



City of Tacoma
Planning and Development Services

Agenda Item
D-1

To: Planning Commission
From: Lihuang Wung, Planning Services Division
Subject: **2014 Annual Amendment**
Date of Meeting: May 7, 2014
Date of Memo: April 30, 2014

At the next meeting on May 7, 2014, the Planning Commission is expected to complete the review of the 2014 Annual Amendment and consider making a recommendation to the City Council. Attached for the Commission's approval is the *Draft Findings of Fact and Recommendations Report* that documents the Commission's review process and deliberations of the 2014 Annual Amendment. Also attached is a *Draft Letter of Recommendation* to be used for transmitting the report to the City Council.

Note that the *Findings of Fact and Recommendations Report* includes a number of exhibits showing the proposed amendments to the Comprehensive Plan and/or the Land Use Regulatory Code. To save the printing cost, not all the exhibits are included in this May 7th draft version of the report; only those exhibits that contain modifications to the proposed amendments that were distributed for public review in March 2014 are included.

One of the exhibits included is Exhibit G-1 pertaining to the electric vehicle infrastructure requirements, which is presented with two alternatives – "With Multifamily" and "No Multifamily". This is in response to the Commission's request made at the last meeting on April 16, 2014 that staff conducts additional research to determine the possible implications of requiring conduit for a multifamily development. As part of the research, staff approached the Tacoma Public Utilities and has received constructive feedback from James Hellman, Chief Electrical Inspector and Supervisor of Transmission and Distribution from Tacoma Power. Mr. Hellman's e-mail response is included in this packet, following Exhibit G-1.

If you have any questions, please contact me at 591-5682 or lwung@cityoftacoma.org.

Attachments

c: Peter Huffman, Director



May 7, 2014

*Draft for
Planning Commission's Review
May 7, 2014*

Honorable Mayor and Members of the City Council,

On behalf of the Planning Commission, I am forwarding our recommendations on the Proposed Amendments to the Comprehensive Plan and the Land Use Regulatory Code for 2014 (the "2014 Annual Amendment"), which will achieve the following objectives:

1. Support, strengthen and accelerate redevelopment efforts and stimulate job creation and the development of high-density mixed-income housing at the Point Ruston development site;
2. Recognize the significance of Point Defiance Park to the community and facilitate large, strategic development proposals to support and enhance the public users' experience in the park;
3. Improve consistency and compatibility between the Comprehensive Plan and development regulations and support further growth and development within the City's Mixed-Use Centers;
4. Promote affordable building design practices and infill housing, through voluntary, market-based and incentive-based approaches, thus increasing the development of affordable housing options in Tacoma;
5. Ensure that local land use decisions consider the needs of the Port of Tacoma and that the Port of Tacoma and freight corridors continue to function effectively alongside vibrant city waterfronts and adjacent areas;
6. Reaffirm the vision and goals, enhance guidance on implementation, and maintain the City's grant eligibility pertaining to park, open space and recreation facilities, programs and projects;
7. Advance the City's goals for sustainable development and for the promotion of public health and active living, through regulatory requirements and incentives;
8. Improve trees and landscaping regulations applicable to development activities, with a focus on achieving such policy intents as incentives, flexibility, quality, varieties, and tree health; and
9. Keep the Comprehensive Plan and the Land Use Regulatory Code well maintained, responsive to changing needs and circumstances, and user-friendly.

These proposed amendments are the result of intensive analyses, thorough research, and rigorous deliberations performed by the Planning Commission and City staff over the past eight months. Extensive outreach efforts have been conducted to engage stakeholders, interested parties and concerned citizens, and to ensure early and continuous public participation in the review process. The Planning Commission also held a public hearing on March 19, 2014 to solicit public comments on the proposed amendments.

Enclosed is the "*Planning Commission's Findings and Recommendations Report, May 7, 2014*" that summarizes the proposed amendments, the public review process, and the Planning Commission's deliberations. The Planning Commission believes the 2014 Annual Amendment will help achieve the City's strategic goals for a safe, clean and attractive community and a diverse, productive and sustainable economy. We respectfully request the City Council adopt the 2014 Annual Amendment as recommended by the Planning Commission.

Sincerely,

Sean Gaffney, Chair
Tacoma Planning Commission

Enclosure



**2014 ANNUAL AMENDMENT
TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE**

TACOMA PLANNING COMMISSION
FINDINGS OF FACT AND RECOMMENDATIONS
MAY 7, 2014

A. SUBJECT:

“2014 Annual Amendment” – Proposed Amendments to the Comprehensive Plan and the Land Use Regulatory Code for 2014.

B. SUMMARY OF PROPOSED AMENDMENTS:

The 2014 Annual Amendment package includes the following nine applications (proposed amendments):

Application*	Description
1. Point Ruston Mixed-Use Center (Application #2014-01)	Designating that portion of the former ASARCO property located in the City of Tacoma (a 29-acre site) as a Mixed-Use Center and a residential target area. (A private application by Point Ruston LLC).
2. Point Defiance Park Land Use Policies (Application #2014-02)	Adding a policy to the Comprehensive Plan to recognize Point Defiance Park as a unique asset and a regional destination; and clarifying in the Land Use Regulatory Code potential permitting pathways that Metro Parks Tacoma could utilize, including the City's Development Regulation Agreement (DRA) process. (A private application by Metro Parks Tacoma).
3. Mixed-Use Centers Code Review (MUC-Lite) (Application #2014-04)	Conducting an evaluation of the existing development requirements within the Neighborhood Mixed-Use Centers, and particularly those applicable to mixed-use projects in the core of these districts.
4. Affordable Housing (Application #2014-06)	Amending the Comprehensive Plan and Land Use Regulatory Code to implement Affordable Housing incentive, bonus, and inclusionary strategies which are part of a package of initiatives recommended by the City Council's Affordable Housing Policy Advisory Group.
5. Container Port Element (Application #2014-07)	Creating a new element in the Comprehensive Plan that specifically addresses and provides goals and policies relative to the 'Port Industrial Area'.
6. Open Space Habitat and Recreation Element (Application #2014-08)	Amending this element of the Comprehensive Plan to reaffirm the vision and goals, reflect progress and changing circumstances since its adoption, update inventories, and enhance guidance on implementation.
7. Sustainability Code Amendment (Application #2014-09)	Amending the Land Use Regulatory Code to encourage and incent sustainable development practices, advance City's goals for sustainable development, and promote public health and active living.
8. Urban Forestry Landscaping Code Update (Application #2014-10)	Amending the Land Use Regulatory Code to improve trees and landscaping related regulations pertaining to development activities.
9. Plan and Code Cleanup (Application #2014-11)	Amending various sections of the Comprehensive Plan and the Land Use Regulatory Code to keep information current, correct minor errors, provide additional clarity, and improve administrative efficiency.

* Two applications have been removed from the package and deferred to the 2015 Comprehensive Plan Update process; they are #2014-03 Growth Strategy and Mixed-Use Centers Review and #2013-05 Land Use Designations.

C. FINDINGS OF FACT:

1. **Comprehensive Plan and Development Regulations** – The Comprehensive Plan, adopted in 1993 by Ordinance No. 25360 and amended by ordinance once every year thereafter, is Tacoma's comprehensive plan as required by the State Growth Management Act (GMA) and consists of several plan and program elements. As the City's official statement concerning future growth and development, the Comprehensive Plan sets forth goals, policies and strategies for the health, welfare and quality of life of Tacoma's residents. The Land Use Regulatory Code, Title 13 of the Tacoma Municipal Code (TMC), is the key regulatory mechanism that supports the Comprehensive Plan.
2. **Planning Mandates and Guidelines** – GMA requires that any amendments to the Comprehensive Plan and/or development regulations conform to the requirements of the Act, and that all proposed amendments, with certain limited exceptions, shall be considered concurrently so that the cumulative effect of the various changes can be ascertained. Proposed amendments to the Comprehensive Plan and/or development regulations must also be consistent with the following State, regional and local planning mandates and guidelines:
 - The State Growth Management Act (GMA);
 - The State Environment Policy Act (SEPA);
 - VISION 2040, the Growth Management, Environmental, Economic, and Transportation Strategy for the Central Puget Sound Region (adopted on April 24, 2008 and amended on May 28, 2009);
 - Transportation 2040, the action plan for transportation in the Central Puget Sound Region (adopted on May 20, 2010);
 - The Countywide Planning Policies for Pierce County;
 - The City Council's guiding principles for planning the future growth: (1) to protect neighborhoods, (2) to protect critical areas, (3) to protect port, industrial and manufacturing uses, and (4) to increase densities in the downtown and neighborhood business districts (Resolution No. 37070, December 19, 2006); and
 - TMC 13.02 concerning the procedures and criteria for amending the Comprehensive Plan and development regulations and for area-wide zoning reclassifications.
3. **Receipt and Review of Applications** – Eleven applications were submitted to the Planning Commission by the deadline of August 1, 2013 for consideration. The Commission conducted an assessment of the applications in August 2013, pursuant to TMC 13.02.045.E, and approved the Assessment Report on August 21, 2013. As noted above (in the section of Summary of Proposed Amendments), two applications were removed in January 2014 from the annual amendment package. The Commission reviewed technical analyses of the remaining nine applications at its meetings on October 16, November 6 & 20, and December 4 & 18 of 2013, and January 8 & 22 and February 5 & 19 of 2014. A staff analysis report was prepared for each application, documenting how the respective proposed amendment was analyzed against the criteria as set forth in TMC 13.02.045.F. The Commission approved of the staff analysis reports individually at various stages during the review process, and on February 19, 2014, authorized the distribution of the 2014 Annual Amendment Package for public review and set March 19, 2014 as the date for a public hearing.
4. **Public Outreach Efforts** – Staff has conducted extensive outreach efforts to ensure early and continuous public participation in the amendment process. The outreach efforts ranged from providing overviews of the proposed amendments and the process and timeline to neighborhood councils and interested entities, to meeting with stakeholders and applicants to address particular issues and suggestions. The entities that staff has approached and worked with include, but are not limited to: Puyallup Tribe, Pierce Transit, Port of Tacoma, Metro Parks Tacoma, City of Ruston, Ruston Pearl Business District, State and regional agencies, Chamber of Commerce, Citizens for a Healthy Bay, Green Tacoma Partnership, Master Builders Association, South Sound Military and

Communities Partnership, Foss Waterway Development Authority, Sustainable Tacoma Commission, Tacoma Housing Authority, Transportation Commission, Neighborhood Councils and Community Council, Neighborhood Business District Associations, Blue Ribbon Panel, as well as the City's departments and offices including Community & Economic Development, Environmental Services, Legal, Public Works, Office of Sustainability and Tacoma Public Utilities.

Also, a Planning Manager's Letter to the Community was widely distributed to various interested entities on January 9, 2014, informing the community of the status and schedule of the 2014 Annual Amendment, a summary of the applications being considered by the Planning Commission, and how to obtain more information, make inquiries or provide comments and feedback.

5. Public Hearing Notification Process:

- (a) The public hearing was set for March 19, 2014, and the record was kept open through March 21, 2014 to receive written comments. Staff also held an Informational Session on March 12, 2014 for citizens to learn more about the proposed amendments and ask questions.
- (b) The notice of the Public Hearing and the Informational Session was disseminated widely as described below:
 - **Public Hearing Notice** – A notice announcing the public hearing on March 19th and the informational session on March 12th was distributed to the City Council, Neighborhood Councils, business district associations, civic organizations, environmental groups, the development community, the Puyallup Tribal Nation, adjacent jurisdictions, major employers and institutions, City and State departments, the Tacoma Public Library, and other known stakeholders and interested entities.
 - **Special Notice** – The 2014 Annual Amendment includes proposed changes in the Comprehensive Plan land use designations for Point Ruston to become a Mixed-Use Center (Application #2014-01). TMC 13.02.057 requires that, for such changes, a special notice of public hearing should be mailed to all property taxpayers within, and within 400 feet of, the subject areas. It was decided to also apply the same requirement on Application #2014-02, because Point Defiance Park is a “focused geographic area.” A special notice postcard was mailed to nearly 265 property taxpayers identified from the records of the Pierce County Assessor-Treasurer.
 - **Public Notice Signs** – Also pursuant to TMC 13.02.057, public notice signs were installed in the “focused geographic areas” associated with the applications of “Point Ruston Mixed-Use Center” and “Point Defiance Park Land Use Policies”, two in Point Ruston and one in Point Defiance Park, with a total of 3 (white, corrugated) signs.
 - **Library** – The public hearing notice and the summary of the 2014 Annual Amendment were also made available for patrons' review at all eight branches of the Tacoma Public Library.
 - **News Media** – An advertisement was placed in The News Tribune on March 10, 2014; a legal notice regarding the environmental determination was placed in the Tacoma Daily Index on March 4, 2014; a public announcement was placed on TV Tacoma and ran March 1-19, 2014; and an e-mail news release, “Tacoma News”, was issued through the City's Media and Communications Office on March 5, 2014.
 - **60-Day Notices** – A “Notice of Intent to Adopt Amendment 60 Days Prior to Adoption” was sent to the State Department of Commerce (per RCW 36.70A.106), the Puget Sound Regional Council (per the Plan Review Requirements and Process in VISION 2040), and Joint Base Lewis-McChord (per RCW 36.70A.530(4)). A similar notice was also sent to the City of Tacoma Attorney's Office, requesting legal opinions on whether the City Council's adoption of the proposed amendments might result in an unconstitutional taking of private property (per RCW 36.70A.370). The notices were sent to these entities more than 60 days prior to the Council's scheduled action on June 3, 2014, so that their comments, if any, can be addressed in a timely manner during the Planning Commission's public hearing process.

- **Website** – The public hearing notice and all information associated with the 2014 Annual Amendment are posted on the Planning Services Division’s website at www.cityoftacoma.org/planning (under the link to “2014 Annual Amendment”).
- (c) **Environmental Review** – Pursuant to WAC 197-11 and Tacoma's SEPA procedures, a Preliminary Determination of Environmental Nonsignificance (DNS) was issued on February 24, 2014 (SEPA File Number SEP2014-40000218532), based upon a review of an environmental checklist. The DNS and the environmental checklist were provided or made available to appropriate entities that had received the public hearing notice. Two comments were received through the comment period ending on March 21st, 2014. The first was from the Health Department who had no objections to the proposal as presented. The second was from the Department of Ecology whose comments are summarized in the attached Public Comments and Staff Responses and Suggestions Report. The DNS became final on March 28, 2014.
- (d) **Public Review Document** – The complete text of the proposed amendments, the associated staff analyses, the DNS and the environmental checklist, and relevant background information were compiled into the *“Comprehensive Plan and Land Use Regulatory Code – Proposed Amendments for 2014 / Public Review Document / Prepared for Planning Commission Public Hearing, March 19, 2014”* document (hereinafter referred to as the “Public Review Document”). The Public Review Document was made available for public review at the office of the Planning and Development Services Department. Its availability was also announced to appropriate entities that had received the public hearing notice.

6. Public Hearing Comments and Responses:

- (a) In response to the request for review of the proposed amendments for potential takings, the City’s Attorney’s Office indicated that the proposed amendments should not cause a substantial concern over potential takings.
- (b) As of the day of this report, no comment has been received from the Puget Sound Regional Council or Joint Base Lewis-McChord.
- (c) The Informational Session on March 12, 2014 was attended by 8 citizens.
- (d) At the public hearing on March 19, 2014, 10 people testified. By the close of the comment period on March 21, 2014, 23 letters and e-mails were received. The public comments were concerning all applications as well as the DNS and the environmental checklist, except Application #2014-04 Mixed-Use Centers Code Review.
- (e) Staff prepared a Public Comments and Staff Responses and Suggestions Report, which summarized public comments and staff’s responses, and where appropriate, staff’s suggested revisions to the 2014 Annual Amendment Package as contained in the Public Review Document. The Commission reviewed the report first on April 2, 2014, concurred with most of staff’s suggested revisions, and provided additional modifications. The Commission reviewed the report again on April 16, 2014 and provided final modifications to the 2014 Annual Amendment Package. In summary, the Commission determined that additional modifications be made to the 2014 Annual Amendment Package, as described below:
- (i) Concerning Application #2014-01 Point Ruston Mixed-Use Center:
- To provide assurances to the public that the affordable housing issues will be properly addressed as the City moves forward with the mixed-use center designation, a policy should be added to the Generalized Land Use Element of the Comprehensive Plan indicating that the Multi-Family Tax Exemption (MFTE) program will become available upon adoption of an Affordable Housing Development Agreement between the property owner and the City; and
 - Add a note to TMC 13.17 indicating that the MFTE program will become available subsequent to adoption of the Development Agreement.
- (ii) Concerning Application #2014-07 Container Port Element:

- Change “Transitional Zone” to “Industrial/Commercial Buffer Area” throughout the document to provide a better characterization of such areas.
- (iii) Concerning Application #2014-08 Open Space Habitat and Recreation Element (OSHRE):
- Clarify the Open Space System section to note that the Port of Tacoma, Tacoma Public Utilities and other public agencies also manage open space and recreation assets;
 - Modify Policy OS-GI-1 Green Neighborhoods to make the policy statement pertaining to achieving 30 percent citywide tree canopy cover by 2030 to be consistent with the Urban Forestry Policy Element of the Comprehensive Plan;
 - Update the Community Gardens section to reflect the evolving relationships between the City, Metro Parks Tacoma (MPT), and the Pierce Conservation District;
 - Update Policy OS-HA-11 Habitat Stewardship Outreach and Training to reflect ongoing progress;
 - Modify the Implementation and Funding section by adding language describing the several City departments which collaborate to achieve the objectives of the OSHRE in partnership with MPT and other public agencies;
 - Amend Policy OS-CW-2 Transfer of General Government Property to reflect that properties deemed unnecessary for their current function to be evaluated for designation as open space, and in some cases for transfer to MPT or other entities;
 - Modify Policy OS-LF-12 Scenic Views-Private Benefit to indicate that tree topping or removal on public land for private view benefit should not be allowed unless as part of a coordinated plan that achieves view, habitat, environmental, slope stability and other objectives;
 - Modify Policy OS-LF-13 Scenic Views-Public Benefit to indicate that significant public views are described in the Urban Forest Policy Element; and
 - Add “Tollefson Plaza Enhancements” to Appendix I – Open Space Projects.
- (iv) Concerning Application #2014-09 Sustainability Code Amendment:
- Modify TMC 13.06.510.F.5 by adding the following requirement: “Accessible electric vehicle charging stations should be located in close proximity to the building or facility entrance and shall be connected to a barrier-free accessible route of travel. It is not necessary to designate the accessible electric vehicle charging station exclusively for the use of disabled persons”;
 - Modify TMC 13.06.510.F.1 to clarify that single-family housing is specifically exempted from the proposed electric vehicle requirements, as intended;
 - **Modify TMC 13.06.510.F to address multifamily residential development: to be determined at May 7, 2014 meeting; see Exhibits G-1 and G-2;**
 - Modify TMC 13.06.510.F to encourage multifamily residential development to proactively plan for electric vehicle infrastructure;
 - Modify TMC Table 13.06.512.D.7 to better align the requirements for specific types of park and recreation facilities with the Metro Parks Tacoma facility typologies; and
 - Modify TMC 13.06.512.D to provide design and location flexibility for bicycle parking at parks and open space/natural areas.
- (v) Concerning Application #2014-10 Urban Forestry Landscaping Code Update:
- Revise TMC 13.06.502.B.2.b to better define the circumstances where street trees are required in association with street and sidewalk construction;
 - Amend TMC 13.06.502.C.2.e.(2) to clarify that trees under power lines shall have varieties that do not exceed 25 feet in height at 25 years of age;
 - Amend TMC 13.06.502.D.2 to remove the minimum 6-inch requirement for tree retention credit and allow trees of the same size for equal credits;

- Refine TMC 13.06.502.D.6 to make the process more straightforward and an incentive tool for self-managed agencies to engage in urban forest planning, and to indicate that landscaping planted in alternative sites must be located within the City of Tacoma;
 - Modify TMC 13.06.502.E to exempt Park and Open Space uses from the Overall Site Landscaping requirement, to allow alternative planting plans that meet the intent of providing a substantial vegetated buffer, and to clarify that single, two and three-family developments in association with short plats of 5-9 lots would not be exempt from landscaping requirements;
 - Modify TMC 13.06.502.C.2 and 13.06.502.C.3 to allow trees to be planted in existing planting strips a minimum of 3 feet in width (reduced from 4 feet in the draft proposal), with additional staff review for species selection to avoid infrastructure conflicts;
 - Modify TMC 13.06.502.C to require native plant selection as follows: within designated Habitat Corridors – at least 50% native species; adjacent to Habitat Corridors (within 20 feet) – at least 25% native species; and allowing flexibility to follow adopted plans to address slope stability, habitat health, streetscape or area-wide plans.
- (vi) Concerning Application #2014-11 Plan and Code Cleanup:
- Update TMC 13.06A.052 to add in the following Primary Pedestrian Streets (proper segments thereof) that were either designated through the recently adopted South Downtown Subarea Plan and the associated code amendments or carried over through the rezone of UCX-TD to DMU: S. Jefferson Ave., S. 25th St., E. 'C' St., S. 'C' St., Puyallup Ave., E. 25th St., E. 26th St., and E. 'D' St.; and
 - Revise all Downtown Regional Growth Center maps contained in the following elements of the Comprehensive Plan to reflect the recent boundary adjustment, i.e., the removal of the northern half of the land area on the east side of the Thea Foss Waterway from the Regional Growth Center and its addition to the Manufacturing/Industrial Center: Growth Strategy and Development Concept, Generalized Land Use, Transportation, South Downtown Subarea Plan, and the proposed Container Port Element (Application #2014-07).

D. CONCLUSIONS:

1. Concerning Application #2014-01 Point Ruston Mixed-Use Center, the Planning Commission concludes that the designation of the Point Ruston development site as a Community Mixed-Use Center, along with the requirement for an Affordable Housing Development Agreement, will support, strengthen and accelerate redevelopment efforts and stimulate job creation and the development of high-density mixed-income housing, and will allow Point Ruston to be placed within a well-developed policy framework pertaining to the City's comprehensive growth strategy (i.e., Mixed-Use Centers).
2. Concerning Application #2014-02 Point Defiance Park Land Use Policies, the Planning Commission concludes that the proposed amendments will establish a clear policy and regulatory framework for Metro Parks Tacoma (MPT) to utilize the Development Regulation Agreement and the associated flexible review process for large, strategic development proposals to support and enhance the public users' experience in Point Defiance Park.
3. Concerning Application #2014-04 Mixed-Use Centers Code Review (MUC-Lite), the Planning Commission concludes that the proposed amendments are designed to improve consistency and compatibility within the development regulations and between the Comprehensive Plan, zoning classifications and development regulations, and will support further growth and development within the City's Mixed-Use Centers.
4. Concerning Application #2014-06 Affordable Housing, the Planning Commission concludes that the proposed policy and code amendments are effectively implementing a substantial portion of initiatives recommended by the Council-appointed Affordable Housing Policy Advisory Group, and through voluntary, market-based and incentive-based approaches, will help promote affordable building

design practices and infill housing, thus increasing the development of affordable housing options in Tacoma.

5. Concerning Application #2014-07 Container Port Element, the Planning Commission concludes that the proposed new element of the Comprehensive Plan specifically addresses and provides goals and policies relative to the "Port Industrial Area", will establish a framework for maintaining and upgrading infrastructure and transportation facilities in the Tideflats, and will ensure that local land use decisions consider the needs of the Port of Tacoma and that the Port and freight corridors continue to function effectively alongside vibrant city waterfronts and adjacent areas.
6. Concerning Application #2014-08 Open Space Habitat and Recreation Element, the Planning Commission concludes that the proposed amendments to this element that was first developed in 2008 will reaffirm the vision and goals contained therein, reflect recent policy initiatives and implementation progress, update and improve inventories, enhance guidance on implementation, and maintain the City's grant eligibility for park, open space and recreation facilities.
7. Concerning Application #2014-09 Sustainability Code Amendment, the Planning Commission concludes that the proposed amendments address electric vehicle parking and infrastructure, bicycle start and end of trip infrastructure, setback and height exception for exterior insulation, and low impact development, and will further advance the City's goals for sustainable development and for the promotion of public health and active living.
8. Concerning Application #2014-10 Urban Forestry Landscaping Code Update, the Planning Commission concludes that the proposed amendments will improve trees and landscaping regulations applicable to development activities, with a focus on achieving such policy intents as incentives, flexibility, quality, varieties, and tree health; and will make the code more effective in achieving urban forestry objectives, such as 30% citywide tree canopy coverage by 2030.
9. Concerning Application #2014-11 Plan and Code Cleanup, the Planning Commission concludes that the proposed clarifications and refinements to the Comprehensive Plan and the Land Use Regulatory Code will adequately address inconsistencies, correct minor errors, improve clarity, facilitate better administration of the code, and maintain the City's grant eligibility for transportation projects.
10. The Planning Commission further concludes that the 2014 Annual Amendment Package has received general support and positive feedback from the community, is consistent with the State Growth Management Act and the regional VISION 2040, will benefit the City as a whole, will not adversely affect the City's public facilities and services, and is in the best interests of the public health, safety and welfare of the citizens of Tacoma.

E. RECOMMENDATIONS:

The Planning Commission recommends that the City Council adopt the Proposed Amendments to the Comprehensive Plan and the Land Use Regulatory Code for 2014, as described above and as set forth in the following exhibits.

F. EXHIBITS:

(Staff Note: Not all the exhibits listed below are attached to this Draft Findings of Fact and Recommendations Report; they will be upon the finalization of the report. Only those exhibits that contain modifications to the "Public Review Document" of March 19, 2104 are included here, and they are Exhibits A-1, A-2, E, F-1, G-1, G-2, H, I-1, and I-2.)

A. Application #2014-01 Point Ruston Mixed-Use Center:

- A-1. Proposed Amendments to the Comprehensive Plan – Growth Strategy and Development Concept, and Generalized Land Use Elements

- A-2. Proposed Amendments to the Tacoma Municipal Code TMC 13.17
- B. Application #2014-02 Point Defiance Park Land Use Policies
 - B-1. Proposed Amendments to the Comprehensive Plan – Open Space Habitat and Recreation Element
 - B-2. Proposed Amendments to the Tacoma Municipal Code TMC 13.06
- C. Application #2014-04 Mixed-Use Center Code Review:
 - C. Proposed Amendments to the Tacoma Municipal Code TMC 13.06
- D. Application #2014-06 Affordable Housing Policies and Regulations
 - D-1. Proposed Amendments to the Comprehensive Plan – Housing Element
 - D-2. Proposed Amendments to the Tacoma Municipal Code TMC 13.06 and 13.06A
- E. Application #2014-07 Container Port Element:
 - E. Proposed Amendments to the Comprehensive Plan – Container Port Element (new)
- F. Application #2014-08 Open Space Habitat and Recreation Element
 - F-1. Proposed Amendments to the Comprehensive Plan – Open Space Habitat and Recreation Element
 - F-2. Proposed Amendments to the Tacoma Municipal Code TMC 1.37
- G. Application #2014-09 Sustainability Code Amendment:
 - G-1. Proposed Amendments to the Tacoma Municipal Code TMC 13.06 – Electric Vehicle
 - G-2. Proposed Amendments to the Tacoma Municipal Code TMC 13.06 – Bike Parking
- H. Application #2014-10 Urban Forestry Landscaping Code Update:
 - H. Proposed Amendments to the Tacoma Municipal Code TMC 13.06 and 13.06A
- I. Application #2014-11 Plan and Code Cleanup
 - I-1. Proposed Amendments to the Comprehensive Plan – Growth Strategy and Development Concept, Generalized Land Use, Transportation, and South Downtown Subarea Plan Elements
 - I-2. Proposed Amendments to the Tacoma Municipal Code TMC 13.04, 13.05, 13.06, 13.11 and 13.12
- J. Public Comments and Staff Responses and Suggestions Report (May 7, 2014)
 - Appendix A. List of Commenters
 - Appendix B. Summary of Oral Testimony Received at the Public Hearing on March 19, 2014
 - Appendix C. Written Comments Received during the Comment Period through March 21, 2014 and Supplemental Comments Received Thereafter



2014 Annual Amendment Application No. 2014-01
Point Ruston Mixed-Use Center

Changes to the public review draft for Commission review on May 7, 2014

*Note – These amendments show all of the changes to the *existing* policies of the Generalized Land Use Element and land use regulations. The sections included are only those portions that are associated with these amendments. New text is underlined and text that is deleted is shown in ~~strikethrough~~.

Generalized Land Use Element – Pages LU-23 to 25:

Multifamily Tax Incentive

Intent

In 1995, the State legislature enacted a multifamily property tax exemption and found that the incentive was needed to combat sprawl and to accommodate future population growth by encouraging residential development in cities consistent with the planning goals of the Growth Management Act. The purpose of the multifamily property tax exemption is to provide an incentive for new and rehabilitated housing in urban centers where insufficient housing is available that would make the designated centers desirable, attractive, convenient, livable places. The law defines “urban centers” as areas that are designated by the city that are compact districts that have business establishments providing a variety of goods to serve residents, adequate public facilities and a mix of uses including housing, commercial, recreation and cultural activities.

LU-MFTI-3 Mixed Income

Encourage the use of the multifamily tax incentive program to achieve housing for a range of incomes.

LU-MFTI-6 Point Ruston Housing Goals

In keeping with the City’s focus on providing affordable housing in all City neighborhoods, the Multi-Family Tax Exemption program will become available within the Point Ruston Mixed Use Center (MUC) upon the adoption of a Development Agreement that establishes the provision for such housing within the MUC. Essential elements of the Development Agreement shall include, but not be limited to, (i) establishing goals for the provision of affordable housing and a diversity of housing choices within the MUC, (i.e., range of product types, size and price points, including housing affordable to families that are at or below the Area Median Income); and, (ii) establishing a mechanism for monitoring the fulfillment of such goals (i.e., reporting requirements).

**Chapter 13.17
MIXED-USE CENTER DEVELOPMENT**

C. Designated Target Areas. The proposed boundaries of the “residential target areas” are the boundaries of the ~~17-18~~ mixed-use centers listed below and as indicated on the Generalized Land Use Plan and in the Comprehensive Plan legal descriptions which are incorporated herein by reference and on file in the City Clerk’s Office.

The designated target areas do not include those areas within the boundary of the University of Washington Tacoma campus facilities master plan (per RCW 84.14.060).

MIXED-USE CENTER	CENTER TYPE	ORIGINALLY ADOPTED
South 56th and South Tacoma Way	Neighborhood	November 21, 1995
Downtown Tacoma	Downtown	November 21, 1995
Proctor (North 26th and Proctor)	Neighborhood	November 21, 1995
Tacoma Mall Area	Urban	November 21, 1995
Martin Luther King Jr. (South 11th and MLK Jr. Way)	Neighborhood	November 21, 1995
Westgate	Community	November 21, 1995
Lincoln (South 38th and “G” Street)	Neighborhood	November 21, 1995
6th Avenue and Pine Street	Neighborhood	November 21, 1995
Tacoma Central Plaza/Allenmore	Community	November 21, 1995
South 72nd and Pacific Avenue	Community	November 21, 1995
East 72nd and Portland Avenue	Community	November 21, 1995
Stadium (North 1st and Tacoma)	Neighborhood	November 21, 1995
James Center/TCC	Community	November 21, 1995
Lower Portland Avenue	Community	January 16, 1996
South 34th and Pacific Avenue	Community	December 11, 2007
McKinley (E. 34th and McKinley)	Neighborhood	December 11, 2007
Narrows (6th Avenue and Jackson)	Neighborhood	December 11, 2007
<u>Point Ruston¹</u>	<u>Community</u>	<u>August 1, 2014</u>

¹ [The multi-family housing property tax exemptions program will become available within the Point Ruston Mixed-Use Center upon Council adoption of a Development Agreement addressing affordable housing goals.](#)



2014 Annual Amendment Application No. 2014-07
Container Port Element

For Planning Commission's Information
May 7, 2014

The Draft Container Port Element (October 2013) was included in the Public Review Document that was compiled for the Planning Commission's public hearing on March 19, 2014.

The following changes have been made to the proposed element primarily in response to the public comments received:

1. Change the date of the draft document from "October 2013" to "April 2014";
2. Change "Transitional Zone" to "Industrial/Commercial Buffer Area" throughout the document; and
3. Modify one of the key planning principles (page 7) that guide the goals and policies for the Core Area, as follows, so that it is more consistent with Policy CP-23 (page 17) and recent Port/City discussions and comments regarding the Port's Land Use and Transportation Plan:
 - The Port of Tacoma should ~~take the lead~~ have the opportunity to work cooperatively with the City of Tacoma in ensuring that future developments pay for the costs of those capital improvements necessary for the proper functioning of the Core Area.



2014 Annual Amendment Application No. 2014-08
Open Space Habitat and Recreation Element Updates

Changes to the public review draft for Commission review on May 7, 2014

*Note – These amendments show all of the changes to the *existing* policies of the Open Space Habitat and Recreation Element. The sections included are only those portions that are associated with these amendments. New text is underlined and text that is deleted is shown in ~~strikethrough~~.

1. Clarify the **Open Space System** section as follows (page 7/230):

This system of open space lands is made up of both public and private ownerships. On the public side, the City and Metro Parks are the primary owners of most of those lands categorized below. ~~However~~ In addition, the Tacoma School District owns school properties that serve residents' recreation needs during non-school hours. The Port of Tacoma, Tacoma Public Utilities and other public agencies also manage open space and recreation assets...

2. Change Policy **OS-GI-1 Green Neighborhoods** (page 15/238):

~~Establish an achievable goal to increase the forest canopy cover by 2028 to a citywide percentage that achieves Tacoma's vision as an environmentally sustainable community. Achieve 30 percent citywide tree canopy cover by the year 2030, as called for in the Urban Forest Policy Element. Determine the existing canopy coverage and~~ Develop a process to monitor progress toward achieving the identified goal. Update the goal as progress is made. Amend the Comprehensive Plan to adopt the specific canopy goal once it is established.

3. Update the Community Gardens discussion (page 16/239):

Strong community interest and programmatic support from the City, MPT and the Pierce Conservation District has lead to a rapid increase in the number of community gardens. Tacoma is now (2014) home to more than 38 community gardens, including 11 on City-owned property. Gardens are managed by the City, MPT, Pierce Conservation District, churches, community groups, schools and other organizations. While demand has been met in some neighborhoods, in others current garden space is not yet sufficient to meet the community's interest. The public agencies continue to develop the program, with a focus on increasing effectiveness through closer collaboration and shared resources. The Pierce Conservation District's Harvest Pierce County Program is the primary interface for the public.

4. Update **OS-HA-11 Habitat Stewardship Outreach and Training** (page 21/244):

Continue to partner with other public and non-profit organizations to inform citizens of the stewardship needs of habitat areas, and to develop, offer and support habitat restoration training opportunities and practical information resources. Develop effective, innovative and collaborative programs with an emphasis on empowering volunteers by providing guidance, oversight, tools and support tailored to fostering volunteerism and achieving the desired habitat restoration outcomes.

5. Add the following to the **Implementation and Funding** section (page 23/246):

Several City departments work in collaboration to achieve the objectives of the OSHRE, in partnership with MPT, Pierce Conservation District and other public agencies. In general,

MPT is the primary provider of parks and recreation amenities. Pierce Conservation District is in a primary role for Community Gardens. For the City's part, the Environmental Services Department is in the lead for natural open space conservation and restoration, and the Planning and Development Services Department promotes active recreation. The City, Metro Parks and other agencies collaborate in multiple ways, and continue to explore collaborative approaches to better achieve Tacoma's parks and open space vision and goals.

6. Update **OS-CW-2 Transfer of General Government Property Designating Public Property as Open Space** (page 27/250):

General Government City properties and public rights-of-way located within the designated Habitat Corridors that are deemed unnecessary for the managing department's holding title's primary mission, should shall be evaluated for designation as open space. If the best use of such lands is as open space, then consideration shall be given to transferring management responsibility to the public entity best positioned to manage them for conservation and restoration purposes, including through-considered for transfer to the Open Space Inventory, to MPT, or another responsible entity for conservation and stewardship purposes. Easements and other encumbrances may be retained if necessary for onsite utilities or other reasons. Likewise, properties currently on the Open Space Inventory which provide little value as open space should be transferred to another use or sold.

7. Update **OS-LF-12 Scenic Views – Private Benefit** (page 29/252):

Topping or removal of public trees for the purposes of retaining or creating private views should not be allowed unless as part of a coordinated plan that achieves view, habitat, environmental, slope stability and other objectives. Limited pruning that does not substantially impact tree health may be considered. ., but limited pruning may be allowed for this purpose. The selective thinning of limbs can allow a view of an object from a predetermined point by opening "windows" through trees for a view, but such pruning must be limited to less than 20 percent of any tree's live crown within any five-year period, to preserve the health of the tree. No view pruning will be allowed in critical areas or their buffers unless as part of a coordinated approach resulting in net habitat enhancement for the area.

8. Update **OS-LF-13 Scenic Views – Public Benefit** (page 29/252):

Preserve and enhance existing public scenic views, vistas and landscape panoramas as established in the Urban Forest Policy Element (Policy UF-SA-1) or other adopted policies. Involve the public in the ongoing refinement of this list. A public survey, or other suitable public involvement techniques such as comprehensive, shoreline, or neighborhood planning, should be used to identify and nominate additional public natural and/or scenic views. Seek mechanisms to protect significant public views when planning and reviewing public and private development proposals. New planting on public property should consider potential impact on public views and seek a balance between view and habitat restoration objectives.

9. Add Tollefson Plaza to **Appendix I-B City of Tacoma Parks, Recreation and Open Space Projects** (page 267):

Project	Location	Project Type	Description	Lead Agency	Cost	Funding	Priority
Tollefson Plaza	Pacific & S. 17 th St	Urban Plaza	Urban design and other enhancements to the plaza befitting its prominent location, to promote the public's use and enjoyment.	COT			

Appendix II. Parks and Open Space Inventory

City-Owned Open Space

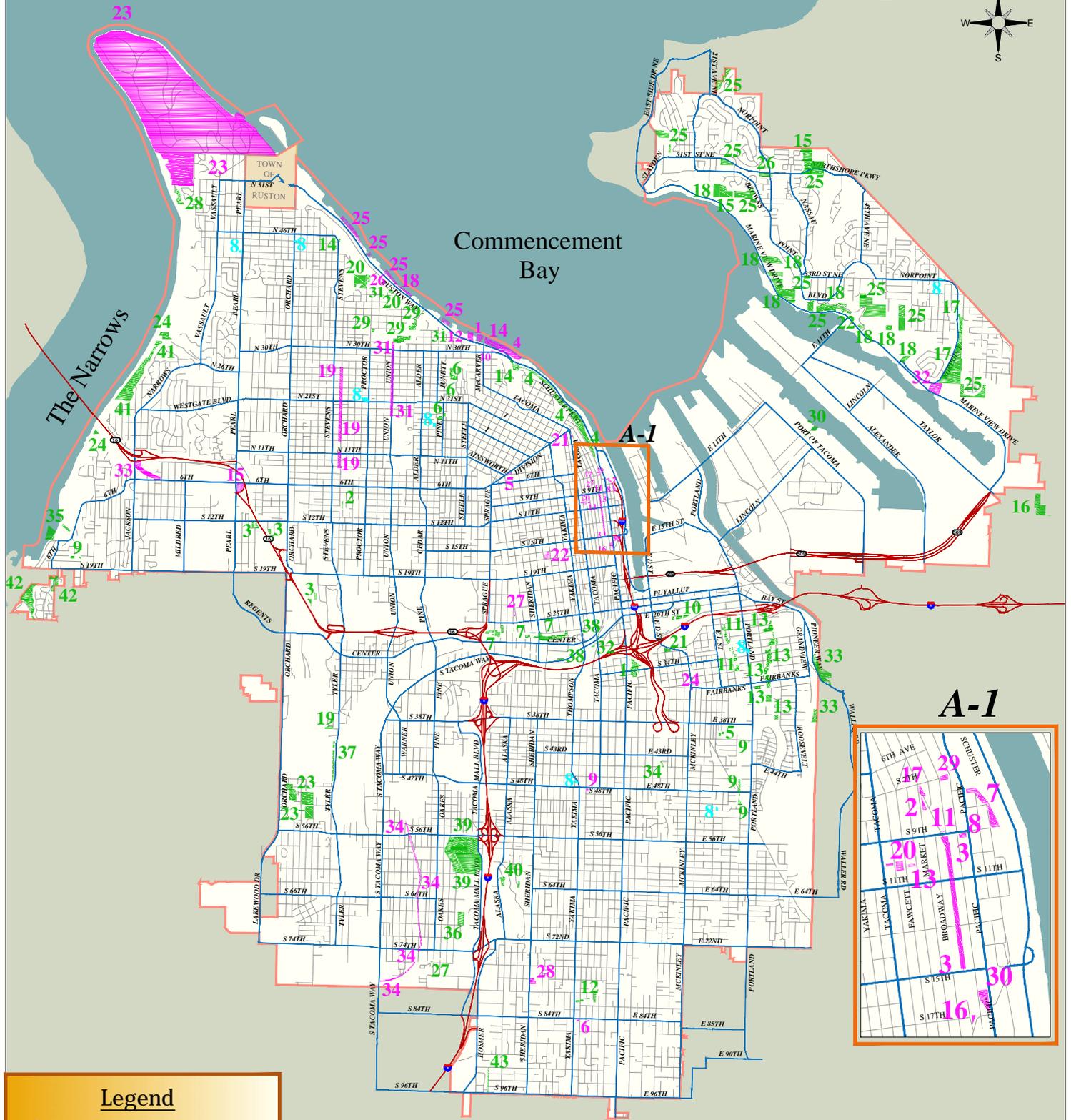
ID #	Description	Address	Size or Capacity (Acres)
1	34th Street Gulch	S. 34th St. & Pacific Ave.	5.50
2	9 th & Mason	S. 9 th and Mason Ave.	0.26
3	Bantz Drumlin	SR 16 & S. 12 St.	4.82
4	Bayside Trail	Schuster Slope	21.00
5	Blix Green Space	E. Howe St. & E. 40th St.	0.52
6	Buckley Gulch	N. 21st St. & Oakes St.	3.38
7	Center Street	Center St. & S. "J" St.	7.56
8	Community Gardens	Various locations	2.22
9	Crystal Springs	6th Ave & Crystal Springs	0.58
10	Dome Slope	East of Tacoma Dome	1.82
11	Eastside Slope	E. 34th St. & Fairbanks St.	4.57
12	Fern Hill Gulch	S. Park St. & E. 82nd St.	1.96
13	First Creek	East Tacoma	18.48
14	Garfield Gulch/Trail	Schuster Pkwy & Boroughs	3.70
15	Harbor Ridge Plat	Northeast Tacoma slope	10.81
16	Hylebos Creek	E. 47th St. & E. 57th Ave.	11.40
17	Julia's Gulch	Northeast Tacoma slope	36.23
18	Marine View Drive	Northeast Tacoma slope	46.11
19	Mason Circle	S. 40 th & Mason Loop Rd	0.77
20	Mason Gulch	N. Stevens St. & 37th St.	11.09
21	McKinley Slope	McKinley Way & E. F St.	0.94
22	McMurray Road Slope	Northeast Tacoma slope	1.16
23	Mullen Wetland	S. Mullen St. & 52nd St.	21.19
24	Narrows Slope	Narrows Br. & west slope	1.81
25	Northeast Tacoma	Northeast Tacoma slope	88.34
26	Northshore & Norpoint	Northeast Tacoma	1.65
27	Oakes Street Slope	S. 76 th St. & Oakes St.	0.14
28	Parkside Plat	West slope – Parkside Lane	3.77
29	Puget Gulch	N. Proctor St. & 31st St.	6.58
30	Rhone-Poulenc	Port of Tacoma Rd.	1.73
31	Ruston Way Slope	North slope	0.17
32	South Tacoma Way	South Tacoma & Tacoma Av	0.46
33	Swan Creek	East Tacoma	15.39
34	Tacoma & Eastern Gulch	E. E St. & E. 43rd St.	0.28
35	Titlow Beach	Tidelands at Titlow Beach	5.02
36	Trafton Slope	S. Trafton St. & S. 70th St.	4.72
37	Tyler Street Slope	Tyler St. south of S. 41st St.	3.59
38	Wakefield Drive	S. Tacoma Way & S. J St.	0.41
39	Wapato Hills	S. 56th St. & Tacoma Mall	70.81
40	Wapato Lake	S. Asotin Court – north of	2.20
41	West Slope	West Slope – various	26.28
42	Westridge Plat	Day Island Bridge Rd.	17.99
43	Woodland Glen	Ash St. & S. 93rd St.	1.23
Total			466.42 Acres

2014 Parks and Open Spaces

City-Owned Urban Parks and Urban Amenities

ID #	Description	Address	Size or Capacity (Acres)
1	Bayside Park	2217 Ruston Way	1.30
2	Ben Gilbert Park	Market St & St Helens Ave	0.12
3	Broadway Plaza	Broadway S 9th St to S 15th St	
4	Chinese Reconciliation Park	1741 Schuster Pkwy	6.31
5	Division Ave Mini Park	1505 S 5th St.	0.11
6	Fern Hill Playground	S 84th & Park Ave	0.30
7	Fireman's Park	803 A St	1.79
8	Frost Memorial Park	S 9th St & Pacific Ave	0.13
9	Gas Station Park	S 48th St & Park Ave	0.22
10	Gateway Park	N 30th St & Starr St	0.10
11	Gunderson Point	S 9th & St Helens (NE corner)	
12	Hamilton Park	2319 Ruston Way	1.60
13	Harbor View Park	929 Fawcett Ave	0.11
14	Jack Hyde Park on Commencement Bay	1743 N Schuster Pkwy	8.13
15	Janelle's Pond	6th Ave & Pearl St (SE corner)	2.00
16	Jefferson Ave Mini Park	S 17th St & Jefferson Ave	0.02
17	Ledger Square	S 7th & St Helens (SE corner)	0.10
18	Marine Park & Les Davis Pier	3427 Ruston Way	1.62
19	Mason Avenue Median	Mason Ave N 9th to N 28th St.	6.50
20	McCormick Park	Fawcett Ave & Ct E, 9th & 11th	0.56
21	Norton Memorial Park	Tacoma Ave & S 1st St	0.10
22	People's Community Center	1619 Martin Luther King Jr Way	1.53
23	Point Defiance Park	N Pearl St & N Park Ave	647.86
24	Ray C. Roberts Memorial Park	802 E Division Lane	0.14
25	Ruston Way Tidelands	Ruston Way	12.93
26	Ruston Way Slope	Ruston Way	0.08
27	South 23 rd & Alaska	South 23 rd & Alaska	0.26
28	South End Neighborhood Playfield	7801 S Sheridan St	1.56
29	Spanish Steps	701 Broadway	0.10
30	Tollefson Plaza	S 17th St & Pacific Ave	0.60
31	Union Avenue Median	Union Ave from 9th & 30th St	4.30
32	View Point Park	Norpoint Way & Marine View Dr	2.00
33	War Memorial Park	6th Ave & N Jackson Ave	0.60
34	Water Ditch Trail	South Tacoma	0.94
Total 704.03 Acres			

Parks and Open Spaces



Legend

-  City Limits
-  City Owned Open Space
-  City Owned Urban Parks and Urban Amenities
-  Community Gardens

Exhibit G-1

Electric Vehicle (With Multifamily)

F. Electric vehicle parking requirements. The purpose of this section is to ~~ensure that new development provides proactively plan for and accommodate~~ an adequate supply of electric vehicle parking and charging facilities to support the continued growth of electrical vehicle usage, to improve the cost effectiveness of future electric vehicle charging station installations, ~~support and the reduction of~~ reduce greenhouse gas emissions associated with the continued growth of electric vehicle use, and to promote improved air quality and the public health.

1. Application: The following requirements apply to all new development and alternations that, within a two-year period, exceed 50 percent of the value of existing development or structures, as determined by the Building Code, unless specifically exempted herein. The standards do not apply to remodels that do not change the exterior form of the building. However, if a project involves both exterior and interior improvements, then the project valuation shall include both exterior and interior improvements.

~~2. Multifamily uses shall provide electric vehicle infrastructure for 10% of the parking spaces provided, such that a future level 2 charging station can be accommodated.~~

2. The uses identified in Table 1 of this subsection shall ~~be required to~~ provide electric vehicle infrastructure, ~~and including~~ a level 2 charging station, for the specified percentage of parking spaces provided.

Table 1: Electric Vehicle Parking Quantity Requirements*		
Land Use Type	Use Size Threshold	% EV
Lodging	No size threshold.	3% of parking provided
Office	No size threshold.	3% of parking provided
Institutional	At least 12,000 sq. ft.	3% of parking provided, up to 6 spaces
Retail and Shopping Center	At least 15,000 sq. ft.	1% of parking provided, up to 8 spaces
Auditorium, stadium, and theater	At least 500 seats	1% of parking provided, up to 12 spaces

*If the formula for determining the number of electric vehicle parking spaces results in a fraction, the number of required electric vehicle parking spaces shall be rounded to the nearest whole number, with fractions of 0.50 or greater rounding up and fractions below 0.50 rounding down.

~~3. Multifamily uses shall provide dedicated conduit/raceway from an electrical panel or electrical room and terminating at a junction box in a central location within each floor of a parking structure or adjacent to a surface parking area. The conduit shall be designed and sized to accommodate the future installation, and to allow for the simultaneous charging, of a Level 2 Charging Station for a minimum of 10% of the parking spaces provided by the development.~~

4. Location and Design Criteria for Off Street Electric Vehicle Charging Stations.

a. Where provided, parking for electric vehicle charging purposes is required to include the following:

(1) Signage. Each charging station space shall be posted with signage indicating the space is only for electric vehicle charging purposes. Days and hours of operations shall be included if time limits or tow away provisions are to be enforced.

(2) Maintenance. Charging station equipment shall be maintained in all respects, including the functioning of the charging equipment. A phone number or other contact information shall be provided on the charging station equipment for reporting when the equipment is not functioning or other problems are encountered.

(3) Accessibility. Where charging station equipment is provided within an adjacent pedestrian circulation area, such as a sidewalk or accessible route to the building entrance, the charging equipment shall be located so as not to interfere with accessibility requirements of WAC 51-50-005.

(4) Lighting. Where charging station equipment is installed, adequate site lighting shall exist, unless charging is for daytime purposes only.

b. Parking for electric vehicles should also consider the following:

(1) Notification. Information on the charging station, identifying voltage and amperage levels and any time of use, fees, or safety information.

(2) Signage. Installation of directional signs at the parking lot entrance and at appropriate decision points to effectively guide motorists to the charging station space(s).

(3) Data Collection. To allow for maintenance and notification, the local permitting agency will require the owners of any private new electric vehicle infrastructure station that will be publicly available (see definition “electric vehicle charging station — public”) to provide information on the station’s geographic location, date of installation, equipment type and model, and owner contact information.

5. Accessible Electric Vehicle Charging Stations.

a. Where electric vehicle charging stations are provided in parking lots or parking garages, accessible electric vehicle charging stations shall be provided as follows:

(1) Accessible electric vehicle charging stations shall be provided in the ratios shown on the following table:

Number of EV Charging Stations	Minimum Accessible EV Charging Stations
1-50	1
51-100	2
101-150	3
151-200	4
201-250	5
251-300	6

(2) Accessible electric vehicle charging stations should be located in close proximity to the building or facility entrance and shall be connected to a barrier-free accessible route of travel. It is not necessary to designate the accessible electric vehicle charging station exclusively for the use of disabled persons. Below are two options for providing for accessible electric vehicle charging stations.

Figure: Off-Street Accessible Electric Vehicle Charging Station – Option 1

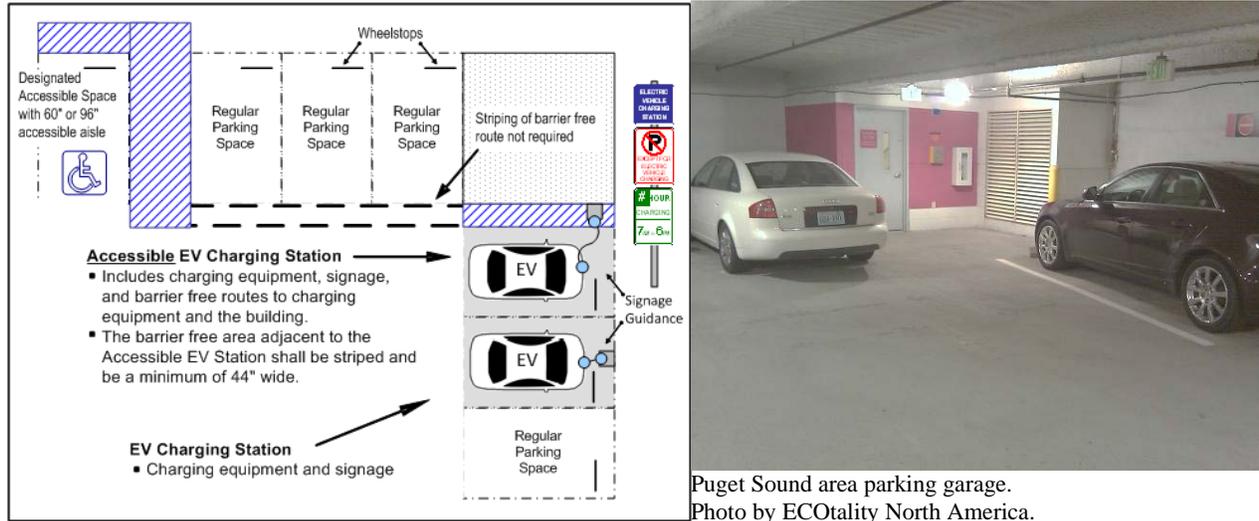
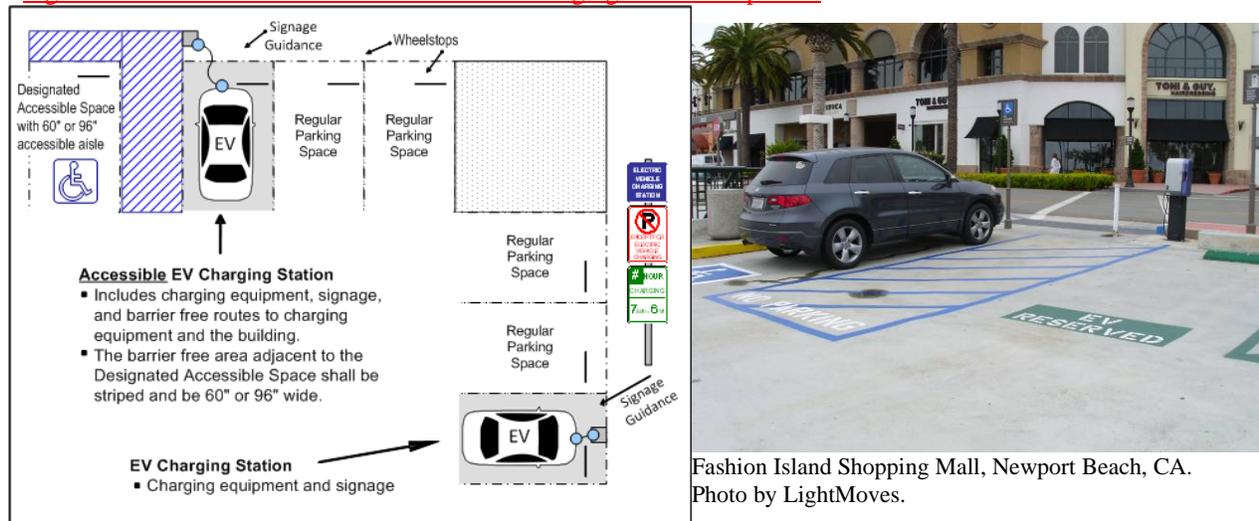


Figure: Off-Street Accessible Electric Vehicle Charging Station – Option 2



Comment: The illustrations and photos above show two options for providing accessible EV charging stations. Option 1 is a likely scenario for installation in existing parking lots. By using an existing wider end parking stall or restriping, an accessible EV charging station may be more cost effectively installed. Where feasible, a wider clear area around the equipment (60") is preferable. Additionally, this location away from the near building prime parking has a better likelihood of being available for disabled persons, since the accessible charging station is not exclusively reserved for disabled persons. Option 2 provides a location that has a shorter travel distance for disabled persons and can be easily installed in a new parking lot. This option may allow the installer to provide a wider, more fully-compliant aisle.

While other options, depending on the specific layout of the new or reconfigured parking area, are likely, at a minimum, an accessible EV charging station must be located within accessible reach of the barrier-free access aisle (minimum 44-inch width) and the electric vehicle and connect to a barrier-free route of travel. However, because the charging station facility is not a parking facility, the accessible charging station does not need to be located immediately adjacent to the building entrances or reserved exclusively for the use of disabled persons.

Exhibit G-1

Electric Vehicle (No Multifamily)

F. Electric vehicle parking requirements. The purpose of this section is to ~~ensure that new development provides proactively plan for and accommodate~~ an adequate supply of electric vehicle parking and charging facilities to support the continued growth of electrical vehicle usage, to improve the cost effectiveness of future electric vehicle charging station installations, ~~support and the reduction of reduce~~ greenhouse gas emissions associated with the continued growth of electric vehicle use, and to promote improved air quality and the public health. ~~Given that the costs and complexities of retrofitting multifamily structures to accommodate electric vehicle infrastructure is a barrier to the continued market growth of electric vehicles, new residential development is encouraged, but not required, to plan for the future accommodation of electric vehicle charging stations.~~

1. Application: The following requirements apply to all new development and alterations that, within a two-year period, exceed 50 percent of the value of existing development or structures, as determined by the Building Code, unless specifically exempted herein. The standards do not apply to remodels that do not change the exterior form of the building. However, if a project involves both exterior and interior improvements, then the project valuation shall include both exterior and interior improvements.

~~2. Multifamily uses shall provide electric vehicle infrastructure for 10% of the parking spaces provided, such that a future level 2 charging station can be accommodated.~~

2. The uses identified in Table 1 of this subsection shall ~~be required to~~ provide electric vehicle infrastructure, ~~and including~~ a level 2 charging station, for the specified percentage of parking spaces provided.

Table 1: Electric Vehicle Parking Quantity Requirements*		
Land Use Type	Use Size Threshold	% EV
<u>Residential</u>	<u>N/A</u>	<u>No minimum required</u>
Lodging	No size threshold.	3% of parking provided
Office	No size threshold.	3% of parking provided
Institutional	At least 12,000 sq. ft.	3% of parking provided, up to 6 spaces
Retail and Shopping Center	At least 15,000 sq. ft.	1% of parking provided, up to 8 spaces
Auditorium, stadium, and theater	At least 500 seats	1% of parking provided, up to 12 spaces

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3. Location and Design Criteria for Off Street Electric Vehicle Charging Stations.

a. Where provided, parking for electric vehicle charging purposes is required to include the following:

(1) Signage. Each charging station space shall be posted with signage indicating the space is only for electric vehicle charging purposes. Days and hours of operations shall be included if time limits or tow away provisions are to be enforced.

(2) Maintenance. Charging station equipment shall be maintained in all respects, including the functioning of the charging equipment. A phone number or other contact information shall be provided on the charging station equipment for reporting when the equipment is not functioning or other problems are encountered.

(3) Accessibility. Where charging station equipment is provided within an adjacent pedestrian circulation area, such as a sidewalk or accessible route to the building entrance, the charging equipment shall be located so as not to interfere with accessibility requirements of WAC 51-50-005.

(4) Lighting. Where charging station equipment is installed, adequate site lighting shall exist, unless charging is for daytime purposes only.

b. Parking for electric vehicles should also consider the following:

(1) Notification. Information on the charging station, identifying voltage and amperage levels and any time of use, fees, or safety information.

(2) Signage. Installation of directional signs at the parking lot entrance and at appropriate decision points to effectively guide motorists to the charging station space(s).

(3) Data Collection. To allow for maintenance and notification, the local permitting agency will require the owners of any private new electric vehicle infrastructure station that will be publicly available (see definition “electric vehicle charging station — public”) to provide information on the station’s geographic location, date of installation, equipment type and model, and owner contact information.

4. Accessible Electric Vehicle Charging Stations.

a. Where electric vehicle charging stations are provided in parking lots or parking garages, accessible electric vehicle charging stations shall be provided as follows:

(1) Accessible electric vehicle charging stations shall be provided in the ratios shown on the following table:

Number of EV Charging Stations	Minimum Accessible EV Charging Stations
1-50	1
51-100	2
101-150	3
151-200	4
201-250	5
251-300	6

(2) Accessible electric vehicle charging stations should be located in close proximity to the building or facility entrance and shall be connected to a barrier-free accessible route of travel. It is not necessary to designate the accessible electric vehicle charging station exclusively for the use of disabled persons. Below are two options for providing for accessible electric vehicle charging stations.

Figure: Off-Street Accessible Electric Vehicle Charging Station – Option 1

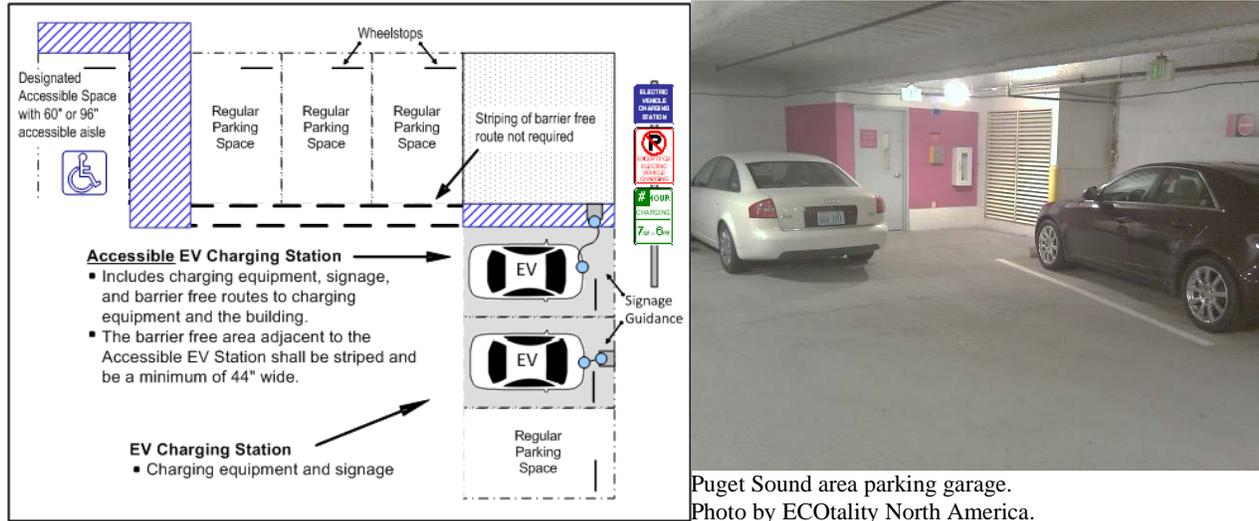
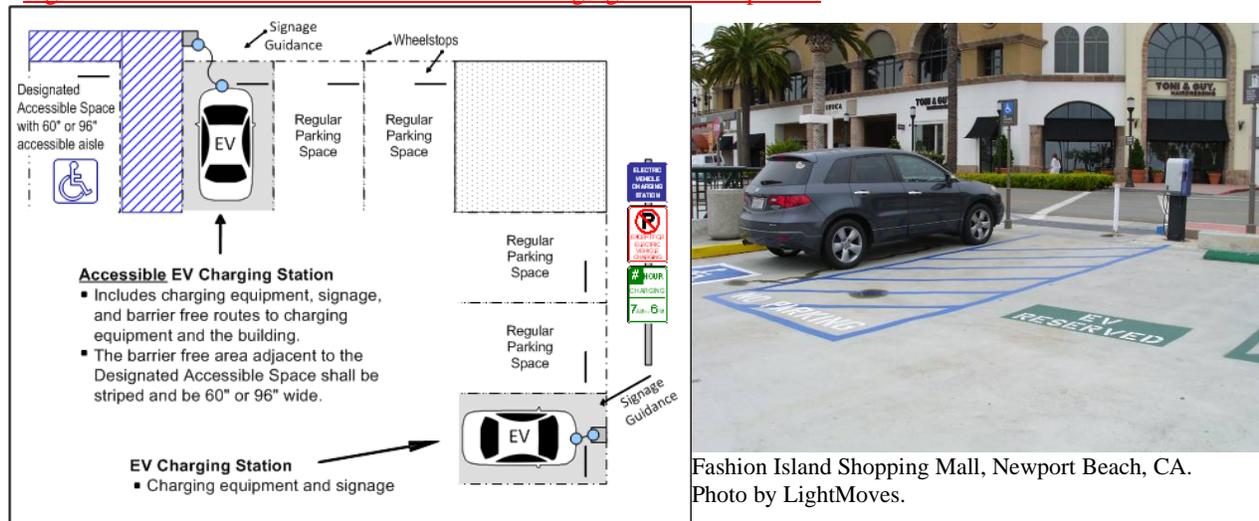


Figure: Off-Street Accessible Electric Vehicle Charging Station – Option 2



Comment: The illustrations and photos above show two options for providing accessible EV charging stations. Option 1 is a likely scenario for installation in existing parking lots. By using an existing wider end parking stall or restriping, an accessible EV charging station may be more cost effectively installed. Where feasible, a wider clear area around the equipment (60") is preferable. Additionally, this location away from the near building prime parking has a better likelihood of being available for disabled persons, since the accessible charging station is not exclusively reserved for disabled persons. Option 2 provides a location that has a shorter travel distance for disabled persons and can be easily installed in a new parking lot. This option may allow the installer to provide a wider, more fully-compliant aisle.

While other options, depending on the specific layout of the new or reconfigured parking area, are likely, at a minimum, an accessible EV charging station must be located within accessible reach of the barrier-free access aisle (minimum 44-inch width) and the electric vehicle and connect to a barrier-free route of travel. However, because the charging station facility is not a parking facility, the accessible charging station does not need to be located immediately adjacent to the building entrances or reserved exclusively for the use of disabled persons.

From: Hellman, James
Sent: Tuesday, April 29, 2014 10:34 AM
To: Atkinson, Stephen
Subject: RE: Electrical load questions

Hello Steve,
Please see my responses to your questions below. I hope my info helps.

From: Atkinson, Stephen
Sent: Monday, April 28, 2014 2:56 PM
To: Hellman, James
Subject: Electrical load questions
Importance: High

James – As a follow up to our conversation last week, I was hoping you could respond to the following questions and let me know if there are any code citations that address these issues. I hope the questions are clear – these have come up in conversation with the Planning Commission and other stakeholders concerning the proposed electric vehicle infrastructure requirements. Would you be willing to provide responses that I could give to the Planning Commission?
Thanks,

Steve

If a new multifamily structure was required to run an empty conduit from an electrical panel or electrical room to a junction box in a parking structure, would that requirement trigger any other electrical capacity upgrades? No. Effectively, would the use be required to have the electrical capacity for the conduit? If the conduit were to be used, the service capacity would need to be adequate for the additional load served. Or could the capacity be added later when the conduit is proposed for use? Capacity could be added later.

It seems prudent for a new development to include some extra electrical capacity for future additions or upgrades. Is there a general requirement for excess electrical capacity? If so, is this a TPU requirement or national electrical code? Prudent is an accurate statement; there is no NEC or TPU code language mandating an allowance for future load. The NEC references future planning and convenience as good design practice. Future conduits for service conductors and branch circuits are always a good idea, but in some cases, the service equipment and transformer may need to be upgraded if they are to be used.

Lastly, if a new structure is planned to accommodate future electrical appliances but without a definite timeframe for when those additional loads would be added, would the transformer sizing be based on the existing load or the planned future load? Or is this a choice the developer could make at the time of construction? Per our New Service Engineer Supervisor, John Martinson, transformer sizing for the scenario you describe would be handled on a case-by-case basis due to many factors. New Service Engineers would discuss design issues with the customer/engineer to determine what their plans are regarding the future load.

Exhibit G-2 Bike Parking

Table 13.06.512 D.7E: Quantity Requirements for Short and Long Term Bicycle Parking

Bicycle parking shall be provided at the following rates.

For uses identified with an * (asterisk), bicycle parking quantity requirements shall be applied at one-half the rate identified below when the use is located outside of designated Mixed-Use Centers and Downtown.

Minimum Requirements: Identified uses shall provide no less than 1 long-term and 2 short-term bicycle parking space, except that no long-term bicycle parking is required on a site where there is less than 2,500 square feet of gross building area. Where the calculation results in a fraction, the fraction shall be rounded to the nearest whole number.

Use		Long-term	Short-term
Commercial Uses			
1.	Business and professional offices*	1 per 4,000 sq. ft.	1 per 40,000 sq. ft.
2.	Medical and dental clinics*	1 per 12,000 sq. ft.	1 per 40,000 sq. ft.
3.	Lodging*	1 per 20 rentable rooms	2 per business
4.	Shopping Center*	1 per 12,000 sq. ft.	1 per 8,000 sq. ft.
5.	Eating and Drinking establishments*	1 per 12,000 sq. ft.	1 per 4,000 sq. ft.
6.	Retail*	1 per 12,000 sq. ft.	1 per 4,000 sq. ft.
Residential Uses			
7.	Multi-family dwellings with 5 or more units	1 per unit	1 per 20 units
8.	Retirement homes, apartment hotels, residential hotels, residential clubs, fraternities, sororities, and group living quarters of a university or private club	1 per 20 residents	2
Institutional Uses			
9.	Libraries, museums, art galleries	1 per 4,000 sq. ft.	1 per 2,000 sq. ft.
10.	Religious Assembly*	1 per 12,000 sq. ft.	1 per 40 seats or 1 per 1,000 sq. ft. of non-seat area
11.	Elementary schools	1 per classroom	2
12.	Secondary (middle, junior and high) schools	2 per classroom	2
13.	College and university	A number of spaces equal to ten (10) percent of the maximum students present at peak hour plus five (5) percent of employees	1 per 40,000 sq. ft.
14.	Hospitals*	1 per 12,000 sq. ft.	1 per 40,000 sq. ft.
Warehouse/Industrial			
15.	Warehousing*	1 per 40,000 sq. ft.	None
16.	Industrial/Manufacturing*	1 per 15,000 sq. ft.	None
Recreational			
17.	Auditoriums, stadiums, theaters	1 per 12,000 sq. ft.	10, or 1 per 40 seats
18.	Miniature golf course*	1 per 12,000 sq. ft.	1 per 4,000 sq. ft.
19.	Skating rink and bowling alley*	1 per 12,000 sq. ft.	1 per 4,000 sq. ft.
20.	Public dance halls and private clubs*	1 per 12,000 sq. ft.	1 per 4,000 sq. ft.
21.	Marina	1 per 40 slips	At least 2
22.	Open Space/Habitat Areas with Trailhead or	None	1 per 10 acres, but not

	<u>Passive Recreation</u>		<u>less than 2</u>
23.2.	Parks and Open Space <ul style="list-style-type: none"> • Open Space Habitat Areas • Community gardens • <u>Neighborhood Park</u> • <u>Community/Urban Parks</u> • Urban Parks • Regional Parks 	None None None None	1 per 10 acres 2 1 per 4,000 sq. ft. <u>2 plus 1</u> <u>per 40,000 sq. ft.</u> <u>1 per 40,000 sq. ft. of</u> <u>maintained area plus 2</u> <u>per outdoor recreational</u> <u>facility provided at the</u> <u>park</u> <u>1 per 40,000 sq. ft. of</u> <u>maintained area</u>
243.	Other recreation facilities not listed <u>Community center</u>	Same as retail <u>1 per 12,000 sq. ft.</u>	<u>1 per 4,000 sq. ft.</u> Same as retail
25.	<u>Other recreation facilities not listed</u>	<u>None</u>	<u>2</u>
Transportation Facilities			
264.	Rail transit station and passenger terminals	At least 10	At least 10
275.	Principal use parking except park and ride lots	1 per 40 auto spaces	1 per 40 auto spaces
286.	Park and ride lots	1 per 40 auto spaces	1 per 40 auto spaces
Services			
297.	Day-care centers*	1 per 10,000 sq. ft.	At least 2

* * * *

D. Short and Long Term Bicycle Parking.

Purpose: To promote bicycling as an important and integral mode of transportation, which enables healthy lifestyles, is affordable, and reduces greenhouse gas emissions, and to provide the necessary bicycle parking facilities for a bicycle friendly community. The following requirements and standards are intended to provide for safe and efficient bicycle parking at the trip origin and destination and to serve the needs of specific uses that generate bicycle traffic by residents, customers, guests and employees.

1. Bicycle parking shall be provided as follows:

a. The minimum number of off-street parking spaces for bicycles required for specified uses is set forth in Table E. In the case of a use not shown on Table 13.06.512 E, there is no minimum bicycle parking requirement.

b. After the first fifty (50) spaces for bicycles are provided, additional spaces are required at one half (1/2) the ratio shown in Table E, except for rail transit facilities; passenger terminals; and park and ride lots. Spaces within dwelling units or on balconies do not count toward the bicycle parking requirement.

c. Vehicle parking spaces, other than spaces required for electric vehicles and accessible parking, shall be permitted to be used for the installation of required long-term bicycle parking spaces.

2. Location of short-term bicycle parking facilities:

a. Short-term bicycle parking shall be located within 50 feet of, and visible from, the primary building entrance for individual sites.

- b. Short-term bicycle parking may be shared at a common location on the same block and same side of the street, provided the quantity meets the total requirement and is no more than 100 feet from any site served, except as provided in subsection 9 below.
- c. Where directional signage is provided at the main building entrances, short-term bicycle parking shall be permitted to be provided at locations not visible from the main entrance.
- d. Short-term bicycle parking may be grouped near an owner designated primary entrance in shopping centers.
- e. Short-term bicycle parking shall not block pedestrian use of a walkway and shall be located where there is sufficient space to allow bicycle maneuvering and allow access to the rack without moving another bicycle.
- f. Short-term bicycle parking shall be located at the same grade as the sidewalk or at a location reachable by ramp or accessible route.

g. Short-term bicycle parking serving parks and open space/natural areas may be located and distributed throughout the park to serve multiple access points and outdoor recreation facilities.

3. Design of short-term bicycle parking facilities:

- a. Bicycle parking facilities shall be consistent with any applicable, adopted business area improvement plan, streetscape design plan, or other applicable design guidelines.
- b. If the location is not currently lighted, it shall be provided with illumination of not less than 1 footcandle at the parking surface. Lighting is not required for park and open space/natural areas where the use is limited to daylight hours.
- c. It shall have an area of not less than 24 inches by 60 inches for each bicycle.
- d. It shall be provided with a rack or other facility for locking or securing each bicycle in an upright position and to allow for the frame and at least one wheel to be secured with a standard U-lock. See examples below.
- e. To increase visibility to pedestrians, racks should have a minimum height of 33 inches or be indicated or cordoned off by visible markers.
- f. Examples of short-term bicycle parking (from the Bicycle and Pedestrian Design Guidelines):



2014 Annual Amendment Application No. 2014-10
Urban Forestry Landscaping Code Updates

Changes to the public review draft for Commission review on May 7, 2014

*Note – These amendments show all of the changes to the *existing* land use regulations. The sections included are only those portions that are associated with these amendments. New text is underlined and text that is deleted is shown in ~~strikethrough~~.

1. Revise **TMC 13.06.502.B.2.b** regarding when street tree requirements apply:

~~Capital street improvement projects, excluding residential Local Improvement Districts, incorporate the construction of new roadway alignments (including subgrade and road surface); alterations to the width of existing roadways; new sidewalks; or, replacement of more than 50 percent of existing sidewalks along a site’s frontage. In the case of sidewalk replacement, street trees shall be required proportionate to the linear footage of sidewalks replaced.~~

Constructing new permanent roadways, excluding residential Local Improvement Districts; alterations to the width of existing permanent roadways; constructing new sidewalk; replacing more than 50% of an existing sidewalk along a site’s frontage (when 50 linear feet or more is being constructed). In the case of sidewalk replacement, street trees shall be required proportionate to the linear footage of sidewalks replaced.

In addition, include the following definition in Section 3.06.700.P:

Permanent Roadway. Roadway constructed with a designed full depth subgrade and road surface section with an established curb and gutter alignment.

2. Amend **TMC 13.06.502.C.2.e.(2)** regarding trees under power lines:

Species shall be selected to avoid or minimize potential conflicts with infrastructure and utilities. Trees under power lines shall have a maximum mature height (at 25 years of age) not greater than 25 feet...

3. Amend TMC 13.06.502.D.2 Tree Retention:

The following tree planting credits are available for existing trees, provided a Certified Arborist’s Report determines that the tree(s) is healthy and can be saved through construction activities. If retained trees are damaged during or after construction, replacement shall be based upon the same ratios. A Certified Arborist’s Report and Tree Protection Plan consistent with the requirements outlined in the UFM showing existing trees, existing and proposed grading, new development on the site (such as buildings, utilities, etc.), measures taken to protect existing trees and any new trees that will be planted on the site shall be submitted if trees are being retained for credit. To be eligible for this credit, ~~trees must be at least 6 inches in diameter at breast height (DBH) at the time of plan submittal. In addition,~~ trees must be healthy and have minimal serious defects or defects that cannot be mitigated by proper pruning as indicated on the Arborist Report and Tree Protection Plan. Trees shall count according to their species as Small, Medium and Large Trees.

4. Refine TMC 13.06.502.D.6 Self-managed Agencies:

An optional process for additional flexibility is available for public agencies with urban forestry programs and plans. This option is intended to encourage public agencies to take a leadership role in implementing urban forestry goals and policies. This flexibility can facilitate more intensive development of a particular development site, while meeting the urban forestry policies of the Comprehensive Plan and the intent of the landscaping code by planting the required landscaping at another site within the City of Tacoma in the agency's permanent control.

a. To initiate this optional process, public agencies must submit a request to PDS to be designated as a self-managed agency, including the agency's urban forestry plan, an overview of its urban forestry program, and an analysis demonstrating general consistency with the Urban Forest Policy Element of the Comprehensive Plan and landscaping code. ~~The request must designate the areas where required landscaping would be planted.~~ The general landscaping requirements of this section apply. Plantings already required by a separate regulatory authority may not count toward meeting the requirements of this section. Upon review, the Director will issue a Determination regarding the consistency of the request with the Comprehensive Plan and code intent. If approved, the Determination shall grant self-managed agency status for up to ~~five~~ ten years, subject to reevaluation. The Director reserves the right to withdraw the self-managed agency status should the intent not be met.

b. Self-managed agencies may choose to plant landscaping required as part of a particular development proposal in a another location ~~specified in per~~ their urban forestry plan. This flexibility can be utilized at the agency's discretion on subsequent site-specific development proposals. Each request to utilize this process as part of a development proposal review shall make reference to the approved Determination, be supported by running totals of landscaping planted in this manner, and include status updates on ongoing health of such landscaping.

5. Modify TMC 13.06.502.E Landscaping requirements table – Exemptions:

(1) Single, two and three-family developments, unless in association with a full plat or a short plat with 5-9 lots, are exempt from all landscaping requirements.

(2) Passive open space areas are exempt from all landscaping requirements (however development activities on such sites may trigger landscaping requirements).

(3) Park and recreation uses are exempt from the Overall Site, Site Perimeter and Buffer requirements of this section.

6. Modify TMC 13.06.502.E Landscaping requirements table, Buffers, Planting – when abutting R-District:

a. For landscaping strips 10 to 15 feet wide:

i. At least one row of evergreen trees, minimum 8 feet in height at the time of planting and 10 feet maximum separation.

ii. Shrubs at a rate of one shrub per 20 square feet of landscaped area. In addition to being from minimum 3-gallon sized containers, shrubs shall be at least 16 inches tall at planting and have a mature height of at least 3 feet.

iii. Groundcover plants.

Note: These provisions supersede the standard height, spacing and visibility provisions of the General Section, above.

b. For landscaping strips wider than 15 feet:

i. A minimum of one evergreen tree for every 150 square feet arranged in a manner to obstruct views into the property.

- ii. Shrubs and groundcover as required above.
- c. This Landscaping Buffer is not subject to landscaping credits or flexibility provisions of TMC 13.06.502.D.

d. Alternative species selection and spacing plans demonstrated to substantially meet the Buffer intent may be approved with staff review.

7. Modify two sections to allow flexibility (e.g., planting strips down to 3 feet in width):

TMC 13.06.502.C.2. Plant Material Selection. (e. Trees).

(2) Species shall be selected to avoid or minimize potential conflicts with infrastructure and utilities. Trees under power lines shall have a maximum mature height not greater than 25 feet. New tree plantings shall be a minimum of 2 feet from pavement (curb, sidewalk, alley, street), 5 feet from a structure, 5 feet from underground utilities, and 10 feet from light standards. Distances may be further reduced, with staff approval, upon a demonstration that the species selected will not cause infrastructure conflicts. The UFM contains additional guidelines on this subject.

TMC 13.06.502.C.3. Installation and Maintenance.

c. Minimum tree trunk setbacks, unpaved planting area per tree, soil volumes and spacing requirements shall be provided for healthy tree growth, as follows:

	Small Trees	Medium Trees	Large Trees
Minimum unpaved planting area (sq. ft.):	24	40	60
Minimum tree pit width (ft.):	4	5	6
Minimum tree pit length (ft.):	6	8	10
Minimum soil volume (cu. ft.):	72	120	180
Minimum spacing (ft.) between trees:	10	25	40

Exceptions to these minimums may be approved with staff review, upon demonstration that healthy tree growth will be achieved and infrastructure and other conflicts will be avoided.

8. Modify TMC 13.06.502.C Plant Material Selection:

b. Native and climate-adapted landscaping. All required landscaping shall be climate-adapted. The retention and use of natives is encouraged and permitted for any and all landscaping. Invasive species, as identified in the UFM, shall not count toward meeting required plantings. Noxious weeds are prohibited from being planted in required landscaped areas.

(1.) Habitat Corridors. A minimum of 50 percent of required landscaping located within Comprehensive Plan designated Habitat Corridors, and a minimum of 25 percent in adjacent areas within 20 feet of Habitat Corridors, must be native plant species. Reductions are permitted when necessary to follow coordinated plans to address slope stability, habitat health, streetscape or area-wide plans.

In addition, include the following definition in Section 3.06.700.C:

Climate-adapted Plant Species. Climate adapted plants include both native and non-native plant species which are able to thrive in the local climate and soil conditions of the City of Tacoma. The two most authoritative references on climate adaptation for plants are the USDA Plant Hardiness Zones and the Sunset Climate Zones.

Application #2014-11 Plan and Code Cleanup

Correction of the boundary of the Downtown Regional Growth Center (map on next page):

The boundary of the Downtown Regional Growth Center has been adjusted to reflect the ., the removal of the northern half of the land area on the east side of the Thea Foss Waterway from the Regional Growth Center and its addition to the Manufacturing/Industrial Center. Subsequently, all Downtown Regional Growth Center maps within the Comprehensive Plan will be redrawn accordingly. This change will affect Regional Growth Center maps within the following Comprehensive Plan Elements:

- Generalized Land Use
- Growth Strategy and Development Concept
- Proposed Container Port Element (Annual Amendment Application #2014-07)
- Transportation
- South Downtown Subarea Plan

Proposed Regional Growth Center Boundary Change



Image courtesy of USGS Earthstar Geographics. SIO © 2014 Microsoft Corporation © 2013 Nokia © AND

- Proposed Changes
- Proposed Downtown Growth Center
- Proposed Manufacturing/Industrial Center



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

NOTE: This map is for reference only.

Application #2014-11 Plan and Code Cleanup

Proposed Changes to the designation of Pedestrian Streets within the South Downtown Subarea Boundary and the designation of new Pedestrian Streets within the DMU (Downtown Mixed-Use) District as a result of the South Downtown Subarea Plan’s process.

C. Applicability and pedestrian streets designated.

Applicability. The following tables compose the land use regulations for all Mixed-Use Center Districts. All portions of Section 13.06.300 and applicable portions of Section 13.06.500, apply to all new development of any land use variety, including additions and remodels, in all Mixed-Use Center Districts, unless explicit exceptions or modifications are noted. The requirements of Sections 13.06.300.A through 13.06.300.D are not eligible for variance. When portions of this section are in conflict with other portions of Chapter 13.06, the more restrictive shall apply.

TABLE C.1: MIXED-USE CENTER PEDESTRIAN STREETS ESTABLISHED

TABLE C.1: MIXED-USE CENTER PEDESTRIAN STREETS ESTABLISHED		
The following pedestrian streets are considered key streets in the development and utilization of Tacoma’s mixed-use centers, due to pedestrian use, traffic volumes, transit connections, and/or visibility. They are designated for use with certain provisions in the mixed-use zoning regulations, including use restrictions and design requirements, such as increased transparency, weather protection and street furniture standards. In some centers, these “pedestrian streets” and/or portions thereof are further designated as “core pedestrian streets” for use with certain additional provisions. The “core pedestrian streets” are a subset of the “pedestrian streets,” and thus, those provisions that apply to designated “pedestrian streets” also apply to designated “core pedestrian streets.”		
Mixed-Use Center	Designated Pedestrian Streets (All portions of the streets within Mixed-Use Centers, unless otherwise noted.)	Designated Core Pedestrian Streets (All portions of the streets within Mixed-Use Centers, unless otherwise noted)
6th Avenue and Pine Street	6th Avenue	6 th Avenue
Narrows (6 th Avenue and Jackson)	6 th Avenue	6 th Avenue
Downtown Tacoma (Tacoma Dome Area)	Puyallup Avenue; East 25th Street*; East 26th Street; East D Street	N/A
McKinley (East 34 th and McKinley)	McKinley Avenue from Wright Avenue to East 39 th Street*	McKinley Avenue from Wright Avenue to East 36 th Street
Lower Portland Avenue	Portland Avenue*, East 32 nd Street, East 29 th Street	Portland Avenue
Proctor (North 26th Street and Proctor Street)	North 26th Street; North Proctor Street*	North 26 th Street; North Proctor Street
Stadium (North 1st Street and Tacoma Avenue)	Division Avenue from North 2nd Street to Tacoma Avenue; Tacoma Avenue*; North 1st Street; North I Street	Division Avenue from North 2nd Street to Tacoma Avenue; Tacoma Avenue; North 1st Street
Martin Luther King Jr. (South 11th Street and Martin Luther King Jr. Way)	Martin Luther King Jr. Way*; South 11th Street; Earnest S. Brazill Street; 6th Avenue	Martin Luther King Jr. Way from S. 9th to S. 15th, South 11th Street; Earnest S. Brazill Street
Lincoln (South 38th Street and G Street)	South 38th Street*; Yakima Avenue from South 37th Street to South 39th Street; and South G Street south of 36th Street	South 38th Street
South 34th and Pacific	Pacific Avenue	Pacific Avenue
South 56th Street and South Tacoma Way	South Tacoma Way*; South 56th Street	South Tacoma Way

East 72nd Street and Portland Avenue	East 72nd Street*; Portland Avenue	East 72nd Street, Portland Avenue
South 72nd Street and Pacific Avenue	South 72nd Street; Pacific Avenue*	Pacific Avenue
Tacoma Central/Allenmore	Union Avenue*; South 19th Street between South Lawrence Street and South Union Avenue	Union Avenue south of South 18th Street; South 19th Street between South Lawrence Street and South Union Avenue
Tacoma Mall Area	South 47th/48th Transition Street; Steele Street*	N/A
TCC/James Center	Mildred Street*; South 19th Street	Mildred Street south of South 12th Street; South 19th Street
Westgate	Pearl Street*; North 26th Street	Pearl Street
* Indicates primary designated pedestrian streets. In centers where multiple streets are designated, one street is designated the Primary Pedestrian Street. This is used when applying certain provisions, such as the maximum setback requirements for projects that abut more than one pedestrian street.		

13.06A.052 Primary Pedestrian Streets.

A. Within the Downtown, the “primary pedestrian streets” are considered key streets in the intended development and utilization of the area due to pedestrian use, traffic volumes, transit connections, and/or visibility. The streetscape and adjacent development on these streets should be designed to support pedestrian activity throughout the day. They are designated for use with certain provisions in the Downtown zoning regulations, including setbacks and design requirements. Within the Downtown, the primary pedestrian streets are:

1. Pacific Avenue between S. 7th and S. 25th Streets.
2. Broadway between S. 7th and S. 15th Streets.
3. Commerce Street between S. 7th and S. 15th Streets.
4. “A” Street between S. 7th and S. 12th Streets.
5. Tacoma Avenue between S. 7th and S. 15th Streets.
- [6. South Jefferson between South 21st Street and South 25th Street](#)
- [7. South 25th Street between I-705 and South Fawcett Avenue](#)
- [8. South ‘C’ Street](#)
- [9. Puyallup Avenue](#)
- [10. East 25th Street](#)
- [11. East 26th Street](#)
- [11. East ‘D’ Street](#)