ecosystems. It also disrupts the sediment supply, impacting the nature and composition of nearby shorelines, and changes wave energy, increasing wake and washing away fine materials needed for habitat. To ensure that the region's coastal resources are sustained, the integrity of shoreline ecosystems should be protected.

As population in the region continues and pressure to redevelop and modify waterfront property grows, impacts on the shoreline will increase. Additionally, current models of climate change suggest that sea levels will increase along with more severe episodic storm events. Instead of continuing to fortify the shorelines, design should seek softer, more natural edges that take into account impacts on coastal processes, adjacent properties, and nearshore habitat. Buildings, roads, and other development can be moved from bluffs or beaches to allow for natural shorelines. Large wood or gravel berms can provide protection from waves, while vegetation and improved drainage can stabilize slopes. This softer edge will have the added benefit of providing additional access to the water's edge, offering places to set in a kayak, go for a swim or wade and build sand castles, and create a softer, natural aesthetic.

3.1.1 Replace existing bulkheads or design new shorelines with green shorelines that substantially improve habitat, maintain shore stability, and improve water access.

- Set back development including buildings, roads, and other development to reduce the need for shore protection and decrease the negative impacts from storm surges, flooding, and other episodic events.
- Natural riparian vegetation plantings offer a dual function as landscape design features and shore protection.
- Where erosion is a concern, consider using naturally sloped backshore, berms, or anchored logs to provide shore protection to allow sediment transport along the coast. Offset erosion with periodic beach nourishment, adding gravel roughly every 5 to 10 years.

3.1.2 Mowed turf areas should not be extended to the top of shore embankments.

3.1.3 Where possible, critical and/or sensitive habitat and natural features and functions of the shore zone should be conserved and rehabilitated.

- Avoid filling in intertidal and subtidal areas that offer critical habitat. Instead, use these habitat features as part of the landscape design and shore protection.

3.1.4 Native plants can be used to provide shade for juvenile fish, facilitate the food web by providing homes to insects that fish and birds can eat, provide refuge for animals, and help filter run-off. Non-native plants can be used where they are advantageous, or when native species cannot be found.

3.1.5 Where hard shorelines are used, they can be designed to provide habitat and mitigate wake energy through the use of porous, sloped, gentle, or terraced embankments or through a combination of horizontal and vertical surfaces.

- Create microhabitat to encourage the formation of a crust of filter-feeding marine organisms that function as a living water filtration system through the incorporation of cavities or crevices that retain water during low tide; the use of rough textured and porous surfaces such as mussel, oyster, and clam shells that facilitate the attachment of organisms; and/or integrated ecosystem-enhancing treatments such as oyster baskets.



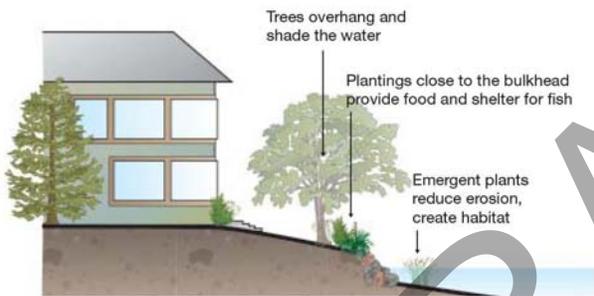
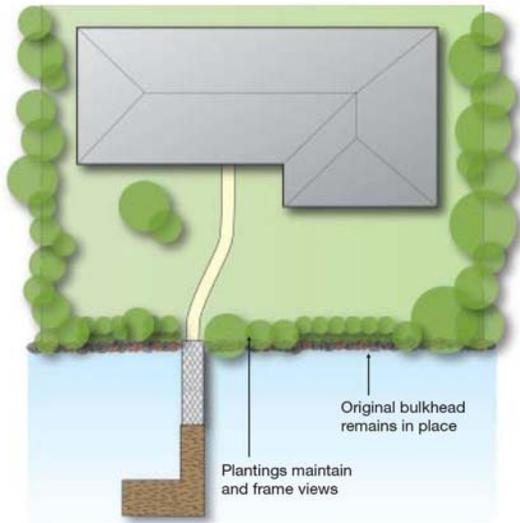
Extending mowed turf to the edge of a shore embankment should be avoided. Use native vegetation along the shoreline instead.



The use of native vegetation and natural shoreline features should be used to provide a buffer between the water and the waterfront walkway.

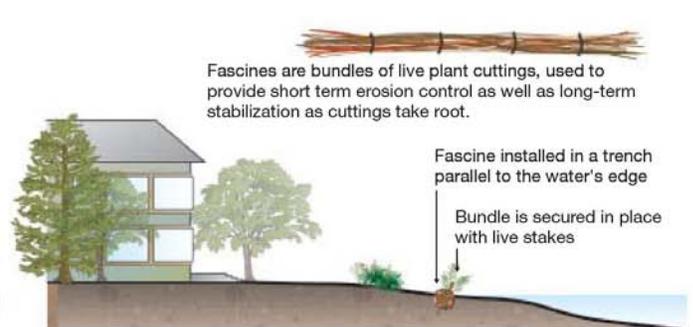


Instead of filling in an intertidal area, the Chinese Reconciliation Park conserves this natural feature and uses it as a centerpiece of the design.



Riparian vegetation can be used to improve fish habitat in areas structural shoreline stabilization currently exists.

Source: Green Shorelines. City of Seattle. 2009.

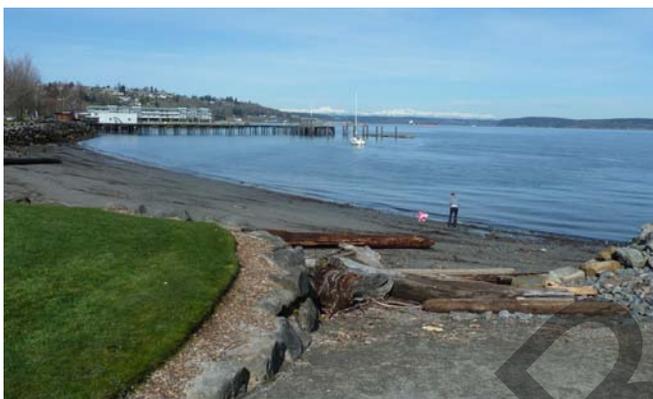


Examples of "soft" shoreline stabilization techniques.

Source: Green Shorelines. City of Seattle. 2009.



Tidal stairs allow this family to get close to the water along Ruston Way.



A soft shoreline along Ruston Way allows visitors to walk along the beach. Riprap can incorporate seating elements.



A low-profile float along the Tacoma waterfront allows a kayaker to launch.

3.2 Shoreline Edge Treatments that Provide Closeness to the Water

Shoreline treatments that provide closeness to the water are desired. While trails, waterfront promenades, and viewpoints facilitate access, shoreline edge treatments that allow the public to experience and appreciate the water offer more meaningful access. Access to the water can allow people to touch the water in various ways. Beaches offer the chance to dip your toes in the water or take a swim. Boat docks, floats, and launches let kayaks or canoes to set in. Tidal stairs or ramps allow people to discover the riparian ecosystem. Many of these treatments, such as a boat float or beach, do not require a large investment and can facilitate access at a marginal cost. The design of these waterfront elements should reflect guideline 3.1, Green Shorelines.

3.2.1 Provide diverse public experiences that allow visitors to touch the water first and foremost.

- Tidal stairs provide an easy way to get close to the water while also reducing wake energy. Given potential algae growth causing slippery conditions, tidal stairs should be proposed lower than where algae normally occurs. Likewise, grooved, pitted, and or roughened surfaces and handrails can be used to reduce the risk of slipping.
- Tidal ramps provide means for access to the water, allowing people to put in hand-powered boats or fish.
- Riprap can incorporate seating elements that provides closeness to the water.
- Beaches and coves provide simple, convenient access to people and human-powered watercraft.
- Low-profile floats, docks, and launches provide a safe point for launching and landing for human-powered watercraft.
- Piers provide closeness to the water and facilitate fishing and the discovery of nearshore ecosystems.

3.3 Wildlife Habitat

While improving public access along the Tacoma shoreline is a primary objective of these guidelines, often access can have negative impacts on wildlife habitat. These impacts may include flushing, increased stress, interrupted foraging, and/or nest abandonment.

Over the long term, these effects may adversely affect the wildlife population. The shoreline edge is a rich and often critical habitat zone for wildlife. Therefore, providing new means and points of access should be balanced with the goal of providing high-quality habitat.

In areas determined to be key habitat, access should be designed sensitively. Careful design can accomplish both objectives. For example, observation decks, boardwalks, and viewing platforms can provide public access with minimal negative impact on habitat. This type of public access will have the added benefit of allowing visitors to explore and appreciate Tacoma's natural resources and foster public support for their protection. It should be noted that areas of critical habitat may provide visual access rather than physical access, or in-lieu access may be explored.

3.3.1 Wherever possible, retain existing marsh and tidal flats and restore or enhance wildlife habitat.

3.3.2 Plan public access in a way that balances the needs of wildlife and people, reducing or preventing adverse human and wildlife interactions while still providing public access to the shoreline where possible.

- Employ appropriate siting, design, and management strategies such as buffers or use restrictions.
- Use design elements such as varying trail widths, paving materials, and site amenities to encourage or discourage specific types of human activities.
- Provide spur trails to reduce informal access into and through more sensitive areas.
- Use durable materials to reduce erosion impacts on adjacent habitats and to keep users from creating alternate access routes.
- Periodic closures can be implemented to avoid effects on wildlife during sensitive periods such as breeding seasons.

3.3.3 Physical design features such as bridges and boardwalks that confine public use and provide predictability for wildlife can buffer wildlife from human use while still providing physical and visual access.

- Viewing platforms and fencing can allow some visual access while preventing physical access to both people and pets.



Bridges and boardwalks can confine public use to certain areas and provide predictability for wildlife.



This bird blind provides a viewing platform that offers the public visual access while minimizing the impact on animals.

Washington Native Plants for Saltwater Habitats

Latin Name	Common Name	Height	Type
<i>Achillea millefolium</i>	Yarrow	4 inches - 3 feet	Deciduous
<i>Amelanchier alnifolia</i>	Serviceberry, Saskatoon	Up to 15 feet	Deciduous
<i>Aquilegia formosa</i>	Red Columbine	Up to 3 feet	Deciduous
<i>Arctostaphylos uva-ursi</i>	Kinnikinnick, Bearberry	Up to 8 inches	Evergreen
<i>Armeria maritima</i>	Sea-Thrift	Up to 18 inches	Deciduous
<i>Aster subspicatus</i>	Douglas Aster	Up to 32 inches	Deciduous
<i>Carex obnupta</i>	Slough Sedge	1 - 5 feet	Deciduous
<i>Castilleja miniata</i>	Red Paintbrush	8 - 32 inches	Deciduous
<i>Cerastium arvense</i>	Field Chickweed		Deciduous
<i>Crataegus douglasii</i>	Black Hawthorn		Deciduous
<i>Deschampsia cespitosa</i>	Tufted Hairgrass	Up to 4 feet	Deciduous
<i>Eleocharis palustris</i>	Creeping Spikerush	Up to 3 feet	Deciduous
<i>Eriophorum chamissonis</i>	Chamisso's Cotton-grass	8 - 28 inches	Deciduous
<i>Festuca rubra</i>	Red Fescue	Up to 4 feet	Evergreen
<i>Fragaria chiloensis</i>	Coastal Strawberry	Up to 10 inches	Deciduous
<i>Galium trifidum</i>	Small Bedstraw	Up to 28 inches	Evergreen
<i>Gaultheria shallon</i>	Salal	3 - 7 feet	Evergreen
<i>Grindelia integrifolia</i>	Entire-leaved Gumweed	Up to 32 inches	Deciduous
<i>Hordeum brachyantherum</i>	Meadow Barley	Up to 3 feet	Deciduous
<i>Lupinus polyphyllus</i>	Large-leaved Lupine	3 - 6 feet	Deciduous
<i>Malus fusca</i>	Pacific Crabapple	16.5 - 40 feet	Deciduous
<i>Myrica gale</i>	Sweet Gale		Deciduous
<i>Picea sitchensis</i>	Sitka Spruce	Up to 200 feet	Evergreen
<i>Pinus contorta</i>	Shore Pine	Up to 100 feet	Evergreen
<i>Potentilla anserina ssp. Pacifica</i>	Silverweed	Up to 16 inches	Deciduous
<i>Potentilla gracilis</i>	Graceful Cinquefoil	Up to 32 inches	Deciduous
<i>Rubus parviflorus</i>	Thimbleberry	Up to 10 feet	Deciduous
<i>Scirpus maritimus</i>	Seacoast Bulrush		Deciduous
<i>Sisyrinchium californicum</i>	Golden-eyed Grass		Deciduous
<i>Solidago canadensis</i>	Canada Goldenrod	Up to 5 feet	Deciduous

3.4 Low Impact Development

Low impact development (LID) is an approach to stormwater management that emphasizes the conservation and use of existing natural site features integrated with distributed, small-scale stormwater control features to more closely mimic natural hydrologic conditions (Puget Sound Action Team, 2005. Low Impact Development Technical Guidance Manual for Puget Sound). The use of LID techniques is highly encouraged along the Tacoma Waterfront, where feasible. Due to environmental constraints from industrial uses, however, LID will not be practicable for various sites along the shoreline. Please consult with the City of Tacoma Public Works Department before embarking on a LID project.

3.4.1 Reduce the amount of impervious surfaces by minimizing the building footprint, planning and grading the site to maintain natural drainage patterns and encourage the sheet flow of stormwater runoff over permeable areas, and using impervious surfaces such as permeable pavers or pervious concrete.

3.4.2 Whenever possible, preserve existing and provide new vegetated areas.

3.4.3 Direct stormwater runoff from impervious areas into vegetated or pervious areas on the site rather than into the City stormwater system.

- Soils used in stormwater control features should be appropriate for their intended function such as runoff infiltration, flow control, or water quality treatment.

3.4.4 Small-scale stormwater control features that use natural systems, processes, and materials are preferred.

- Such features include, but are not limited to: dry wells, filter strips, swales, infiltration trenches, permeable pavements, soil amendments, tree-box filters, vegetated buffers, and green roofs.

3.4.5 Green (vegetated) roofs and green walls are highly encouraged along the Tacoma Waterfront.



A stormwater control feature along Ruston Way that directs stormwater runoff from impervious areas and incorporates native plants and artwork.



Permeable pavement allows stormwater runoff to percolate back to the aquifer.



This green roof in Portland, OR is an attractive LID installment that incorporates educational signage.

3.5 Landscape Plantings

Landscape plantings are highly desirable along the Waterfront Walkway, roadways, and surface parking. Landscape plantings, besides just pleasing the senses, can perform many other functions. They can buffer pedestrians from passing vehicles, offer shade, provide wildlife habitat, and filter stormwater, to name but a few.

3.5.1 Native, drought-tolerant plantings are preferred (see list of native plants in Section 3.1, Green Shorelines).

3.5.2 Retaining existing trees in healthy condition and of appropriate species is encouraged.

3.5.3 Select plant varieties that require little maintenance for public improvements.

3.5.4 Landscape planting areas adjacent to the curb can buffer pedestrians from passing vehicles with street trees, low-growing landscape plantings, and groundcover.

3.5.5 Buffer parking areas from adjacent properties, the roadway, and the bicycle/pedestrian path with landscaped separators, where possible.

3.5.6 Encourage the use of plant materials within parking areas, provided views are not blocked.

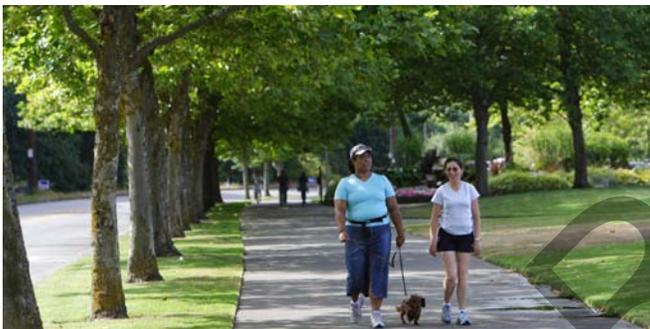
3.5.7 Landscape plantings can be balanced with views by contemplating planting trees that, when mature, will not have canopies that significantly block pedestrian sight lines.

- Avoid planting trees that would require periodic topping to maintain views.

3.5.8 Use landscaping to enhance views and vistas and to screen undesirable features.



Drought-tolerant plants are used along with art that reflects the waterfront's maritime character along Thea Foss.



Landscape plantings and street trees buffer pedestrians along Ruston Way and offer an attractive public amenity. The canopies of these street trees do not obstruct views to the water.



A tree along the Thea Foss is planted in a tree well flush with the pavement that allows for adequate root growth and additional landscape planting.

3.5.9 Trees are highly encouraged where appropriate.

- Trees should not block lighting fixtures.
- Evergreen trees provide enhanced year-round wildlife habitat, stormwater management, and protection from inclement weather.
- Deciduous trees provide fall color and allow for increased light penetration in winter.

3.5.10 Tree roots should be protected where they may be subject to damage.

- Tree wells should be flush with the paving and a minimum of 4 feet by 4 feet to allow adequate soil area for root growth.
- Structural soil should be installed under paving to allow tree roots to grow out of the tree well under the adjacent walkway without causing the pavement to heave or buckle.
- While not preferred, tree grates can be utilized for decorative purposes.

3.5.11 Coordinate public and private landscaping improvements to create a unified visual character and appearance.

3.5.12 Strongly encourage landscaping the Ruston Way roadway, where appropriate, to create a parkway imagery.

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Art greatly enhances public spaces and brings people together.



Public art at the Chinese Reconciliation Park is incorporated with a gathering space along the Walkway and reflects the history of Tacoma's waterfront.



This art display along the Thea Foss functions as an activity generator and is located in a highly visible portion of the Walkway that receives heavy users.

3.6 Art

The Tacoma Waterfront vision embraces public art projects, particularly at public access/view corridors, community gathering places, outlooks, and along the Waterfront Walkway. As many of the nation's most successful public art programs have demonstrated over the past decades, public spaces that bring people together are greatly enhanced by the introduction of art. The Tacoma Waterfront Design Guidelines seek to integrate art that is clearly discernible as art, yet may also have a variety of other qualities, which may include:

- FUNCTION, such as shelter, safety, or lighting.
- PLAY, such as playground equipment, skateboard areas, bicycle racks, and objects for pets or children to interact with.
- EDUCATIONAL, engaging the history of the Tacoma Waterfront, its environmental state (both past and present), or the evolving functions of the shoreline.
- ENVIRONMENTAL, engaging sustainable materials/systems, such as bioswales, permeable paving, cisterns, solar, or wind.
- SENSORY/ACTIVE, engaging all or as many of the senses as possible of those interacting with the artwork.

An important value for the Tacoma Waterfront is to strive to incorporate deeper levels of meaning into the art pieces that may or may not be discernible upon first glance. Of particular importance is to engage deeper levels of meaning in the waterfront area, including:

- HISTORY, especially maritime history.
- TRANSPORTATION, multi-modal and evolving.
- KINETICISM, especially regarding the rich marine movements of both natural and human systems.
- EXCHANGE and TRADE, as an international port.
- ENVIRONMENT, especially the rich and varied marine life present in the Foss and Commencement Bay.

3.6.1 The use of public art is highly encouraged, particularly at public access/view corridors, community gathering places, outlooks, and along the Waterfront Walkway.

3.6.2 Art, particularly when interactive or kinetic, should be sited at a location appropriate for its function and expected active and visual use.

3.7 Site Furnishings

According to the Tacoma Municipal Code, all public access sites city wide shall provide site furnishings appropriate for the intended use of the access site, the estimated demand, site context, and hours of use. The following specific site furniture models are preferred for the Thea Foss Waterway, Ruston Way, Schuster Parkway, and Point Ruston Shoreline Districts. A palette of preferred site furnishings is presented below. Used together, these elements will define a unique and discernible identity for the Waterfront Walkway. It is preferred that the specified site furniture be used. However, alternative models can be used if they are of equivalent or better quality, design, or function. These alternative site furnishings can be used to create unique subdistricts within the larger Tacoma Waterfront.

Site furnishings define a unique and discernible identity for the Waterfront Walkway.

Benches

3.7.1 Benches should be considered for public access/view corridors, community gathering places, parks, and at various locations along the Waterfront Walkway.

- At certain locations, benches are required. Please see the Tacoma Municipal Code.

3.7.2 One of the two design standard benches specified below should be used.

- The preferred reversible-back bench is FairWeather model TF-3.
- The preferred bench backless bench is FairWeather model TF-1.3.
- For both benches, arms should be forest green and galvanized. All other metal surfaces should be galvanized steel. Wood slats should be sustainably harvested ipe or cumaru, or other sustainably harvested wood.
- East Foss benches should be 4 feet in length.



Bench:
FairWeather Model TF-3, reversible-back bench

Lighting



*Waterfront Walkway Lighting:
Se'lux MRTC - 17 - GV*



*Waterfront Pedestrian Street Lighting:
Se'lux MRTC - 19 - GV*

In times of limited visibility, artificial lighting has a tremendous influence on visual character and human activity. The lighting guidelines are intended to:

- Provide safe, well-lit pedestrian surfaces 24 hours a day.
- Reduce light pollution.
- Reinforce the marine industrial history and character of the waterfront.
- Address night lighting.

3.7.3 Coordinate public and private lighting standards to achieve a unified effect.

3.7.4 Areas specified below should provide the corresponding minimum average light level.

- Waterfront Walkway: 1 foot candle.
- Commercial areas: 1 foot candle.
- High-volume pedestrian areas (such as bus stops): 2 foot candles.
- Parking areas, entries: 2 foot candles.
- Parking areas, internal: 0.5 foot candles.

3.7.5 Encourage the use of energy-saving lighting methods.

3.7.6 Light levels, direction, and shielding can be used to avoid impacts on the shoreline environment and to reduce impacts on residential units.

3.7.7 The lighting fixture specified below should be used along the Waterfront Walkway, along public access/view corridors, and at outlooks.

- Se'lux MRTC-17-GV.
- In portions of the Walkway designated as esplanade, lights should be located on the waterward side of the esplanade at a maximum spacing of 60 feet on center.
- Walkway lights are not required at public access/view corridors or other public spaces where special location lighting may be provided.



Special location lighting along Thea Foss that reflects the Walkway's maritime character



3.7.8 Special location lighting can be used to identify prominent features, gathering spaces, or intersections.

3.7.9 Parking areas and pedestrian walkways should be illuminated to ensure user safety.

3.7.10 The following pedestrian streetlight guidelines should be used.

- Se'lux MRTC-19-GV
- Pedestrian streetlights should be located on the waterward side of the street at a maximum spacing of 80 feet on center.

3.7.11 Vehicular street lighting should be consistent per City standards.

3.7.12 In parking areas, lighting should be provided by non-glare, full cutoff, controlled-source fixtures per City standards.

3.7.13 Where lighting is appropriate along wooded trails, low-wattage or special area lighting should be used to reduce impacts on wildlife.

- Use lighted bollards or low-mounted fixtures for path lighting, as appropriate to minimize glare or unwanted shadows resulting from conflicts with vegetation.
- The following average light level should be used for wooded trails: 0.5 foot candles.

Bollards

Use bollards where they would facilitate the safe and efficient movement of vehicles and pedestrians.

3.7.14 The bollard shown should be used for typical applications.

- A 36-inch-tall, 8-inch-diameter, steel-pipe bollard with a conical steel top. All painted forest green (Pantone #5605C).
- Removable bollards are encouraged where appropriate.

3.7.15 For East Foss public access/view corridors or for special applications, the lighted bollard shown should be used.

- Louis Poulsen DOCK-B, natural aluminum.



*Standard Bollard: used for typical applications
36" tall, 8" diameter steel-pipe bollard with conical steel top painted forest green (Pantone 5605C)*



*Lighted Bollard: can be used for special districts
Louis Poulsen Dock - B, natural aluminum bollard.*



*Picnic Table:
Fairweather Model F - 4*



*Drinking Fountain:
Haws 3500D, evergreen*

Drinking Fountains

3.7.16 Public drinking fountains are encouraged to be adjacent to or integrated with buildings.

3.7.17 Where applicable, the drinking fountain shown should be used.

- Haws 3500D, evergreen.

Picnic Tables

3.7.18 Where applicable, the picnic table shown should be used.

- FairWeather model F-4



*Waste Receptacle: used in most cases
Timberform Profile Series, Model 2894 - P with evergreen
powder coat*



*Alternative Waste Receptacle used at the Chinese
Reclamation Park.*



*Bike Rack:
Hess Tendo, galvanized steel*

Bike Racks

3.7.19 The bike rack shown should be used.

- Hess Tendo, galvanized steel.

Waste Receptacles

3.7.20 The design standard recycling container should be used.

3.7.21 The waste receptacle shown should be used in most cases.

- TimberForm Profile Series model 2894-P, with evergreen powder coat.

3.8 Surfacing Materials

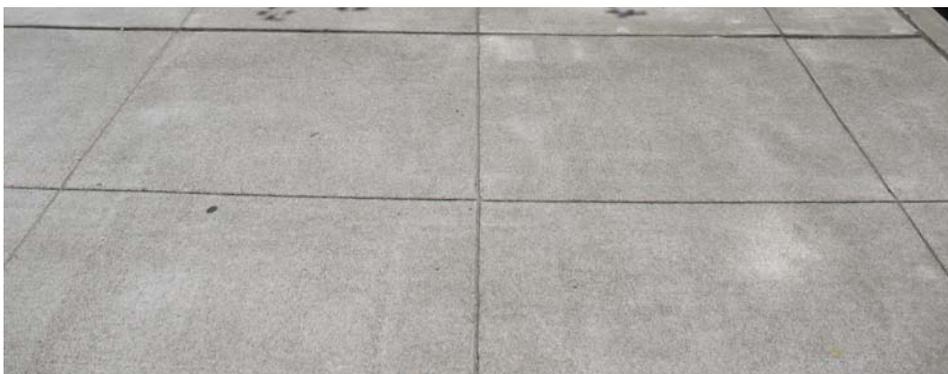
Surfacing materials provide both continuity and variety for the Tacoma Waterfront. In general, surfacing should feature a higher design and construction quality than more typical projects. Special surfacing materials, such as cobblestones, decomposed granite, or pervious materials, are encouraged, with consideration for color and low impact development techniques (please see the Low Impact Development section of this chapter).

3.8.1 Active-use areas, such as the Waterfront Walkway and sidewalks, should typically use the surfacing specified below.

- Cast-in-place concrete with broom finish, hard-screed joints in a 4-foot by 4-foot grid pattern.



Special surfacing materials above are used to distinguish portions of the Walkway. The materials are appropriate for the intended use of the spaces.



This cast-in-place concrete with a broom finish in a four-by-four foot grid along the Walkway is the standard surfacing material for active-use areas.

3.8.2 For boardwalks, the surfacing materials specified below are preferred.

- Six-inch-wide planks made of ipe or cumaru or other sustainably harvested wood.

3.8.3 Special surfacing materials, such as granite, cobblestones, and gravel may be used where the materials are appropriate for the intended use.

- Special surfacing materials are especially appropriate at crosswalks where the Waterfront Walkway must cross a street or driveway, and to distinguish the Walkway from adjacent private spaces.



An example of successful screening of utilities in Tacoma. Screening is provided through the combination of a fence of wood and iron, not chain link, and landscape planting.

3.9 Fences/Screens

3.9.1 It is preferred that permanent fences erected to separate public from private areas are made of concrete, brick, metal, or other approved materials (not chain link) and maintain views rather than create a wall effect.

- Green (vegetated) fences are highly encouraged.
- Not applicable to industrial properties.



Several examples of permanent fences that are more attractive alternatives to chain link fences. The first two fences maintain views and incorporate landscape materials and artwork to improve the aesthetics of the site. The last fence is an example of how industrial properties can maintain site security without negatively impacting the adjacent sidewalk.

3.9.2 At industrial properties, the creative treatment or screening of chain-link fences and alternatives to chain-link fences are encouraged.

3.9.3 Permanent refuse, utility, or service installations should be screened with fences of wood, iron, concrete, landscape plantings, or other approved materials (not chain link) to the minimum height necessary.

- These installations should be located away from public spaces, particularly the Waterfront Walkway.
- Not applicable to industrial properties.

3.10 Marina Gates

3.10.1 Marina security gates should be located on access ramps or other locations where they do not impede public circulation, particularly circulation on the Waterfront Walkway.

3.10.2 Marina security gates should be transparent.

3.10.3 Provide safety and security without the use of industrial materials, such as razor wire, barbed wire, and chain-link fences.

3.11 Guardrails

Views of the water are an invaluable public resource along the Waterfront Walkway. The design of railings should therefore reflect the character of access along the Waterfront Walkway. Public access to the water should be provided for all people regardless of age or physical abilities. While sometimes necessary for safety, railings should, to the extent possible, not obstruct views. Railings can be reduced in height to allow children or those in wheelchairs unobstructed views. Railings can also be designed to increase transparency, limiting the width of rails and stanchions and reducing the amount of opaque materials. In some areas along the Walkway, it may be preferable to use low walls that serve a dual function of safety and providing seating.



This marina gate along the Thea Foss is located so that it does not impede public circulation. It is also transparent so as not to impede views of the water.



Another example of a marina gate that is transparent and incorporates artwork. This gate provides security without the use of unattractive industrial materials.



This guardrail along Ruston Way ensures safety while still providing visual access.

3.11.1 Where possible, guardrails should be designed to provide visual access, encourage interaction with the water's edge, and promote diverse shoreline treatment.

- To design guardrails that allow maximum views of the water, guardrails should not exceed 3.5 feet in height and should use no more than 30% opaque or solid elements.
- If under 2 feet, walls may be solid to encourage seating along the water.

3.11.2 Guardrails and handrails that relate to the architectural or landscape style of the public access area are preferred.

3.11.3 Materials that are high-quality, durable, and suitable for the marine environment that will resist rust over time should be used whenever possible.



Along the Portland waterfront, a low wall is used instead of a guardrail to provide seating and encourage interaction with the water's edge.

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3.12 Signs

Clear and consistent signs should direct the public to locations of interest along and adjacent to the Tacoma Waterfront.

Logos

3.12.1 The Thea Foss or Ruston Way design standard logos should be used on area signage, bike racks, waste receptacles, benches, and other Waterfront Walkway site details.

3.12.2 Where applicable, the logos shown here should be used.

Building Sites

3.12.3 Whenever possible, signs should be similar to the building and/or building site in design, color, and materials. Strong signage that clearly calls out the identity of users is encouraged.



An example of strong signage clearly calling out the identity of the building user.

Area logos



State-approved sign indicating access



City-approved sign indicating access



An educational sign along Ruston Way with interpretive information.

Directional

3.12.4 Signs should be located, oriented, and scaled primarily for pedestrians.

3.12.5 Directional and location signs should identify civic buildings, community gathering places, public parks, and other locations of public interest.

3.12.6 Directional and location signs should identify the Waterfront Walkway. Such signs should use the City-approved Walkway signage.

- A directional sign should be posted where a public access corridor leading to the Walkway intersects a public street.
- A location sign should be posted where a public access corridor intersects the Walkway intersects, and at any other locations where a sign would assist the public in understanding the intended Walkway route.

3.12.7 Directional and location signs should identify shoreline public access locations not associated with the Waterfront Walkway. Such signs should use the state-approved shoreline public access signage shown at right.

Educational/Interpretive

3.12.8 Where appropriate, informational, educational, and interpretive signs relating to the history of the Tacoma Waterfront and Tacoma's maritime history are encouraged.

3.13 Parking and Staging Areas

To improve the continuity of the waterfront, enhance public access, and ensure an attractive shoreline, parking and staging areas should be redeveloped over time. In general, no new surface parking lots should be developed, with the exception of industrial uses. New parking should be provided in structures as opposed to surface lots and should be located on the upland side from the Waterfront Walkway so as not to negatively impact the public realm.

3.13.1 Areas devoted to parking should be minimized and their visual impacts should be mitigated through siting, design, and careful planning.

- Parking can be provided in structured garages on the upland side of the Waterfront Walkway.
- Where appropriate, surface parking can be provided on the upland side of the Waterfront Walkway. Parking areas should be reasonably sized and adequately screened from pedestrian ways with landscaping, fencing, trellises, and/or walls.
- Large expanses of parking can be broken up visually by planted medians with shade trees. Medians should be located so that they buffer pedestrian circulation routes while still respecting views to the water.
- Rather than developing parking incrementally on a project-by-project basis, shared parking can be used to provide for the efficient utilization of valuable waterfront land.

3.13.2 Signage should be used to distinguish public parking and staging areas from private parking areas to ensure proper use.

3.13.3 Provide staging areas along the Waterfront Walkway for convenient access.

3.13.4 Points of conflict between vehicles and pedestrians and/or bicyclists should be minimized.

- Where possible, driveways can be consolidated by interconnecting parking and sharing parking to reduce the number of curb cuts.
- The paving of the pedestrian walk should be continuous to indicate that pedestrians have priority over vehicles crossing the Walkway.
- Vehicle access should have to ascend a driveway apron to reach level of pedestrian/bicycle travel.
- Carefully design parking areas to maximize the number of stalls provided while using a minimum of the limited available space.

Parking should be provided on the upland side of the Walkway so it does not interfere with public access.



Currently along Ruston Way, parking is often provided on the waterway side of the Walkway. This is not preferred as it reduces public access and poses points of conflict between vehicles and pedestrians and bicyclists.



The use of shade trees and landscaped islands should be used to break up large expanses of pavement and soften the visual impact of parking areas.

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