

Comprehensive Plan And Land Use Regulatory Code

Proposed Amendments for 2014



Public Review Document

**Prepared for
Planning Commission Public Hearing
March 19, 2014**

City of Tacoma
Planning & Development Services Department
Planning Services Division
747 Market Street, Room 345
Tacoma, WA 98402-3793
(253) 591-5030
www.cityoftacoma.org/planning



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Planning Services Division

Brian Boudet, Manager
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Elliott Barnett
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Ian Munce
Lihuang Wung
Allison Barker (Intern)

Development Services Division

Jana Magoon
Susan Coffman
Shanta Frantz
Dustin Lawrence
Lucas Shaddock
Shirley Schultz
Lisa Spadoni
Barbara Stoehr
Frank Terrill

Other City Departments

Jeff Capell, Deputy City Attorney, City Attorney's Office
Nancy Grabinski-Young, Community and Economic Development Department
Mike Murnane, Community and Economic Development Department
Mike Carey, Environmental Services Department
Ramie Pierce, Environmental Services Department
Desiree Pooley, Environmental Services Department
Merita Trohimovich, Environmental Services Department
Kristin Lynett, Office of Environmental Policy and Sustainability
Diane Wiatr, Office of Environmental Policy and Sustainability
Josh Diekmann, Public Works Department
Jennifer Kammerzell, Public Works Department

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City of Tacoma
Planning and Development Services

***LETTER TO THE COMMUNITY FROM THE PLANNING MANAGER
RE: 2014 ANNUAL AMENDMENT***

February 24, 2014

Dear Community Members:

I would like to invite you to attend and provide comments at the following functions concerning the “2014 Annual Amendment to the Comprehensive Plan and Land Use Regulatory Code”:

Community Informational Session

Wednesday, March 12, 2104, 5:00 p.m.
Room 335, Tacoma Municipal Building

Planning Commission Public Hearing

Wednesday, March 19, 2014, 5:00 p.m.
Council Chambers, Tacoma Municipal Building

As many of you know, every year the City considers amendments to the Comprehensive Plan and the Land Use Regulatory Code (or “Zoning Code”) through a single, consolidated package, which we refer to as the “Annual Amendment.” There are nine proposals (or “applications”) that have been assembled in the 2014 Annual Amendment package. Those applications are:

1. Point Ruston Mixed-Use Center
2. Point Defiance Park Land Use Policies
3. Mixed-Use Centers Code Review
4. Affordable Housing
5. Container Port Element
6. Open Space Habitat and Recreation Element
7. Sustainability Code Amendment
8. Urban Forestry Landscaping Code Update
9. Plan and Code Cleanup

The Tacoma Planning Commission has recently completed the initial technical analysis of the 2014 Annual Amendment package and would like you to weigh in on the proposals before they make a recommendation to the City Council. Here are just a few ways how you can to get involved:

- Visit the Planning Division’s website at www.cityoftacoma.org/planning, and click on “2014 Annual Amendment” (or click on any other link to review the various exciting projects);
- E-mail us at planning@cityoftacoma.org or call us at (253) 591-5682;
- Attend the Informational Session on March 12 to learn more about the 2014 Annual Amendment package and register your concerns;
- Testify at the Planning Commission’s public hearing on March 19, 2014;

- Provide written comments by Friday, March 21, 2014, 5:00 p.m., via:
 - ✓ E-mail to planning@cityoftacoma.org;
 - ✓ Fax to (253) 591-5433; or
 - ✓ Letter to Planning Commission, 747 Market Street, Room 345, Tacoma, WA 98402;
- Request a meeting with staff. We can meet you at City Hall, or be happy to come to your meetings to provide a short briefing and solicit your comments, concerns and suggestions; or
- Get on the Planning Commission's E-mail Distribution List to receive the Commission's meeting agendas twice a month and other announcements.

Attached for your review is the **2014 Annual Amendment Summary** that includes an overview of the nine applications, the 2014 Annual Amendment schedule, and a summary sheet for each application. The complete text of the proposed amendments associated with each application, the corresponding staff analysis reports, as well as the environmental review of the 2014 Annual Amendment are compiled into a larger volume, the Public Review Document, which is posted at www.cityoftacoma.org/planning (and linked to "2014 Annual Amendment").

For your additional information, the Comprehensive Plan is the City's official statement concerning future growth and development. It sets forth goals, policies, and strategies for the health, welfare, and quality of life of Tacoma's residents. It addresses a whole array of important issues such as land use, housing, neighborhoods, environment, transportation, capital facilities, historic preservation, and economic development. The Land Use Regulatory Code (Title 13 of the Tacoma Municipal Code), along with other applicable development regulations and governing procedures, provide the key mechanism that implements and supports the Comprehensive Plan. The Plan and the Code are reviewed, evaluated and amended on an annual basis pursuant to the State Growth Management Act in order to remain current, relevant and responsive to changing circumstances.

We in the Planning Division appreciate your active involvement in this important work. We look forward to your continued support and shared efforts to realize the City of Tacoma's vision and our goal to guide community growth and development in a manner that protects environmental resources, enhances quality of life, promotes distinctive neighborhoods and a vibrant downtown, and involves citizens in the decisions that affect us.

Sincerely,



BRIAN BOUDET, MANAGER
Planning Services Division

Enclosure

c: Peter Huffman, Director, Planning and Development Services Department
Sean Gaffney, Chair, Tacoma Planning Commission



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

SUMMARY OF PROPOSED AMENDMENTS February 24, 2014

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 Comprehensive Plan and Land Use Regulatory Code to improve trees and landscaping related regulations.
9. Plan and Code Cleanup (Application #2014-011)	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.

Schedule

August 1, 2013	Applications due
August 14, 2013 and February 26, 2014	Infrastructure, Planning and Sustainability Committee review of Planning Work Program for 2013-2015, including the 2014 Annual Amendment proposals
August 21, 2013	Planning Commission review and approval of the Assessment Report
September 2013 – February 2014	Technical analyses of the proposals
February 11, 2014	Port Container Element at Council Study Session
February 19, 2014	Planning Commission authorizes proposed amendments for public review
March 12, 2014	Community Informational Session (pre-hearing)
March 19, 2014	Planning Commission Public Hearing
April 2, 2014	Planning Commission review of public testimony and considering modifications to the proposals
April 16, 2014	Planning Commission recommendations to the City Council
May – June 2014	City Council review process

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).

Proposal

The proposed amendment would designate that portion of the former ASARCO site located in the City of Tacoma (excluding the Slag Peninsula) as a Mixed-Use Center (MUC) and Residential Target Area. The proposed 29-acre Point Ruston MUC would encompass that portion of the City's S-15 Point Ruston / Slag Peninsula Shoreline District (effective as of October 15th, 2013) intended for mixed-use development as part of Point Ruston (see Exhibit A).

Specifically, the proposal would amend the Growth Strategy and Development Concept Element of the Comprehensive Plan by adding "Point Ruston" to the list of Community Centers and revising the Growth Concept Map and the Generalized Land Use Plan Map. The revisions in the Generalized Land Use Plan Map would also be reflected in the corresponding maps in the Generalized Land Use and Transportation Elements.

In addition, Tacoma Municipal Code (TMC) Chapter 13.17 Mixed-Use Center Development would be amended to add the Point Ruston Community Center to the designated residential target area list (TMC 13.17.020.C). Inclusion on this list would make qualifying multifamily housing developments eligible for the multifamily tax exemption program. No changes to the site's S-15 zoning, or to the scope of development as previously reviewed by the City, are included in this proposal.

Point Ruston, LLC's initial application included an additional 12 acres (parcel 8950003322) within the proposed MUC. However, after discussions with City staff the applicants have removed that parcel from the proposal. Located just southeast of Point Ruston, it was initially included because it is part of Point Ruston LLC's ownership. However, the parcel is mostly marine waters and the zoning is not appropriate for residential development.

Outreach

Outreach for this application will build on the extensive public processes that have already taken place for Point Ruston. Point Ruston, LLC has engaged McCament and Rogers, a consultant firm, to assist with the process. City staff are coordinating with them to identify the stakeholders. Staff notes that the vision and plans for Point Ruston are well established and broadly supported, and this proposal would not change the scope of development already approved. Furthermore, the objections raised to the original 2008 Point Ruston MUC proposal have now been substantially resolved.

To date, staff and the applicants have identified and had preliminary discussions with the following stakeholders:

- West End Neighborhood Council
- City of Ruston
- Ruston Pearl Business District
- Metro Parks District
- Citizens for a Healthy Bay
- Tacoma Housing Authority
- Pierce Transit
- Planning Commission discussion

Staff will continue to work with the stakeholders identified, as well as conduct additional outreach as part of the overall 2014 Annual Amendment package.

Planning Commission's Review

Reviewed on January 8, 2014; concurred with staff's analysis with minor modifications; and authorized the distribution of the staff report for public review.

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).

Proposal

The Parks District has submitted this application, which would add recognition to the City's Comprehensive Plan for Destination Point Defiance and for the unique role that Point Defiance Park plays as a significant citywide destination, as a preparatory step to submitting applications for City permits. The proposal would also clarify potential City permitting pathways that MPT could utilize, including the City's Development Regulation Agreement (DRA) process. Metro Parks Tacoma's (MPT) long range plan and vision for the 768-acre park, generally referred to as Destination Point Defiance, was developed through a multi-year, broadly inclusive public process. The conceptual plan for Point Defiance Park enjoys very consistent, strong public and stakeholder support and was officially approved by the MPT Board in 2008.

Specifically, this amendment would add a new policy to the Open Space Habitat and Recreation Element of the Comprehensive Plan expressing support for Destination Point Defiance and recognizing the unique role and destination function that Point Defiance Park plays. In addition, the proposal would modify the Tacoma Municipal Code (TMC) 13.06.560 Parks, recreation and open space section by clarifying that the DRA process is available for Parks, Recreation and Open Space land uses. TMC 13.06.560 provides guidance on permitting requirements for park and recreation uses, and makes a distinction between park features that are allowed by right in residential zones, and larger or more intensive park and recreation features that require a Conditional Use Permit. While the DRA process is also currently available to park, recreation and open space uses, it is currently not explicitly cited in TMC 13.06.560.

Outreach

Outreach for this application will build on the extensive public process for the Destination Point Defiance project which was started in 2005 and again in 2008. In addition, MPT has engaged BCRA, a consultant firm, to assist with the public process.

MPT reports that the stakeholder and public input has been consistently positive. Overall, MPT summarizes the input into 3 Guiding Principles: 1 - Preserving the Character of the Park; 2 - A pedestrian focus by creating safe and easy access throughout the park; 3 - Providing activities year-round.

For this application, staff and the applicants have identified and had preliminary discussions with the following stakeholders:

- Community Council - endorsement for plan
- West End and North End Neighborhood Councils
- Town of Ruston
- Puyallup Tribe
- Ruston Pearl Business District

Staff's preliminary outreach has revealed general support. Staff will continue to work with the stakeholders, and conduct additional outreach as part of the 2014 Annual Amendment package.

Planning Commission's Review

Reviewed on January 8, 2014; concurred with staff's analysis; and authorized the distribution of the proposed amendments for public review.

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.

Proposal

The purpose of this Mixed-Use Centers Code Update Project was to conduct a focused evaluation of the existing development requirements applicable within the Neighborhood Mixed-Use Centers, and particularly those applicable to mixed-use projects in the core of these districts. The evaluation utilizes prototype development scenarios as examples to help identify potential barriers that could be removed and/or alternatives that could be pursued that would support this type of development without sacrificing the long-term community vision and core principles for the Neighborhood Mixed-Use Centers.

The proposed code amendments include the following key elements:

Core Pedestrian Street: first level use limitations

- Revise the requirements for street level use on designated core pedestrian streets to allow for work/live units

Yard Space Standards

- Expand the exemptions from the requirement to provide on-site yard space to include:
 - Projects with a Floor Area Ratio (FAR) above 3.0
 - Projects located within 1/4-mile of a park or school with recreational facilities (current exemption is at 300 feet)
 - Mixed-use projects that provide ground floor retail or restaurant uses
- Reduce the per-unit yard space requirement for multi-family and mixed-use structures from 100 square feet to 50 square feet
- Provide more flexibility in the types of features that can be provided to meet the yard space requirement (courtyards, roof decks, balconies, etc.)

Mass Reduction: Upper Floor Street-front Stepbacks

- Revise the current stepback exemption for a “tower” feature to allow it to be located anywhere along the pedestrian street frontage (currently limited to just the corner of the building)
- Clarify that one per street frontage is allowed

Residential Transition Standards: Upper Story Stepbacks

- Revise the method for calculating this additional height restriction as follows:
 - Revise the starting location of measurement from the edge of the building to the zone transition line
 - Revise the starting height from 25 feet to 35 feet (the standard height limit for residential zones)

Off-Street Parking

- Revise the parking exemption for buildings within ten feet of the right-of-way on designated core pedestrian streets to include projects that provide commercial space within ten feet of the right-of-way on all designated pedestrian streets
- For extra parking provided by a project, increase the allowed maximum percentage of compact stalls from 30% to 50%

Outreach

Staff have discussed the 2014 Annual Amendment package with various stakeholder groups, including the Master Builders Association (MBA), other development industry representatives, and Neighborhood Councils. In addition, planning staff has reached out to the Community Council, the Cross District

Association, and Neighborhood Business Districts, informing them of the 2014 Annual Amendment process and offering presentations on the proposed amendments at their board meetings. Additional outreach will occur through and during the Planning Commission and City Council's public hearing and notice processes.

Planning Commission's Review

- The Commission reviewed the application staff report on February 5, 2014; concurred with staff's analysis; and authorized the distribution of the proposed amendments for public review.

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.

Proposal

1. Mixed-Use Centers vehicular parking exemption for Group Housing, Student Housing, and small Multi-family Housing (250-450 square feet). The total number of units within a single building that could use this exemption would be limited to 20 dwellings or 50 percent of the total dwellings in the building (whichever is greater).
2. Update Accessory Dwelling Units (ADUs) requirements: ADUs offer an approach to increase residential densities and housing choices in a manner consistent with neighborhood character. ADUs are currently allowed in all zones where residential development is permitted (Detached ADUs are not currently allowed in single-family zoning districts). This year, a package of changes to ADU design standards and development requirements is proposed to increase flexibility and reduce the cost of development, while still providing for neighborhood compatibility. Specifically, the proposal would:
 - Increase Detached ADUs to 25 feet with design standards (currently requires a Conditional Use Permit)
 - Remove ADU parking requirement
 - Reduce minimum ADU size to 200 sf (currently 300 sf)
 - Allow ADUs on Small Lots meeting design standards (4,500-5,000 sf in R-2 Districts)
 - Allow Attached ADUs on substandard lots (with no increase to building footprint)
 - Allow Home Occupations (businesses) in both the main dwelling and ADU
 - Provide flexibility for pedestrian walkways
 - Relax design requirements for Detached ADUs (allow them to “complement” rather than “match” the main building)
 - Remove the current 10 percent limit on Detached ADU building footprints (rely instead on Accessory structure limits already in place)
 - Streamline the application process
 - Update parking requirements for Group Housing and Multi-family Housing: This item would reduce parking requirements for these affordable housing types and create a new parking reduction bonus option.
 - Update Small Lot standards: This item would add flexibility to the City's Residential and Small Lots code provisions, in order to encourage infill development and promote housing affordability and choice, while adding design criteria to promote neighborhood compatibility. Key changes proposed include:
 - Add flexibility and enhance design standards for Single-family Small Lot Residential Development:
 - Sliding scale for minimum average lot width from 35 feet in R-2 to 25 in R-5
 - Sliding scale for minimum lot size: 6,750 sf in R-1; 4,500 sf in R-2; down to 2,500 in R-5
 - Additional design standards for Small Lot development
 - Add flexibility and enhance design standards for Two-family and Three-family Dwellings in multi-family districts
 - Make two- and three-family development more consistent with approach to townhouses
 - Sliding scale for minimum lot size for two-family and three-family in multi-family zones (from 6,000 sf to 3,500 sf)
 - Make two-family and three-family development subject to standards currently applicable in MUC Districts

Outreach

The Affordable Housing Policy Advisory Group, an inter-disciplinary group including both market-rate and subsidized-housing professionals, has collaborated with staff and the Planning Commission on this effort and continues to provide input. In addition, staff have worked closely with the City's Housing Division. Staff also received direction from the City Council Neighborhood and Housing Committee.

Planning Commission's Review

- The Commission reviewed the application staff report on January 8, and January 22, 2014; concurred with staff's analysis; and authorized the distribution of the proposed amendments for public review.

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'.

Proposal

This amendment will create a new element in the Comprehensive Plan that specifically addresses and provides goals and policies relative to the 'Port Industrial Area'. The Container Port Element will establish a policy framework that will ensure that local land use decisions consider the needs of container ports and ensure that container ports and freight corridors continue to function effectively alongside vibrant city waterfronts and adjacent areas.

By adding a new Container Port Element to the Comprehensive Plan, the City seeks to: (1) define and protect the core areas of port and port-related industrial uses within the city; (2) provide reasonably efficient access to the core area through freight corridors within the city limits; and, (3) identify and resolve key land use conflicts along the edge of the core area, and minimize and mitigate, to the extent practicable, incompatible uses along the edge of the core area. This work is mandated by a 2009 addition to the Growth Management Act relating to land use and transportation planning for marine ports in Seattle and Tacoma, and is being accomplished in collaboration with the Port of Tacoma.

Outreach

The City and Port have conducted some community outreach and used this feedback in developing the specifics of the Draft Container Port Element.

The Department will conduct an extensive community outreach for the 2014 Annual Amendment Package, including this proposal. Staff has scheduled presentations and briefings with groups such as the Neighborhood Councils, and Chamber of Commerce, through March 2014.

Planning Commission's Review

Reviewed on October 16, 2014; concurred with staff's analysis; and authorize the distribution of the proposed amendments for public review.

6. Open Space 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.

Proposal

The proposed amendment would update the *Open Space Habitat and Recreation Element* of the Comprehensive Plan pursuant to ensuring that the Element reflects the community's park, recreation and open space priorities, and provides consistent and effective guidance on implementation. The amendments would reaffirm the vision and goals as developed in 2008, reflect progress and changing circumstances since its adoption, update inventories, and provide enhanced guidance on implementation. In addition, this update will provide a forum for interested stakeholders to help refine the City's park and open space vision, goals and objectives.

Specifically, updates are proposed to various sections of the Element, including the following: Open Space Definition; Open Space System; Vision; Community Gardens; Waterfront open Spaces and Shoreline Access; Habitat Areas; Strategic Action Program; Partnerships; Acquisition and Management of Land and Facilities; and, Implementation, as well as minor refinements to other sections. In addition, the proposal would create a new section titled *Plans for Specific Areas*, which will summarize recreation and open space plans that have been developed for specific locations or sites. Finally, the proposal would refine the City's lists of Open Space Projects and Open Space Inventories, and incorporate them into the Element (these are currently contained in the City's Capital Facilities Program). This is intended to enhance the Element as a decision-making tool for policy-makers.

Outreach

This update will include public outreach and stakeholder consultation to reaffirm the vision and goals of the Element, and to update its policies to ensure they reflect the vision and goals. Staff have engaged with key stakeholders including the Green Tacoma Partnership, the Port of Tacoma and MPT in developing these proposed updates. In addition, staff will consult with the City of Tacoma's Sustainability Commission, and will hold an open house in February, as a complement to the Planning Commission's public outreach process. To date, no significant concerns or issues have been raised with the proposed approach.

Planning Commission's Review

Reviewed on January 8, 2014; concurred with staff's approach and analysis; and authorized the distribution of the proposed amendments for public review.

Proposal

1. **Electric vehicle parking and infrastructure provision:** Currently, electric vehicle charging stations and battery exchange stations are permitted under existing municipal code. These proposed amendments would add design and location standards for new electric vehicle parking and charging stations, including requirements for accessibility, as well as establish parking quantity requirements that will ensure that a percentage of new parking spaces either provide level 2 charging facilities or are constructed with the capacity to accommodate a future level 2 charging station. The quantity requirements are focused on trip origins and destinations, with a particular focus on providing electric vehicle infrastructure at new multifamily developments.
2. **Bicycle start and end of trip infrastructure:** The current bicycle parking requirements are based on a percentage of the required auto parking. Over time the City of Tacoma has been steadily decreasing auto parking requirements, and in some cases has removed parking minimums altogether. Therefore, by default, as auto parking requirements are decreased, bicycle parking requirements have decreased as well. The proposed amendments would de-couple the bicycle parking requirements from the auto parking requirements and reset the quantity requirements in-line with the City's goals for urban design, healthy living, transportation mode shifts, and greenhouse gas reduction. Further, the amendments would distinguish between short and long term bicycle parking, as envisioned in the Mobility Master Plan, and require shower and changing facilities at trip destinations when a certain amount of long-term bicycle parking is required.
3. **Setback and height exception for exterior insulation:** This proposed amendment would provide a setback and height exception for insulation added to the exterior of a structural frame to improve energy efficiency and to better facilitate the retrofit of existing structures to reduce energy demands.
4. **Low impact development barriers:** New guidance from the Environmental Protection Agency (http://www.epa.gov/smartgrowth/pdf/sg_stormwater_BMP.pdf) substantiates the position that compact urban development and smart growth principles, including residential infill and mixed-use development, are regional stormwater best management practices that help to curtail the expansion of the urban footprint into non-urban areas, thereby lessening overall stormwater impacts. The proposed amendments include minor code revisions that will remove barriers within the zoning code to using low impact development techniques, specifically pervious pavement and rainfall catchment systems, and to identify code sections that are supportive of low impact stormwater management, consistent with EPA's guidance, and to amend the purpose and intent statement of specific code sections to reflect this support.

Outreach

Staff has discussed the 2014 Annual Amendment package with various stakeholder groups, including the Master Builders Association (MBA), other development industry representatives, and Neighborhood Councils. In addition, planning staff have or plan to reach out to the Community Council, the Cross District Association, and Neighborhood Business Districts, informing them of the 2014 Annual Amendment process and offering presentations on the proposed amendments at their board meetings. Additional outreach will occur through and during the Planning Commission and City Council's public hearing and notice processes.

Planning Commission's Review

Reviewed on January 8, and February 5, 2014; concurred with staff's approach and analysis; and authorized the distribution of the proposed amendments for public review.

**8. Urban Forestry
Landscaping Code Update**
(Application #2014-10)

Amending the Comprehensive Plan and Land Use Regulatory Code to improve trees and landscaping related regulations.

Proposal

This proposal includes amendments to the Land Use Regulatory Code to improve trees and landscaping regulations applicable to development activities, with a focus on achieving such policy intents as incentives, flexibility, quality, and tree health. The proposed changes are intended to make the code more effective in achieving urban forestry objectives, in the following ways:

Planting More Trees (and other plants)

While the primary thrust is on vegetation health, quality, and landscaping code flexibility, the following limited expansions of current landscaping requirements are proposed:

- Require Street Trees with the construction of new full roadways and sidewalks (per Complete Streets)
- Extend Street Tree requirement to the M-2 Industrial District and to key corridors in the PMI Industrial District
- Standardize parking lot landscaping requirements to include both interior and perimeter plantings in most districts

Plant Better Trees (variety, larger sizes, right-tree right-place)

Proposed changes seek to optimize the urban forestry benefits from landscaping by enhancing requirements related to plant selection, planting locations, spacing and installation. Changes proposed include clarifying plant selection criteria; adding specificity regarding Crime Prevention Through Environmental Design (CPTED); removing barriers for Low Impact Development (LID) stormwater approaches; expanding the focus on “right tree-right place” to promote survival and reduce conflicts; and, creating a new distinction based on tree size. The Small, Medium and Large Tree distinction would be linked to a sliding scale for the number of trees required, providing an incentive to plant larger trees, and providing flexibility for site development.

Health, Survival and Maintenance of Trees

These changes seek to optimize the urban forestry benefits from required landscaping by expanding code provisions to better ensure the health, survival and proper maintenance of trees and other landscaping. Key changes include requiring landscaping maintenance plans with permit applications; strengthening language prohibiting excessive pruning and tree topping; and, clarifying responsibilities on maintenance and replacement.

Incentives and flexibility

These changes seek to promote desired features through code-based incentives and flexibility. The Small, Medium and Large Tree sliding scale creates significant new flexibility for site design by reducing the number of trees required if Large Trees are selected. In addition, optional bonuses would be available to reduce the total number of trees and/or amount of landscaped area, and/or allow plantings to be more clustered on the site, in exchange for tree retention, LID stormwater techniques, and/or planting evergreens. A Fee-In-Lieu option would be created to allow an administrative option to address sites with unique challenges to meeting landscaping requirements. Finally, an option would be available to public agencies to shift some required landscaping from the development site to a more appropriate site identified in their own urban forestry plans.

Provide an Understandable and Predictable Approach

The proposal includes reorganizing the landscaping code for greater clarity, consistency and ease of use. The code would be organized as follows:

- Intent and Applicability
- General landscaping section on Process, Plant Material Selection, Installation and Maintenance
- Credits and Flexibility
- Requirements by zoning district

In addition, technical guidance would be made available through a separate Urban Forest Manual to be developed in support of the code, by the Environmental Services Department – Urban Forestry Program.

Specifically, the proposal is to repeal the current *TMC 13.06.502 Landscaping and/or Buffering Standards*, and replace the section with revised code language. While a substantial amount of the existing code would be retained, the proposal includes reorganizing the section for greater clarity. Therefore, it is more readable to present the proposed new code language without track changes format. In addition, supportive changes are proposed to TMC 13.06.700 Definitions, and to TMC 13.06A Downtown Tacoma, which are shown in track changes.

Outreach

This effort started with the extensive public and stakeholder input generated through the 2011-12 policy development effort. More recently, staff have consulted with Metro Parks Tacoma and the Port of Tacoma. In addition, staff have engaged with City departments including Code Enforcement, Traffic, and Environmental Services in particular discussing the resource issues associated with street trees and with monitoring and enforcement generally. Moving forward, staff will reach out to all of the stakeholders who participated in the 2011-12 discussion, in addition to the Planning Commission public outreach process.

Planning Commission's Review

Reviewed on January 22, 2014, and authorized the distribution of the proposed amendments for public review.

9. Plan and Code Cleanup
(Application #2014-011)

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

Proposal

The proposed amendments involve changes to the Transportation Element of the Comprehensive Plan and changes to various sections in the Tacoma Municipal Code (TMC), Chapters 13.04, 13.05, 13.06, 13.11, and 13.12. These minor amendments are intended to address inconsistencies, correct minor errors, and improve provisions that, through administration and application of the Zoning Code, are found to be unclear or not fully meeting their intent.

A general summary of the proposed amendments is as follows:

1. Changes to the Transportation Element of the Comprehensive Plan:
 - Updating the Commute Trip Reduction (CTR) section to reflect the latest regulatory requirements and program opportunities approved by the Washington State Department of Transportation (WSDOT).
2. Changes to Chapter 13.04 Platting and Subdivisions, including:
 - Clarification of the submittal requirements for short plats.
 - The requirement that a vicinity sketch is included on the notice has been removed.
 - Standards for pipe stem lots have been added.
3. Changes to 13.05 Land Use Permit Procedures, including:
 - Updating the Expiration of Permits chart to ensure accuracy and consistency within other code sections.
 - Clarification the Hearing Examiner's authority to hear appeals of Short Plat decisions.
 - The addition of code language which changes the permitting process for Major Modifications to Conditional Use Permits.
4. Changes to 13.06 Zoning, including:
 - The addition of provisions requiring single-family dwellings to be oriented to the adjacent street or right-of-way.
 - A clarification to the Home Occupation Standards that on-premises sales of products associated with a Home Occupation are accessory to a service offered. For example, a home occupation engaged in hair salon services would be allowed to sell hair products and accessories.
 - The addition of work-live units to the use Chart. Work-live units are allowed in most commercially zoned districts.
 - Changes include the removal of references and regulations pertaining to the Urban Center Mixed-Use - Tacoma Dome (UCX-TD) zoning designation as it was eliminated through the South Downtown Subarea Plan process. The UCX-TD zoning district was rezoned to Downtown Mixed-Use (DMU).
 - The addition of Work-live units to the use charts.
 - The revision of fencing standards language to ensure consistency with the Downtown (13.06A) code.
 - Removal of references to the zoning designation Urban Center Mixed-Use - Tacoma Dome (UCX-TD) as it has been replaced with Downtown Mixed-Use (DMU).
 - The addition of reference to an applicable part of the code was added to the sign table. This will ensure applicable regulations are found with ease.
 - The addition of a definition for 'work-live unit' which is a combined living and work unit that includes a kitchen and a bathroom.
5. Changes to 13.06A
 - Clarification of the regulations for work-live units in the Downtown by removing references to the Mixed-Use Centers.

6. Changes to 13.11 CAPO, including:
 - Changes making the CAPO compliant with the new Shoreline Master Program and code.
 - The removal of and all invalid references to critical areas that are now regulated under the shoreline code (Refer to 13.11.190.D).
 - The CAPO changes will include minor corrections due to scrivener's errors, duplication of code citation, and clarification of intent and regulatory application for certain code citations that in practice have revealed unintended interpretation errors.
7. Changes to 13.12 SEPA, including:
 - The clarification of the appeals process for Shoreline Substantial Development Permits. Appeals of Shoreline Substantial Development Permits are appealable to the Shoreline Hearings Board.

Outreach

Staff have discussed the 2014 Annual Amendment package with various stakeholder groups, including the Master Builders Association (MBA), other development industry representatives, and Neighborhood Councils. In addition, planning staff have or plan to reach out to the Community Council, the Cross District Association, and Neighborhood Business Districts, informing them of the 2014 Annual Amendment process and offering presentations on the proposed amendments at their board meetings. Additional outreach will occur through and during the Planning Commission and City Council's public hearing and notice processes.

Planning Commission's Review

Reviewed on February 5, 2014; concurred with staff's approach and analysis; and authorized the distribution of the proposed amendments for public review.

Proposed Amendments and Staff Analyses

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



2014 Annual Amendment Staff Analysis Report

Application No.:	2014-01
Proposed Amendment:	Point Ruston Mixed-Use Center
Applicant:	Point Ruston, LLC
Location & Size of Area:	Ruston Way; 29 acres
Current Land Use & Zoning:	S-15 Shoreline District
Neighborhood Council Area:	West End
Staff Contact:	Elliott Barnett, Planning Services Division (253) 591-5389 elliott.barnett@cityoftacoma.org
Date of Report: (Planning Commission review date; draft or final)	February 19, 2014

I. Description of the Proposed Amendment:

1. Describe the proposed amendment, including the existing and proposed amendatory language, if applicable.

The proposed amendment would designate that portion of the former ASARCO site located in the City of Tacoma (excluding the Slag Peninsula) as a *Mixed-Use Center (MUC)* and Residential Target Area. The proposed 29-acre *Point Ruston MUC* would encompass that portion of the City's *S-15 Point Ruston / Slag Peninsula Shoreline District* (effective as of October 15th, 2013) intended for mixed-use development as part of Point Ruston (see Exhibit A).

Specifically, the proposal would amend the *Growth Strategy and Development Concept Element* of the *Comprehensive Plan* by adding "Point Ruston" to the list of Community Centers and revising the *Growth Concept Map* and the *Generalized Land Use Plan Map*. The revisions in the *Generalized Land Use Plan Map* would also be reflected in the corresponding maps in the *Generalized Land Use and Transportation Elements*.

In addition, *Tacoma Municipal Code (TMC) Chapter 13.17 Mixed-Use Center Development* would be amended to add the Point Ruston Community Center to the designated residential target area list (*TMC 13.17.020.C*). Inclusion on this list would make qualifying multifamily housing developments eligible for the multifamily tax exemption program. No changes to the site's *S-15* zoning, or to the scope of development as previously reviewed by the City, are included in this proposal.

Point Ruston, LLC's initial application included an additional 12 acres (parcel 8950003322) within the proposed MUC. However, after discussions with City staff the applicants have removed that parcel from the proposal. Located just southeast of Point Ruston, it was initially included because it is part of Point Ruston LLC's ownership. However, the parcel is mostly marine waters and the zoning is not appropriate for residential development.

2. Describe the intent of the proposed amendment and/or the reason why it is needed.

The intent of establishing a MUC and residential target area at Point Ruston is to support, strengthen and accelerate redevelopment efforts and stimulate job creation and the development of high-density mixed-income housing. One of the policy tools available to designated MUCs is the City's Multi-family Tax Exemption Program, which can provide a boost to development efforts. In addition, the Comprehensive Plan calls for MUCs to be given priority in allocating resources for infrastructure improvements. Finally, designating Point Ruston as an MUC would mean that it will be part of the ongoing discussion of the City's growth vision and strategies, which will be a major component of the 2015 Annual Amendments.

3. Describe the geographical areas associated with the proposed amendment. Include such information as: location, size, parcel number(s), ownership(s), site map, site characteristics, natural features, current and proposed Comprehensive Plan land use designations, current and proposed zoning classifications, and other appropriate and applicable information for the affected area and the surrounding areas.

The proposed Point Ruston MUC is the roughly 29-acre portion of the site that is located within the City of Tacoma (excluding the Slag Peninsula). The former ASARCO property is 97 acres in total and straddles the boundary between the Cities of Tacoma and Ruston. In 2006 Point Ruston, LLC purchased the property and currently owns the entire former ASARCO site, with the exception of the Slag Peninsula which is owned by the Metro Parks District. Point Ruston is located at the northern end of Ruston Way and is bordered by the City of Tacoma to the south, the City of Ruston to the east, Point Defiance Park (City of Tacoma) to the north and Commencement Bay to the east.

Since being added to the U.S. Environmental Protection Agency's (EPA) National Priorities list in 1983, the former industrial site has undergone extensive environmental remediation under the direction of the US Environmental Protection Agency. The site has now been prepared for mixed-use development, as authorized under the 2008 Final Supplemental Environmental Impact Statement (FSEIS) and Shoreline Development Permit (see Exhibit B). Earlier this year, the waterfront promenade (Waterwalk) opened to the public, and the Copperline Apartments building has been constructed. Additional development is in review or underway.

The proposed MUC is located within the *S-15 Point Ruston / Slag Peninsula Shoreline District*, characterized in the *Shoreline Master Program* as an Urban Environment with a *High Intensity Environmental Designation*.

The site includes 11 parcels: Parcels 8950003311, 8950003312, 8950003313, 8950003314, 8950003315, 8950003316, 8950003317, 8950003318, 8950003319, 8950003320 and 8950003321.

4. Provide any additional background information associated with the proposed amendment.

If designated, Point Ruston would become the 18th MUC. While the majority of the existing MUCs are zoned as Mixed-Use "X" Districts, this is not always the case. The Downtown Center has its own Downtown zoning districts, and the west Foss Waterway has Shoreline District zoning. Should this proposal be enacted, Point Ruston would have a similar status to the west Foss Waterway which is within the Downtown MUC and Residential Target Area, and is zoned Shoreline District.

The Point Ruston project has been reviewed extensively and received numerous permit approvals including the 2008 FSEIS and Shoreline Substantial Development Permit. The proposed amendments would not result in any modifications to the development approved under these permits.

In 2008, Point Ruston, LLC submitted then withdrew an application for designation as a Mixed-Use Center. At that time, City staff argued that the application was premature due to timing issues. At that time, both the Mixed-Use Centers (“X”) District zoning and the Shoreline Master Program were under review. In addition, the MUC designation is intended to foster development within established centers, and no development had yet occurred. Now, with the “X” District and SMP updates complete and development underway, the situation has changed substantially.

As part of Annual Amendment Application 2014-04, the City’s MUCs will be re-evaluated. This review may include the removal of some previously designated MUCs as well as the incorporation of new ones. The review for this application and that one will be coordinated, as appropriate.

II. Analysis of the Proposed Amendment:

1. How does the proposed amendment conform to applicable provisions of State statutes, case law, regional policies, the Comprehensive Plan, and development regulations?

The proposed designation, with associated policy and code changes, is generally consistent with the applicable provisions of State, regional and local law and policy.

Shoreline Master Program:

The proposal is consistent with the S-15 Shoreline District policy intent and Environmental Designation:

The intent of the S-15 Shoreline District is to establish continuous public access along the shoreline that will take full advantage of the unique shoreline location and views of Puget Sound and Commencement Bay while integrating high intensity upland development that includes mixed-use residential and commercial structures and protecting the integrity of the site wide cap Superfund remedy consistent with EPA directives.

The S-15 Point Ruston / Slag Peninsula Shoreline District is an Urban Environment with a High Intensity Environmental Designation.

Comprehensive Plan:

The proposal is generally consistent with the Comprehensive Plan goals and policies. The site is slated to become a dense, compact, mixed-use community, with pedestrian-oriented streets and public spaces and amenities, connected to the bicycle, pedestrian and vehicular networks, and designed for transit. However, it is unclear whether Point Ruston will provide the full range of housing affordability envisioned, and transit service is not currently available to the site.

The redevelopment of the ASARCO site as Point Ruston supports multiple City economic development, transportation, environmental, recreation and open space, neighborhood and other goals. Policies from the Arts and Culture, Capital Facilities, Environmental Policy, Housing, Transportation, Neighborhood and Open Space Elements provide both general and specific support for Point Ruston. For example, the Neighborhood Element specifically endorses the development.

Point Ruston's development is also consistent with Metro Parks Tacoma's plans for Point Defiance Park and Slag Peninsula Park, and with the City of Ruston's plans for the site within its jurisdiction.

Several characteristics make Point Ruston distinct from Tacoma's existing MUCs. It is a master planned mixed-use community, in single ownership, being developed on a former industrial site; and, the full buildout of the area is already established and permitted. However, these characteristics are not inconsistent with the Comprehensive Plan guidance on MUCs. Though buildout is in the early stages, the approved plans facilitate a clear understanding of the ultimate characteristics of the site, which can be evaluated against the Comprehensive Plan.

The Comprehensive Plan Generalized Land Use Element (GLUE) provides the most pertinent direction on MUCs. The Mixed-Use Centers Goal is:

To achieve concentrated centers of development with appropriate multimodal transportation facilities, services and linkages that promote a balanced pattern of growth and development, reduce sprawl, foster economies in the provision of public utilities and services, and yield energy savings.

MUCs are intended to be areas where development will be directed, concentrated and connected to multimodal transportation systems. They aim to provide convenience and choice for residents and employees, and to be distinctive, attractive and rich in amenities.

The MUCs Vision emphasizes:

- Building on community assets and character
- Increased mix of uses
- Enabling and providing incentives for a variety of higher density housing for different needs and ages
- Creating quality urban neighborhoods
- Providing frequent and convenient transit with good roads
- Providing community gathering space and public spaces
- Creating a safe, comfortable, interesting walking and biking environment through the efficient use of land

MUC principles for development are:

- Mix of Uses – mix of uses and density near transit and services; shopping and services near home and work; employment opportunities
- Housing Choices – types, mix of incomes, support home ownership
- Transportation choices – comfortable and safe walking districts; bicycle access and facilities; transit; transportation demand management strategies; reduced dependence on cars
- Quality of Life and Active Living – comfortable and accessible public spaces; neighborhood identity; pedestrian-oriented streets; vegetation and greenery; buffers and transitions
- Thriving Economy – increase investment in centers; priority for incentives; employment; business climate; small businesses; opportunities to live near work; home ownership; development feasibility

The GLUE's MUC policies further flesh out the goal, vision and principles. The GLUE calls for incentives to increase residential density within MUCs, and identifies them as priority areas for growth, public investment, services and capital facilities. The Multifamily Tax Exemption Program's purpose is to stimulate new multifamily housing and direct density to centers, and to encourage housing for a range of incomes.

The GLUE identifies four categories of MUCs – Downtown Center, Urban Centers, Community Centers, and Neighborhood Centers. Point Ruston best fits the character of Community Centers, which are intended as concentrations of commercial and residential development with larger scale commercial development and mid-range density / mid-rise development. Density ranges envisioned are 25-42 units per net acre.

To summarize, designating Point Ruston as an MUC would be consistent with the majority of the pertinent policy direction. The possible exceptions may be transit availability and housing affordability.

In terms of transit, Point Ruston has provided two bus stop pads per Pierce Transit’s specifications and will construct bus stops once service is available. Per discussions with Pierce Transit, based on the increasing density, a revision could be considered to their service plans to add a route along Ruston Way. Should that occur, is likely that service would commence once buildout is well underway, pending funding availability.

In terms of housing affordability, the applicants have indicated that the fixed costs of remediating and developing the site make it more challenging to provide affordable housing options. However, they are currently exploring approaches and have indicated they will be providing more information on this subject.

2. Would the proposed amendment achieve any of the following objectives?

- **Address inconsistencies or errors in the Comprehensive Plan or development regulations;**
- **Respond to changing circumstances, such as growth and development patterns, needs and desires of the community, and the City’s capacity to provide adequate services;**
- **Maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern; and/or**
- **Enhance the quality of the neighborhood.**

The proposed amendment reflects changes that have occurred as a result of the former ASARCO site being redeveloped as a master planned mixed-use project. This is a major change in circumstances, as the site has been industrial, then a brownfield, for about a century.

To the extent that it facilitates the Point Ruston development, this proposal would help to achieve multiple city goals. The Point Ruston project harnesses private investment to achieve goals including environmental cleanup; reuse of a brownfield site; housing; economic development; concentrating growth within existing centers; and, connecting people to the waterfront. Point Ruston is a major enhancement to the West End Neighborhood, and complements the adjacent development planned for Point Defiance Park and the City of Ruston.

3. Assess the proposed amendment with the following measures: economic impact assessment, sustainability impact assessment, health impact assessment, environmental determination, wetland delineation study, traffic study, visual analysis, and other applicable analytical data, research and studies.

The Point Ruston project has gone through extensive review and received numerous permit approvals. Impacts were studied at that time, and appropriate conditions placed on the FSEIS and Shoreline permit. The current proposal would have no direct effect on the scope and character of development already approved, but could accelerate the pace of that development.

Designation of Point Ruston as a Residential Target Area would make property tax exemptions for the development of multifamily housing available, for a period of 8 or 12 years. This could result in reduced tax revenue to the City of Tacoma during that period compared to the amount that otherwise would be generated. On the other hand, this temporary reduction in revenue could be balanced against the economic benefits of accelerating the build-out, including tax revenue from commercial development. For one perspective on the public and private benefits of the Program, see the attached 2007 analysis prepared by McCament and Rogers, and provided by the applicants (Exhibit E).

Should this application be approved, Point Ruston would be placed within a well-developed policy framework which continues to be refined. Tacoma's Mixed-Use Centers are part of a comprehensive strategy intended to enhance sustainability, promote active transportation and transit use, and build on Tacoma's neighborhood assets for economic development. At the highest level, developing within the City inherently promotes sustainability by directing growth into urban areas and away from rural and natural areas.

4. Describe the community outreach efforts conducted for the proposed amendment, and the public comments, concerns and suggestions received.

Outreach for this application will build on the extensive public processes that have already taken place for Point Ruston. Point Ruston, LLC has engaged McCament and Rogers, a consultant firm, to assist with the process. City staff are coordinating with them to identify the stakeholders. Staff note that the vision and plans for Point Ruston are well established and broadly supported, and this proposal would not change the scope of development already approved. Furthermore, the objections raised to the original 2008 Point Ruston MUC proposal have now been substantially resolved.

To date, staff and the applicants have identified and had preliminary discussions with the following stakeholders:

- West End Neighborhood Council (presentation on 09/18/13 – voted to support the application) – letter attached
- City of Ruston (emailed Mayor Hopkins 07/13; met with Ruston's Planner 10/03/13)
- Ruston Pearl Business District (meeting on 09/30/13)
- Metro Parks District (discussion with staff on 09/17/13)
- Citizens for a Healthy Bay (letter attached)
- Tacoma Housing Authority (emails/phone calls in September)
- Pierce Transit (emails 10/04/13 and 10/18/13)
- Planning Commission discussion (10/16/13)

Outreach to date has revealed general support for the application, with some exceptions or caveats. Several stakeholders have expressed support for the proposal given the expectation that MUC designation could accelerate development. Some stakeholders were reassured to learn that no changes to development regulations, particularly height, are proposed. The West End Neighborhood Council and Citizens for a Healthy Bay have provided letters in support of the designation.

The City of Ruston stakeholders are also generally supportive of the MUC designation, but call for continued coordination between the Cities of Tacoma and Ruston, and Point Ruston, LLC to ensure that the build-out meets the approved plans and is phased in a manner that is equitable to both jurisdictions in terms of tax benefits.

Tacoma Housing Authority (THA) initiated a discussion of affordable housing at Point Ruston. The applicants have indicated they have been in contact with THA to discuss the potential for providing affordable housing at Point Ruston.

At its meetings to date, the Planning Commission raised several issues for further consideration. These included public versus private benefit, the importance of providing affordable housing and transit service, and considerations about the appropriateness of the location as an MUC.

Staff will continue to work with the stakeholders identified, as well as conduct additional outreach as part of the overall 2014 Annual Amendment package.

5. Will the proposed amendment benefit the City as a whole? Will it adversely affect the City's public facilities and services? Does it bear a reasonable relationship to the public health, safety, and welfare?

The proposed amendment would benefit the City as a whole by potentially accelerating the pace of a long-awaited development that provides multiple benefits to the community. The residential target area designation will benefit the City by incentivizing residential development and investment in a mixed-use project.

III. Staff Recommendation:

Staff recommends that the proposed amendments to the Comprehensive Plan and the Tacoma Municipal Code pertaining to the proposed designation of Point Ruston as a Community Mixed-Use Center and residential target area, as applied by the Point Ruston, LLC and as depicted in Exhibits C and D, be distributed for public review. Staff will continue to engage in public outreach and provide a summary to the Planning Commission prior to the public hearing process which is tentatively scheduled for February-March 2014.

IV. Exhibits:

- A. Site Map of the Proposed Point Ruston Mixed-Use Center
- B. Point Ruston Development Concept
- C. Proposed Amendments to the Comprehensive Plan
- D. Proposed Amendments to the Tacoma Municipal Code
- E. Multifamily Tax Exemption Program – Key Points
- F. Letter from West End Neighborhood Council
- G. Letter from Citizens for a Healthy Bay

Exhibit A: Site Map of Proposed Point Ruston MUC



Exhibit B - Point Ruston Mixed-Use Center

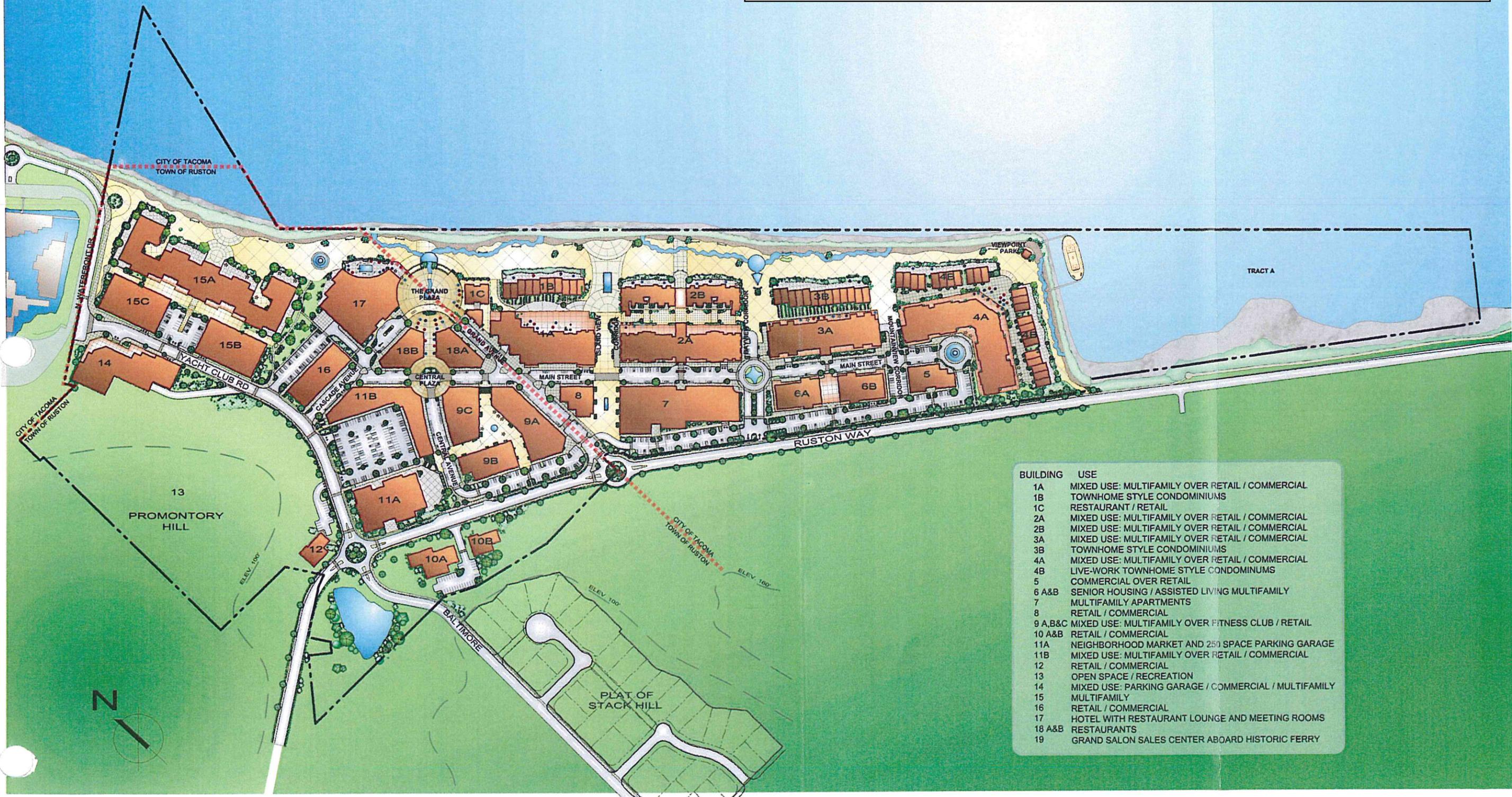


Figure 7
Site Plan - Overall

Point Ruston Supplemental EIS

Source: ESM, 2008





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

DRAFT COMPREHENSIVE PLAN CHANGES
February 19, 2014

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

Community Center

The community center is a concentration of commercial and/or institutional development that serves many nearby neighborhoods and generally includes a unique attraction that draws people from throughout the city. Some residential development may already be present, and there is a goal to have more residential development. It is directly accessible by arterials and local transit. Pedestrian accessibility is important within the center, but because of its focus on larger scale commercial development, the community center continues to provide for automobile parking, preferably within structures.

Designated Community Centers:

- Tacoma Central Plaza/Allenmore (Tacoma Central)
- S. 72nd and Pacific Avenue
- S. 72nd and Portland Avenue
- TCC/James Center
- Westgate
- Lower Portland Avenue
- S. 34th and Pacific Avenue
- ~~S. 121st and Pacific Avenue (Outside the city within the urban growth area)~~
- Point Ruston



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

DRAFT LAND USE REGULATORY CODE CHANGES
February 19, 2014

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

Chapter 13.17
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 Ruston</u>	<u>Community</u>	<u>August 1, 2014</u>

Multi-Family Tax Exemption - Key Points
April 2, 2007

1. The Property Tax Exemption serves a number of purposes
 - A. Increases residential density in selected areas in keeping with the goals and requirements of the Growth Management Act
 - B. Reduces urban sprawl by encouraging higher densities for all multi-family product: condominiums, townhomes, and apartments.
 - C. Increases property tax revenues
 - Short-term: increases the land value when new construction or building rehab takes place
 - Long-term: taxes collected on land and improvements
 - D. Mitigate the risk to lenders that would not otherwise loan money for development
2. Does the developer benefit? Yes.
 - Helps attract renters or buyers
 - Condos or townhomes will most likely sell faster & apartments rent up quicker
 - Reduces carrying costs
 - May help the project quality for financing
3. Does the City benefit? Yes
 - City continues to receive property tax just as they do now on the vacant piece of property, and—
 - The improvements on the property lift the value of the land and provide increased property taxes during the exemption period.
 - City receives revenue from one-time and annual taxes generated by the construction activity and new residents
 - MFTE makes areas competitive for the resident that might otherwise choose to live in a neighboring community or remain in single-family housing
4. Bottom Line

Money flowing to the City from proposed development with a multi-family tax exemption generates more tax revenue than presently received from vacant property or underdeveloped property

(Note: Higher priced residential units will generate even higher property taxes at the end of the exemption period. For instance, a \$1 million condo will generate 5x the property taxes as a \$200,000 unit and bring greater discretionary income to support retail shopping and services.)



SW
DEC 04 2013

Sean Gaffney, Chair
Tacoma Planning Commission
747 Market Street, Room 345
Tacoma, WA 98402

November 18, 2013

Dear Chair Gaffney:

On September 19, 2013, the West End Neighborhood Council heard a proposal by Pt. Ruston LLC with J.J. McCament et al, stating their proposal to designate a portion of the former ASARCO property as a Mixed-Use Center. The West End members feel that Pt. Ruston will be a great addition to our area and knowing that the residential area included in this design will make a Mixed-Use Center of high quality, we voted unanimously to support this amendment.

We feel strongly that this redevelopment will be a significant improvement to the area, and bring in a high quality of mixed-income housing, along with the Mixed-Use Center, on land that has previously been closed to the public for many years. The remediation of this area has been remarkable and we look forward to the creation of a vibrant, bustling waterfront area that will eventually bring many new people and businesses to our neighborhood.

If we can be of further help in this matter, please do not hesitate to contact either myself at 253-278-3398, or Ginny Eberhardt at 253-224-6967.

Sincerely,

A handwritten signature in black ink, appearing to read "Ken Kingsbury".

Ken Kingsbury, Chair
West End Neighborhood Council

cc: J.J. McCament



535 Dock Street
Suite 213
Tacoma, WA 98402
Phone (253) 383-2429
Fax (253) 383-2446
chb@healthybay.org
www.healthybay.org

December 3, 2013

Mr. Elliott Barnett
Planning Services Division
City of Tacoma
747 Market Street, Room 345
Tacoma, WA 98402

Re: Application #2014-01 – Point Ruston Mixed-Use Center

Dear Mr. Barnett:

This letter is in support of the above referenced application to amend the Comprehensive Plan and development regulations in order to designate the portion of the Point Ruston mixed-use development located in the City of Tacoma as a Mixed-Use Center.

CHB considers that the application is appropriate as the Point Ruston redevelopment site meets the definition as stated in TMC 13.17.010.C.: *“Mixed-use center” means a center designated as such in the land use element of the City’s Comprehensive Plan. A mixed use center is a compact identifiable district containing several business establishments, adequate public facilities, and a mixture of uses and activities, where residents may obtain a variety of products and services.*”

Point Ruston is located within the S-15 Point Ruston / Slag Peninsula Shoreline District, characterized in the Shoreline Master Program (SMP) as an Urban Environment with a High Intensity Environmental Designation. The SMP defines a mixed-use project as: “... developments **which include a combination of components, such as residential uses, hotels, marinas, habitat improvement actions, public access provisions, and other uses**”. Additionally, several references in the SMP describe Point Ruston as a “mixed-use center.”

The planned redevelopment of the Point Ruston site which is currently underway is consistent with the City’s intent and purpose in creating the Mixed-use center designation.

We urge the City of Tacoma Planning Commission to favorably consider Point Ruston’s application and approve the MUC designation.

Sincerely:

Leslie Ann Rose
Senior Policy Analyst

cc: J.J. McCament

Board of Directors
Bonnie Becker
Cheryl Greengrove
Kathleen Hasselblad
Bett Lucas
Melissa Braisted Nordquist
Marco Pinchot
Bill Pugh
Lee Roussel
Angie Thomson
Sheri Tonn

A tax-exempt
501(c)(3) Washington
nonprofit corporation



Application

To Amend

The Comprehensive Plan or Land Use Regulatory Code

Application No.:

#2014 – 1

Date Received:

7/31/13

Year of Amendment	2014	
Application Deadline	Thursday, August 1, 2013, 5:00 p.m.	
Application Fee	\$1,400	
Type of Amendment (Check all that apply)	<input checked="" type="checkbox"/> Comprehensive Plan Text Change <input checked="" type="checkbox"/> Regulatory Code Text Change <input type="checkbox"/> Land Use Designation Change <input type="checkbox"/> Area-wide Rezone <input type="checkbox"/> Interim Zoning or Moratorium	
Summary of Proposed Amendment (Limit to 100 words)	Designate that portion of the former ASARCO property located in the City of Tacoma as a Mixed-Use Center and a residential target area by revising Tacoma Municipal Code ("TMC") Chapter 13.06.300 Mixed-Use Center Districts, TMC Chapter 13.17.020 Residential Target Area Designation and Standards, and other related sections accordingly to include the new proposed Mixed-Use Center.	
Applicant	Name	Point Ruston LLC
	Affiliation / Title	Loren M. Cohen, Manager of Legal Affairs
	Address City, State & Zip Code	5219 North Shirley, Suite #100 Ruston, WA 98407
	E-mail	Loren@PointRuston.com
	Phone / Fax	Phone 253-752-2185 x 236 Fax 253-752-7083
Additional Contact	Name	J. J. McCament
	Affiliation / Title	McCament & Rogers
	Address City, State & Zip Code	708 Broadway, Suite 150 Tacoma, WA 98402
	E-mail	jj@mccamentandrogers.com
	Phone / Fax	Phone 253-219-7962 Fax 253-284-5793
	Relationship to Applicant	Consultant

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

Point Ruston LLC

Signature:  Loren M. Cohen Date: 7-30-2013
 Manager of Legal Affairs

REQUIRED QUESTIONNAIRE

1. Describe the proposed amendment. If submitting text changes to the Comprehensive Plan or Regulatory Code, provide the existing and the proposed language. If submitting changes to the Comprehensive Plan land use designation(s) or the zoning classification(s), provide the current and the proposed land use designations and/or zoning classifications for the affected/proposed area.

The proposed Amendment would designate that portion of the former ASARCO site located in the City of Tacoma, as depicted on Exhibit A, as a Mixed-Use Center (“MUC”) and a residential target area. The boundaries of the proposed MUC are contained within the easternmost parcel of the City’s S-15 Shoreline District.

Revise TMC Chapter 13.06.300 Mixed-Use Center Districts, TMC Chapter 13.17.020 Residential Target Area Designation and Standards, and related sections of the City’s regulatory and land use documents accordingly to include the new Mixed-Use Center.

2. Why is the amendment needed and being proposed?

Recognizing that portion of the former ASARCO site located within the City boundary as a Mixed-Use Center and residential target area will support, strengthen, and accelerate redevelopment efforts of this site and stimulate job creation and the development of high-density mixed-income housing in keeping with the City’s Comp Plan and the WA State Growth Management Act.

The redevelopment of the former ASARCO site is a long-term public-private partnership that has been steadily moving the property from a heavy industrial use with significant environmental consequences to a mixed-use neighborhood with public access to a portion of the shoreline that had been closed to the public for almost a century. The former ASARCO site straddles two jurisdictions, Tacoma and Ruston, and is the last property along a once heavily industrialized shoreline to be redeveloped and brought back to economic vitality. In the 1970’s the City undertook an initiative to purchase and remediate industrial properties along Ruston Way, and then created a bustling and vibrant urban waterfront by building a shoreline trail and recruiting businesses to an area now known for its waterfront restaurants, offices, and hotel. In keeping with that initial economic development focus, the City has worked closely over the past three decades with the private sector to make sure the former ASARCO property is fully remediated, and has shaped plans for a concentrated and compact mixed-use infill neighborhood.

The West End Neighborhood Element of Tacoma’s Comprehensive Plan specifically addresses the redevelopment of the former ASARCO site in a number of goals and policies; and, the City has supported the redevelopment of the former smelter site as a mixed-use neighborhood and an economic development opportunity. Fluctuating market conditions and availability of reinvestment capital coupled with the financial obligation of remediating a Superfund site and providing significant infrastructure improvements are ongoing barriers to redevelopment of the site that have and will continue to impact the pace of redevelopment. Designating the former ASARCO property as a Mixed-Use Center and a residential target area is pivotal to removing barriers to redevelopment and returning the land to the tax rolls in a timely manner.

3. Please demonstrate how the proposal is consistent with the applicable policies of the Comprehensive Plan, and consistent with the criteria for amending the Comprehensive Plan or development regulations.

The amendment proposal is consistent with Comp Plan criteria and policies and is demonstrated with a thorough analysis outlined on the attached “Comp Plan Goals and Policies” document (Exhibit B). The “Comp Plan Goals and Policies” document provides a comparative discussion of the vision and emerging reality of the proposed

mixed-use center and supporting goals and policies found in the City's Comp Plan.

4. If the proposed amendment is associated with a geographic area, please provide a more detailed description, along with maps, if applicable, of the affected area and the surrounding areas, showing all parcels (with parcel numbers), ownership of each parcel, current land uses, site characteristics, and natural features.

The former ASARCO property purchased by Point Ruston, LLC in 2006 is 97 acres in size and straddles the jurisdictions of Tacoma and Ruston. The proposed Amendment would designate as a Mixed-Use Center (MUC) and a residential target area that portion of the former ASARCO property located in the City of Tacoma. The property constituting the proposed MUC is owned in its entirety by Point Ruston, LLC (and its affiliated entities). The boundaries of the proposed MUC are contained within the easternmost parcel of the City's S-15 Shoreline District, as depicted on Exhibit A.

Property owners adjacent to the proposed MUC include the City of Tacoma's Ruston Way linear urban park and Dome-to-Defiance trail system to the east, the portion of the former ASARCO property located in the City of Ruston and owned by Point Ruston, LLC, and the City of Tacoma's Ruston Way right-of-way to the south. Commencement Bay is located to the north.

5. If the proposed amendment is associated with a geographic area, please describe how it is compatible with the existing and planned land uses and development patterns of the adjacent neighborhood and explain how it may further enhance the adjacent neighborhood.

The proposed Mixed-Use Center (MUC) encompasses that portion of the former ASARCO property located in the City of Tacoma and is contained within the City's S-15 Shoreline District, as depicted on Exhibit A. After nearly a century of heavy industrial manufacturing and a Superfund cleanup nearing completion, this emerging development comprises one of the largest infill sites remaining in the city. Unique geography defines the proposed MUC, creating an island with little impact on other neighborhoods, yet a positive aesthetic, functional, and economic impact on the community at large. To the east along Ruston Way is the City's linear urban park and Dome-to-Defiance trail link; to the west, additional vacant former ASARCO property with City of Ruston master plan approvals in place; City of Tacoma Ruston Way right-of-way borders the proposed MUC to the south, and Commencement Bay is to the north.

The redevelopment of the former ASARCO site is long-awaited by the community. Extensive public outreach has been conducted over the past three decades addressing redevelopment plans and approvals, including most recently, the City's Shoreline Master Plan approvals for S-15 Shoreline District.

6. If the proposed amendment is associated with a geographic area, please describe the applicant's interest in the affected property. Describe any plans for future activity related to or connected with this site. If you are not the owners, submit proof that the property owners have been notified and are aware of the application.

The applicant is the owner of the former ASARCO site and is the developer of the Point Ruston mixed-use neighborhood. Since purchasing the former ASARCO site in October 2006, the applicant has taken on responsibility for completing the remediation of this Superfund site as well as completing environmental review and land use approvals for a mixed-use neighborhood development that accommodates high-density for-sale and for-lease residential, commercial, and retail uses as well as setting aside approximately 60% of the former smelter site as public open space, parks, trails and view corridors. In cooperation with the City, the applicant recently completed a \$31 million public infrastructure project through a Local Improvement District, which realigned the Ruston Way right-of-way, replaced and installed underground utilities, and completed the

waterfront Waterwalk promenade along Commencement Bay that fills in the missing public access link in the Dome-to-Defiance trail system between the City's linear park along Ruston Way and Metro Parks' Point Defiance / Peninsula Park property.

ASARCO began their remediation efforts in 1982, participated in many years of community planning and the 1997 publication of a non-project Environmental Impact Statement (EIS) for the proposed redevelopment of the site focused on office, office business park, light industrial, and retail uses. In October 2006 ASARCO sold the former smelter property to Point Ruston LLC after the mining company entered bankruptcy. In 2008 the City of Tacoma issued a Final Supplemental Environmental Impact Statement (FSEIS) for the Point Ruston mixed-use master plan that encompasses the area included in the proposed MUC. Ensuing master plan and shoreline approvals set the stage for reclamation of an industrial wasteland by embracing and encouraging a high density, compact and concentrated mixed-use development that includes approximately --

- 800-1000 residential units
- 228,000 sq. ft. commercial/retail (shopping, theater, hotel, restaurants, retail, grocery, medical services, exercise facilities, etc.)
- 3,700 +/- parking stalls (on street & structured parking)
- Over 60% open space and view corridors

Given the recent severe economic downturn and constrained availability of construction financing, recent activity on the site has been limited to continuing remediation of the designated Superfund site, LID infrastructure improvements and the protracted construction of The Copperline project – a mixed-use building featuring apartments, ground floor retail and commercial space, and structured parking.

Subject to market demand, current development projects recently completed or proposed to occur in the mid-to-near-term within the proposed Mixed-Use Center in the city of Tacoma include the following projects (as depicted on attached Exhibit C):

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|---|---|
| <i>Building 2A</i> | <i>The Copperline Apartments – Mixed-use building with 173 residential units, 21,000 sq. ft. of ground floor retail/commercial and approximately 400 parking stalls (on-street and structured parking garage). Commercial tenants include Franciscan Health Systems, Forza Coffee and NW Elite Fitness 247, along with a salon/day spa and gourmet candy shop. The residences were granted conditional occupancy on May 15, 2013, and commercial tenant improvements are underway (See Exhibit C3).</i> |
| <i>Building 2B</i> | <i>The Copperline Condominiums – Residential condominium with 44 condominiums, to be built on the waterside of The Copperline Apartments. Estimated 2014-2015 completion (See Exhibit C4).</i> |
| <i>Building 1A</i> | <i>Mixed-use building with 137 residential units, 35,000 sq. ft. Century Theatre, approximately 10,000 sq. ft. additional commercial space and 275 parking stalls (on-street & structured parking garage). Construction is estimated to start in 2013/2014 (See Exhibit C5).</i> |
| <i>Buildings 1B, 1C & 8</i> | <i>These buildings are a portion of the Retail Core, and are standalone retail/commercial buildings.¹ Plans call for construction to start in 2014, with a coordinated opening to the Building 1A project.</i> |
| <i>Buildings 3A/B, 4A/B, 5, 6A/B & 7A/B</i> | <i>These Mixed-Use projects are subject to market demand and financing, and are planned to contain a mix of residences, including for-rent apartment, for-sale condominium, townhomes and commercial/retail space.</i> |

¹ The retail core is defined as those buildings numbered 1A, 1B, 1C, 8, 9, 11A, 11B, 16, 17, 18A & 18B. Formal leases and letters of intent include the 9-screen Century Theatre cinema (bldg. 1A), a 25,000 sq. ft. neighborhood grocer (bldg. 11A), and Silver Cloud Hotel (bldg. 17) along with a number of national, regional, and local tenants, including restaurants and retailers (see Exhibit C2)

7. Describe any community outreach you have conducted (i.e., when and how you contacted affected and abutting property owners and neighbors), and any community response received to the proposed amendment. Attach any letter(s) of support or written community response, if applicable.

As part of our initial community outreach, Point Ruston has contacted members of the Tacoma City Council, the West End Neighborhood Council, and the City of Ruston regarding our intention to submit an application for a Comprehensive Plan amendment to include a Mixed-Use Center and residential target area. Point Ruston is seeking support of the West End Neighborhood Council and is scheduled to brief the Council on September 18. With no other abutting property owners with whom to coordinate, Point Ruston's remaining community outreach will focus on contacting the Ruston-Point Defiance Business District, Tacoma-Pierce Chamber of Commerce and Tacoma-Pierce Master Builder Association, as well as remaining available to meet with or respond to requests from other interested stakeholders.

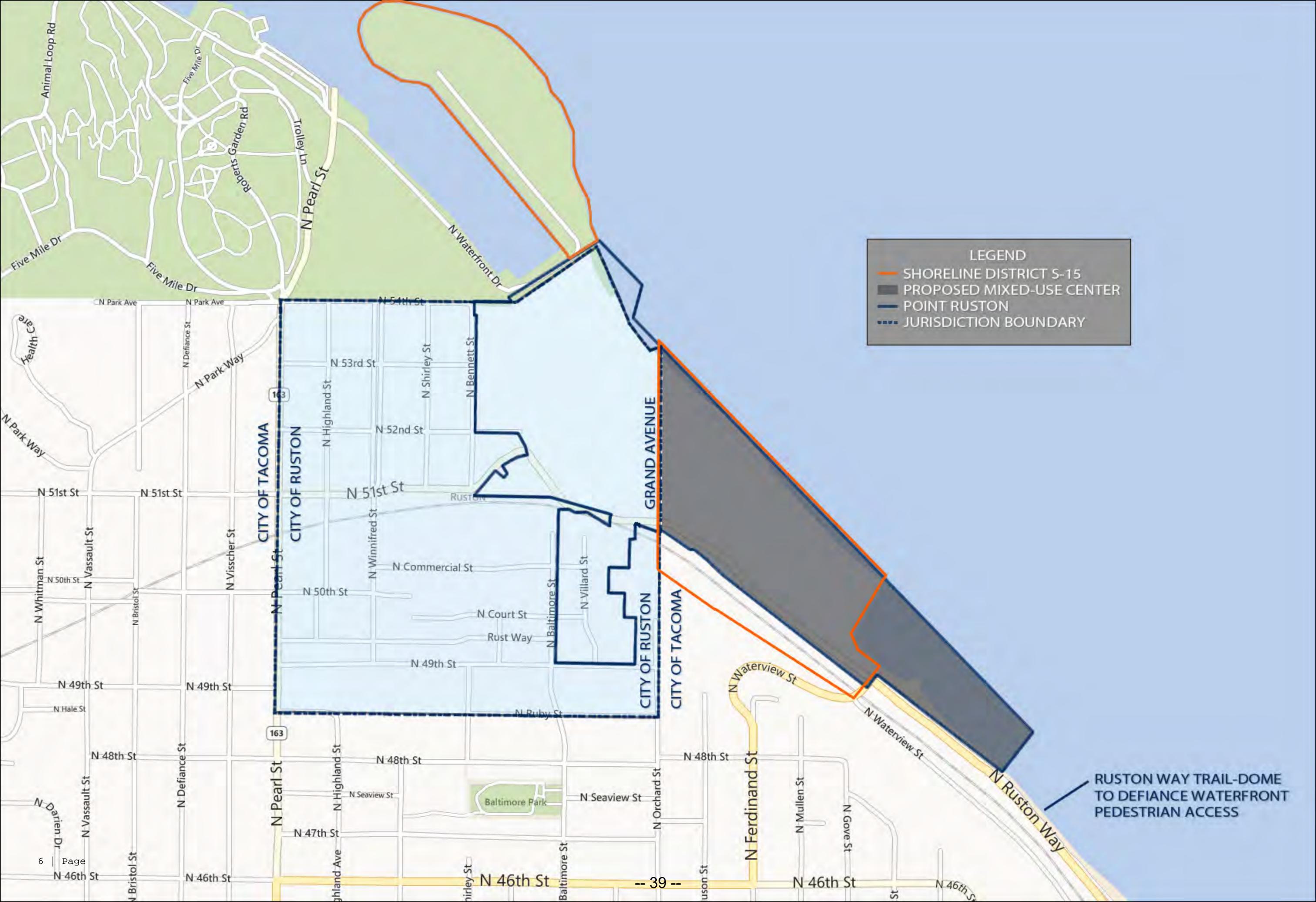
8. Please provide any supplemental information, which may include, but is not limited to, completion of an environmental checklist, wetland delineation study, visual analysis, or other studies.

ASARCO and its predecessors operated smelting and refinery operations at the site beginning in 1888 and continuing for nearly 100 years until 1985 when the ASARCO plant was closed. The former ASARCO site has been the subject of intense environmental review since the plant was listed on the Environmental Protection Agency's (EPA) National Priorities list in 1983, followed by a Consent Decree entered into U.S. District Court on January 3, 1997. In that same year, an Environmental Impact Statement was published for the ASARCO site that analyzed retail, office, light industrial and office business park uses. Upland site cleanup by ASARCO began in 1998 and was scheduled for completion in 2003, but was delayed. As part of the sale of ASARCO's assets in bankruptcy, the site was sold through a nationwide auction in late 2006 to MC Construction Consultants, Inc., who assigned its interest to Point Ruston, LLC. In 2008 the City of Tacoma published a Final Supplemental Impact Statement (FSEIS) for Point Ruston, an urban mixed-use neighborhood with a variety of land uses including high-density residential, retail, office, hotel, entertainment, medical services, exercise facilities, grocery, and over 60% of the site in open space, trails, and parks.

Along with the FSEIS process, Point Ruston has engaged in a myriad of land use processes, and the site now stands fully entitled, with the subject property vested to shoreline substantial development permits and shoreline conditional use permits, and having been parcelized into buildable lots through a boundary line adjustment process. The project has also completed its final design of the environmental remedy at the sit and achieved EPA's issuance of approval of a General Construction Management Plan and Site Wide Grade and Cap Plan, both of which were required elements of the Superfund cleanup process.

The latest review of the property comprising the proposed Mixed-Use Center was undertaken as part of the City of Tacoma's Shoreline Master Plan adopted in 2012, and resulted in that portion of the former ASARCO site located in the City of Tacoma being designated as Shoreline District S-15. The Shoreline District S-15 designation recognizes and support plans to redevelop the former ASARCO site as a high-density mixed-use urban neighborhood.

Exhibit A



LEGEND

- SHORELINE DISTRICT S-15
- PROPOSED MIXED-USE CENTER
- POINT RUSTON
- JURISDICTION BOUNDARY

RUSTON WAY TRAIL-DOME TO DEFIANCE WATERFRONT PEDESTRIAN ACCESS

Exhibit B

Proposed City of Tacoma Comprehensive Plan Amendment Supporting Comp Plan Goals & Policies

Designate a portion of the former ASARCO property as a Mixed-Use Center and residential target area.

Proposed Mixed-Use Center	Supporting Comp Plan Goals & Policies (section & page)
<p>Vision & Neighborhood</p> <p>The proposed Mixed-Use Center (MUC) encompasses that portion of the former ASARCO site located in the City of Tacoma, and situated between Ruston Way and Commencement Bay. The boundaries of the proposed MUC are contained within Tacoma’s S-15 Shoreline District (Exhibit A).</p> <p>The proposed MUC is laid out as a concentrated, compact high-density development area accommodating a mix of land uses including shopping, housing, offices, medical, restaurants, hotels, entertainment, recreational facilities, public art, parks and open spaces, public facilities, and a combination of on-street and structured parking to meet the needs of all segments of local residents and the community at large. The former ASARCO redevelopment site, now known as Point Ruston, is one of the last infill neighborhoods of significant size in the City of Tacoma.</p> <p>The approved land use plan for the former ASARCO site provides for 800-1000 residential units, 228,000 sq. ft. commercial/retail, 3700 parking stalls (on-street and structured parking), and just over 60% in open space, parks, and trails. The developer of the former ASARCO site has submitted for and received BuiltGreen designation for each of the individual buildings in the redevelopment master plan. EnergySaver appliances are being used in all buildings and TPU’s energy management team has been consulted re. best practices. During the planning and environmental review phase of the redevelopment project, discussions were held with the Tacoma Housing Authority (THA) regarding the development of affordable- and low-income housing. In 2009 Point Ruston submitted an application for HUD-235 financing to build senior house but was unsuccessful in securing financing for the project.</p> <p>The land use plan encourages multi-modal transportation options including walking and cycling, and transit services on Ruston Way. These multi-modal</p>	<p>The West End Neighborhood Element of Tacoma’s Comp Plan specifically calls out the redevelopment of the former ASARCO property in a number of policies cited below. These policies express the City’s intent to encourage and support the redevelopment of the former smelter site as a mixed-use neighborhood and an economic development opportunity.</p> <p>Area Vision The potential redevelopment of the Titlow/Day Island area into a mix of commercial and residential should be considered, as well as facilitating the redevelopment of the former ASARCO property. (Neigh-53)</p> <p>In addition, parks and playgrounds are anticipated along with extension of the Ruston Way pedestrian promenade through the old ASARCO site to Point Defiance Park. (Neigh-53)</p> <p>WE-2 Commercial Maintain and enhance the economic viability and employment opportunities of the former ASARCO smelter site as it redevelops on land located within the City of Tacoma and the Town of Ruston. (Neigh-56).</p> <p>WE-2.7 Redevelopment of the ASARCO Site Encourage medium intensity redevelopment of the ASARCO site into a variety of uses that would include commercial and residential uses pursuant to the master plan authorized for the site. (Neigh-57)</p> <p>WE-3 Recreation and Open Space Goals (Neigh 58)</p> <p>WE-3.4 Ruston Way Pedestrian Promenade Complete the pedestrian promenade along Ruston Way thru the ASARCO redevelopment site to connect to Point Defiance Park.</p>

<p>transportation options serve as a vital connection between the Tacoma Dome and downtown Tacoma to the redeveloped former ASARCO site and the north end of Tacoma including the Ruston Point Defiance Business District, Point Defiance Park, and the Vashon Ferry. The newly completed Waterwalk trail completes one of the last ‘missing links’ in the Dome-to-Defiance trail system along Tacoma’s waterfront.</p> <p>The proposed Mixed-Use Center has unique geographical properties as the result of historic ASARCO smelter operations that created a peninsula of ore slag upon which the redevelopment is being built. The boundaries of the peninsula strictly limit the expansion of the core area and protect adjoining areas from potential impacts of the center as it is built out, yet provide adjacent areas with additional services, shopping, and recreation opportunities. The self-contained nature of the proposed MUC is contained within the S-15 Shoreline District boundaries found in the City’s recently approved Shoreline Master Program.</p>	<p>(Neigh-58) E-FW-6 Innovative Development Techniques (E-14) LU-GGD-3 Concentrated Development (LU-7) LU-GGD-4 Development Timing (LU7)</p>
<p>Land Use</p> <p>In 1997 an Environmental Impact Statement (EIS) was completed for redevelopment of the property for primarily office and commercial land uses. After the property was sold to Point Ruston LLC, a Final Supplemental Environmental Impact Statement (FSEIS) was completed based on an updated master plan for a mixed-use neighborhood that included residential land uses for the first time. The current approved master development plan for the former ASARCO site on the City’s waterfront embraces a wide variety of land uses including commercial, retail, residential, medical services, parks, recreation & open space and trails. The site plan includes mixed-uses to be built side-by-side as well as mixed-uses within individual buildings. For example, The Copperline, the first building in the proposed MUC, includes 18,000 sq. ft. ground floor retail and commercial uses, 173 apartments and 400 on-street and structured parking stalls. The redevelopment plan for the former ASARCO site truly lends itself to the possibilities of a live-work-and play lifestyle for new residents and employers/employees.</p> <p>Compact and concentrated, this mixed-use, mixed-income area is supported with a walkable network of sidewalks and trails. The Waterwalk, recently built along the Commencement Bay shoreline, is one of the last ‘missing links’ in the popular Dome-to-Defiance trail system. The vehicular portion of the Ruston</p>	<p>Section II – Mixed-Use Centers Goal To achieve concentrated centers of development with appropriate multi-modal transportation facilities, services and linkages that promote a balanced pattern of growth and development, reduce sprawl, foster economies in the provision of public utilities and services and yield energy savings (LU-1) LU-GGD-3 Concentrated Development (LU-7)</p> <p>LU-GGD-8 Infill Development (LU-8) Encourage the development of vacant land within built-up urban areas in order to limit sprawl and decrease travel needs. (LU-8)</p> <p>LU-MU-2 Variety of Development</p> <p>LU-MU-3 Mixed-Use Developments Encourage integration of different land uses within the same building or site in order to maximize efficient land uses, foster a variety of developments, and supports multi-modal mobility. (LU-22)</p> <p>LU-MU-4 Development Bonuses and Incentives (LU-22) Compact Development: To encourage walking and cycling, mixed-use centers</p>

<p>Way Tunnel that was a century-old barrier to providing transit services, was closed as part of the recent Local Improvement District (LID) improvements, thus allowing modern transit vehicles to drive the length of the realigned Ruston Way right-of-way between the Dome and Point Defiance / Vashon Ferry for the first time in the modern history of the city.</p>	<p>will be compact to allow people to comfortably walk between destinations within the center. Comfortable walking distances are generally considered 800-1200 feet. Achieving compactness will hinge on the ability to concentrate development. (LU-22)</p> <p>LU-MUCD-1 Boundaries (LU-22) LU-MUCD-2 Limited Expansion (LU-22) LU-MUCD-3 Density (LU-23) LU-MUCD-4 Priority Development Areas (LU-23) LU-MUCD-5 Public Transit Support (LU-23) LU-MUCD-6 Compactness (LU-23) LU-MUCD-7 Circulation (LU-23) LU-MUCD-8 Capital Facilities (LU-23) Recent LID improvements LU-MUCD-9 Development Incentives Align existing and new incentives with the centers strategy and tailor incentives to specific areas based on market conditions and the development vision for each center. (LU-23) LU-MUCD-12 Mixed-Income Apply incentives and regulations to encourage residential development for mixed-income levels in all centers. (LU-23) LU-MUP-1, LU-MUP-2 LU-MUP-3 and LU-MUP-6 Parking (LU-24) LU-MFTI-4 Density Give priority to projects that are either mixed-use or achieve greater densities to further the implementation of the mixed-use centers. LU-MFTI-5 Market Conditions Consider market conditions within individual mixed-use centers when applying the multi-family tax incentive program to achieve the greatest leverage from the program.</p>
<p>Transportation</p> <p>The proposed Mixed-Use Center (MUC) master development plan and recently built LID infrastructure embraces multi-model transportation with the opportunity for transit, walking and cycling as well as on-street parking and structured parking garages to minimize the impact of vehicular traffic within the confines of the proposed MUC.</p> <p>Recent LID improvements included the construction of sidewalks and bicycle lanes on Ruston Way & Baltimore Street, improving the separation of</p>	<p>Transportation Element Guiding Principles (T-13) Transportation Element Vision (T-14) Transportation Element Goals (T-14)</p> <ul style="list-style-type: none"> Recently completed LID improvements included the removal of the Ruston Way Tunnel, thus allowing transit services on Ruston Way that were impossible when the tunnel was in place. <p>T-MMP-3 Environmental Sustainability (T-15) T-MMP-5 Connectivity and Access (T-15) WE-4.1 Bicycle Route Improvements (Neigh-58)</p>

<p>pedestrian and cycling activities in close proximity to the BNSF rail line, provision for future transit stations on Ruston Way when transit funding is available, and the construction of almost a mile of shoreline trail along Commencement Bay to connect long-existing Ruston Way pedestrian and cycling sidewalks through to Peninsula Park owned by Tacoma Metro Parks, thus completing one of the few remaining ‘missing links’ in the Dome-to-Defiance trail system. The Waterwalk shoreline trail will be an average of 100 feet wide when fully built out, providing sufficient room for outdoor furniture, interactive recreation exhibits, cycling and pedestrian ‘zones’ for the public’s safety and enjoyment.</p>	<p>WE-4.2 Ruston / Jane Clark Pedestrian Improvements (Neigh 58) WE-4.5 Arterial Walkway Improvements (Neigh-58) WE-5.4 Train Safety (Neigh 59) LU-MUCD-5 Public Transit Support (LU-23) LU-MUCD-7 Circulation (LU-23) LU-MUP-1 Parking (LU-24) LU-MUP-2 Minimize Parking Impacts (LU-24) LU-MUP-4 Community Center and Regional Growth Center Parking (LU24) LU-MUP-6 Bicycle Parking (LU-24) OS-T-2 Non-motorized Transportation System (OS-11) OS-MUC-9 Reconnect the Waterfront</p>
<p>Housing Residential opportunities within the proposed MUC include for-sale and for-lease high-density multi-family units. Once a former ASARCO smelter site, millions of private dollars have been invested to convert this infill site from a heavy industrial use to a mixed-use neighborhood with residential uses.</p> <p>The developer of the former ASARCO site has submitted for and received BuiltGreen designation for each of the individual buildings in the redevelopment master plan. EnergySaver appliances are being used in all buildings and TPU’s energy management team has been consulted re. best practices. During the planning and environmental review phase of the redevelopment project, discussions were held with the Tacoma Housing Authority (THA) regarding the inclusion of affordable- and low-income housing. Although Point Ruston was unsuccessful in securing HUD-235 financing to build senior housing in 2009, senior housing remains a targeted component of the overall redevelopment plan.</p>	<p>H-NQ-1 Neighborhood Investment (H-10) H-NQ-2 Neighborhood Infill Housing (H-10) H-NQ-2D Mixed-Use Centers (H-10)</p>
<p>Capital Facilities & Utilities The Proposed MUC is designed ensure adequate utilities are available to serve the mixed-use center as it is built out, and to meet concurrency requirements. The redevelopment of the former ASARCO site has, and will continue to be, the result of successful public-private partnerships. For instance, recently completed privately-funded LID improvements provided for the realignment of Ruston Way and replacement of antiquated and undersized utilities in the public right-of-way. LID improvements were coordinated with the Town of Ruston as well as with TPU Water Division to accommodate possible municipal</p>	<p>Utilities Element – Goal</p> <ul style="list-style-type: none"> • Provide optimum utility facilities and services that meet the community’s current and future needs in a reliable, effective, efficient, economic and environmentally responsible manner. <p>WE-6. Underground Utilities</p> <ul style="list-style-type: none"> • Support LID and other financial tools to underground overhead utilities especially in areas targeted for development such as the mixed-use centers. (Neigh 59)

<p>projects, including the use of public funds to replace a 100-year old waterline.</p>	<p>LU-MUCD-8 Capital Facilities (LU-23) U-GD-1 Capital Facilities (U-3) Recently completed LID improvements support the designation of the proposed Ruston Way MUC. U-GD-5 Growth and Development Concept (U-3) U-GD-6 Utility Service Extensions (U-3) CF-APFS-2 Concurrency (CF-4) CF-APFS-3 Level of Service (CF-4) CF-APFS-5 Growth Concept and Tiers</p> <ul style="list-style-type: none"> • Provide facilities and services that are consistent with and support the growth and development strategy for mixed-use center development and the designation of growth tiers by planning and programming capacity improvements to meet the anticipated demand. (CF-4) <p>CF-FCF-2 Funding Responsibilities. (CF-4) CF-PCF-2 Planning, Development and Coordination (CF-5) CF-MCF-1 Operational Efficiency (CF-6) CF-MCF-3 Maintenance First (CF-6) CF-EDNR-3 Neighborhood Revitalization</p> <ul style="list-style-type: none"> • Encourage capital improvements in areas in need of neighborhood revitalization and provide services to neighborhoods at a level commensurate with the respective needs of each. (CF-6) <p>CF-EDNR-4 Conservation and Preservation (CF-6) CF-EDNR-6 Public Private Partnerships</p> <ul style="list-style-type: none"> • Encourage public-private partnerships to finance infrastructure and capital facilities which foster economic development and fulfill mutual interests of the public and private sectors. (CF-6) <p>CF-EDNR-7</p> <ul style="list-style-type: none"> • Prioritize capital facility improvements within mixed-use centers to enhance and revitalize these areas, support compact development and encourage transit use. (CF-6) <p>CF-EDNR-9 Local Improvement Districts (CF-7)</p>
<p>Environmental Policy The former ASARCO site was declared a federal Superfund site in the early 1980's. In the ensuing 30+ years, intense environmental actions have been undertaken by public entities and private firms to remediate the property and redevelop it as a mixed-use neighborhood.</p>	<p>E-LID-2 Innovative Landscaping in Mixed-Use Centers (E-6) E-ROS-6 Mixed-Use Center Public Spaces (E-6) E-ER-1 Environmental Remediation (E-9) E-ER-4 Public-Private Partnerships (E-9) E-FW-6 Innovative Development Techniques (E-14) E-FW-23 Superfund Cleanups (E-14)</p>

<p>Arts & Culture</p> <p>Permanent, temporary, and rotating public art displays are an integral part of the proposed MUC. An example of a permanent art display is the recently constructed public shoreline trail with numerous inlaid designs in tile. There are plans to install a series of display platforms along the waterfront trail that will be used to display temporary, rotating public art to showcase the work of local and regional artists. Discussions have been held with the City’s public arts administrator to identify prospective local artists. A large plaza to accommodate outside dining, entertainment and public performances is programmed as a feature along the Waterwalk and will connect the waterfront trail with commercial and retail businesses. Individual buildings connect to sidewalks that, in turn, connect to the waterfront trail.</p>	<p>CH-PA7 Encourage Public Art in Private Development (AC-3) CH-PA8 Create temporary art (AC-3) CH-PA9 Utilize public art as a visitor attraction (AC-3) CH-PA10 Public Art in Mixed-Use Centers (AC-3)</p>
<p>Economic Development</p> <p>The land use plan and zoning for the proposed Mixed-Use Center (MUC) envisions an active business component including a movie theater, restaurants, retail establishments, health club and exercise facility, various medical services, and a hotel. The availability of MUC incentives in this location will support recruitment and retention efforts of the City of Tacoma’s Economic Development Department, provide necessary parity with other mixed-use areas within the city, and encourage and spur redevelopment of the former ASARCO site on a faster pace than would happen without designation as a MUC / residential targeted area.</p> <p>RCLCO, a respected national research firm, recently published an article entitled, “The New Model for Commercial Real Estate Demand” in which they maintain that working and shopping are integrated into social experiences, and, properties in strategic locations with growing population bases are the most likely to succeed as economic development centers. The strategic location of the former ASARCO site, coupled with the current master plan that promotes a live-work-shop-and play neighborhood, are in keeping with the City’s Comp Plan Goals and Policies and Mixed-Use Centers regulatory framework.</p>	<p>Economic Development Plan</p> <p>V. Business Development, page 56</p> <p>Action B-3 Attract high-quality amenity businesses, page 58</p>
<p>Open Space & Recreation</p> <p>The master plan for the proposed MUC set asides over 60% of the former ASARCO property for open space and recreational uses including a mile-long waterfront trail averaging 100 feet in width with furniture and interactive</p>	<p>OS-MUC-1 Open Space Within Centers (OS-12) OS-MUC-2 Siting and Design (OS-12) OS-MUC-4 Partner with Public Institutions and Private Landowners (OS-12) OS-MUC-7 Streets and Sidewalks as Temporary Open Space (OS-13)</p>

recreational equipment at intervals along the trail. A large plaza is programmed as a feature along the Waterwalk and will connect the waterfront trail with commercial and retail businesses built adjacent to the Waterwalk. Individual buildings connect to sidewalks that, in turn, connect to the waterfront trail. The waterfront trail along Commencement Bay frontage of the former ASARCO site is one of the 'missing links' in the Dome-to-Defiance shoreline trail system.

OS-MUC-8 Public Streets as Linear Urban Parks (OS-13)
OS-MUC-9 Reconnect the Waterfront (OS-13)

Exhibit C



PUGET SOUND

TACOMA
RUSTON

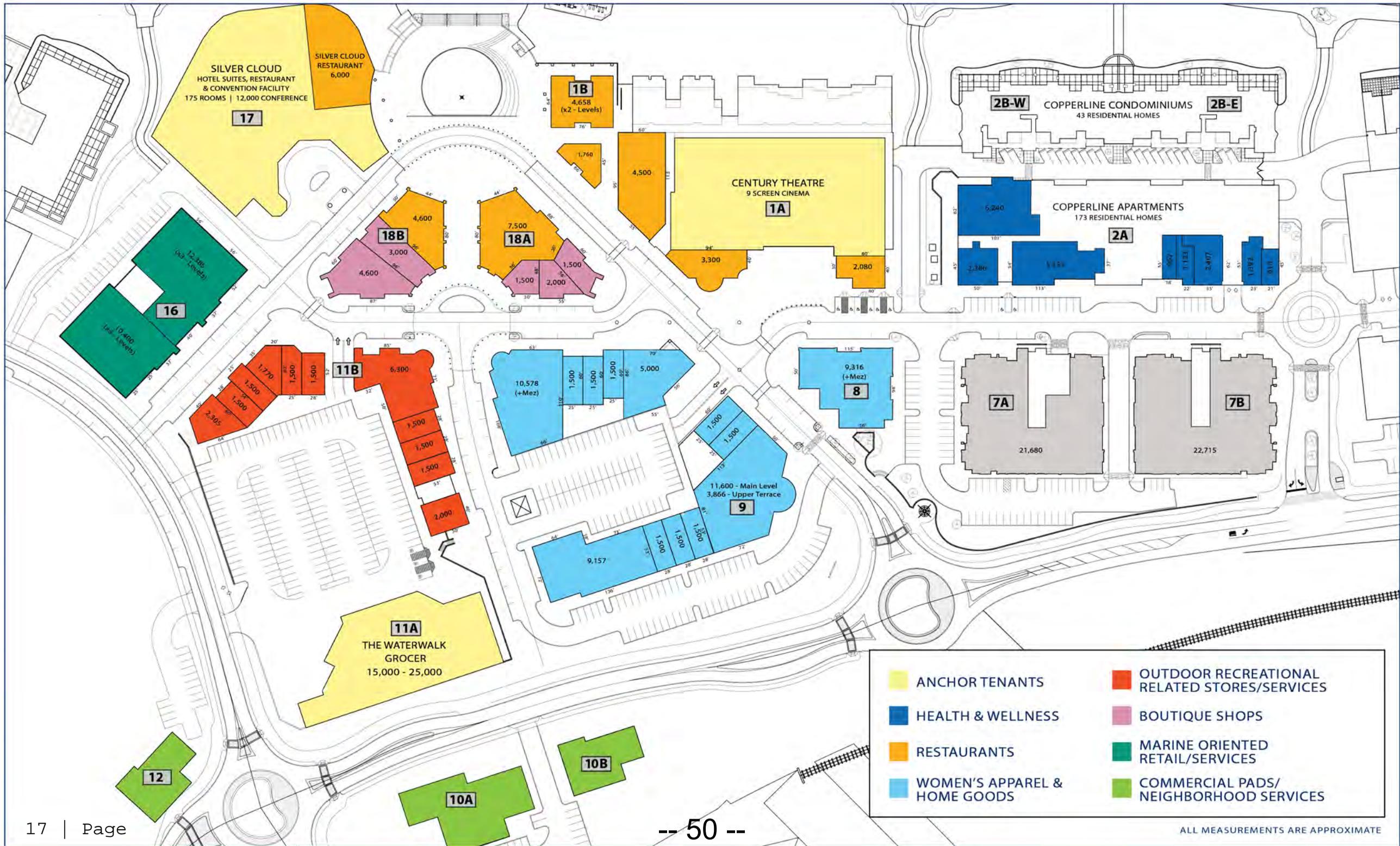
19

CITY OF
TACOMA

STACK HILL

TOWN OF
RUSTON





17
SILVER CLOUD
 HOTEL SUITES, RESTAURANT
 & CONVENTION FACILITY
 175 ROOMS | 12,000 CONFERENCE

SILVER CLOUD
 RESTAURANT
 6,000

1B
 4,658
 (x2 - Levels)

2B-W

COPPERLINE CONDOMINIUMS
 43 RESIDENTIAL HOMES

2B-E

1A
CENTURY THEATRE
 9 SCREEN CINEMA

2A
COPPERLINE APARTMENTS
 173 RESIDENTIAL HOMES

16

18B

18A

11B

8

7A

7B

11A

THE WATERWALK
GROCCER
 15,000 - 25,000

10A

10B

- ANCHOR TENANTS
- HEALTH & WELLNESS
- RESTAURANTS
- WOMEN'S APPAREL & HOME GOODS

- OUTDOOR RECREATIONAL RELATED STORES/SERVICES
- BOUTIQUE SHOPS
- MARINE ORIENTED RETAIL/SERVICES
- COMMERCIAL PADS/ NEIGHBORHOOD SERVICES



FORZA
SKI & SPORTS COMPANY

NW SPORTS
PHYSICAL THERAPY, INC.

COPPERLINE





Proposed Amendments and Staff Analyses

Application #2014-02: Point Defiance Park Land Use Policies



2014 Annual Amendment *Staff Analysis Report*

Application No.:	2014-02
Proposed Amendment:	Point Defiance Park Policy and Code
Applicant:	Metro Parks Tacoma, Curtis Hancock
Location & Size of Area:	Point Defiance Park, 768 acres
Current Land Use & Zoning:	R-1 Single-Family Residential District, S-4, S-5 and S-15 Shoreline Districts
Neighborhood Council Area:	West End
Staff Contact:	Elliott Barnett, Planning Services Division (253) 591-5389 elliott.barnett@cityoftacoma.org
Date of Report: (Planning Commission review date; draft or final)	February 19, 2014

I. Description of the Proposed Amendment:

1. Describe the proposed amendment, including the existing and proposed amendatory language, if applicable.

Metro Parks Tacoma’s (MPT) long range plan and vision for the 768-acre park, generally referred to as Destination Point Defiance, was developed through a multi-year, broadly inclusive public process. The conceptual plan for Point Defiance Park enjoys very consistent, strong public and stakeholder support and was officially approved by the MPT Board in 2008. The Parks District has submitted this application, which would add recognition to the City’s Comprehensive Plan for Destination Point Defiance and for the unique role that Point Defiance Park plays as a significant citywide destination, as a preparatory step to submitting applications for City permits. The proposal would also clarify potential City permitting pathways that MPT could utilize, including the City’s Development Regulation Agreement (DRA) process.

Specifically, this amendment would add a new policy to the *Open Space Habitat and Recreation Element* of the *Comprehensive Plan* expressing support for Destination Point Defiance and recognizing the unique role and destination function that Point Defiance Park plays. In addition, the proposal would modify the *Tacoma Municipal Code (TMC) 13.06.560 Parks, recreation and open space* section by clarifying that the DRA process is available for Parks, Recreation and Open Space land uses. *TMC 13.06.560* provides guidance on permitting requirements for park and recreation uses, and makes a distinction between park features that are allowed by right in residential zones, and larger or more intensive park and recreation features that require a Conditional Use Permit. While the DRA process is also currently available to park, recreation and open space uses, it is currently not explicitly cited in *TMC 13.06.560* (see Exhibit D).

2. Describe the intent of the proposed amendment and/or the reason why it is needed.

This application is a preliminary step intended to establish a clear policy and code framework for MPT to utilize a DRA for Point Defiance Park. MPT staff have indicated that they intend to submit a DRA application within the next year.

MPT's Point Defiance Park conceptual plan, the outcome of a multi-year planning effort, recognizes that the park functions not only as a local attraction but also as a destination for the people of the city and region. The plan includes commercial, educational and recreational features (including the zoo, a lodge, eating establishments, gift shops, a visitor's center, additional pavilion buildings, a farmers market, entertainment and educational facilities, and bike and kayak rental facilities) that broaden the use of the park and expand its function as a unique destination. While the character of most of the park would remain essentially unchanged, the plan calls for an increased intensity and range of activities in some areas—particularly in the southeast corner of the park. Plans for this area, referred to as the Triangle, include a mixed-use development with educational, conference center, commercial, parking and lodging elements. The Triangle area is considered appropriate for this type of activity due to its location at the edge of the park adjacent to Point Ruston, the Breakwater Marina and the City of Ruston; and, because it is already developed with MPT maintenance facilities, batting cages, racetrack, and the Tacoma School District's Science and Math Institute (SAMI).

The majority of the park is within the *R-1 Single-family Dwelling District* (see Exhibit A). Under that zoning designation, the more intensive land uses would require a Conditional Use Permit (CUP), and the mixed-use aspects could potentially not be considered to be permitted through the CUP process. Alternatively, consideration could be given to rezoning the park to a zoning designation that allows mixed-use development. This approach would be complicated by the fact that there is currently no zoning district that provides a clear fit. Tacoma's residential zoning districts are structured to incorporate parks, recreation and open space, and a mixed-use or commercial designation would not reflect the park and open space intent. Thus, despite the established character of the park as including major destination features such as the zoo, a more flexible City review process is appropriate.

Given the Point Defiance Park vision and intent, and the City's zoning and land use approach, the DRA process is an appropriate City review process. DRAs, as laid forth in *TMC 13.05.095*, provide an optional process for direct application of the Comprehensive Plan's policies to projects meeting the criteria of that section. A flexible review process intended for large, strategic development proposals, DRAs fit the scope and scale of MPT's plans for Point Defiance Park. DRAs also provide ample public notice, a mechanism to determine appropriate conditions of approval, and are approved directly by the City Council.

3. Describe the geographical areas associated with the proposed amendment. Include such information as: location, size, parcel number(s), ownership(s), site map, site characteristics, natural features, current and proposed Comprehensive Plan land use designations, current and proposed zoning classifications, and other appropriate and applicable information for the affected area and the surrounding areas.

The 768-acre park is located at the northern end of the peninsula that forms north Tacoma. Established over 125 years ago, the park is owned by the City of Tacoma and managed by MPT. Point Defiance Park is bordered by the Puget Sound on three sides, and by the Cities of Ruston and Tacoma along its southern boundary, including the Point Ruston Development on its southeastern

corner. It is largely forested, ringed by shorelines, and includes a range of recreational, cultural, educational and maintenance facilities. The park is also the location of the Tacoma Yacht Club, the Vashon Island ferry station, eating establishments, boating facilities, and Tacoma School District's Science and Math Institute (SAMI) campus.

The park is zoned *R-1 Single-Family Residential District*, and *S-4 Point Defiance Park - Natural*, *S-5 Point Defiance Park - Urban Conservancy*, and *S-15 Point Ruston/Slag Peninsula Shoreline Districts*. The Comprehensive Plan land use designation is Low Intensity and Shoreline.

The site includes the following parcel numbers: 0221103000, 0221221011, 0221221021, 8950100015, 8950100016, 8950100017 and 8950100010.

4. Provide any additional background information associated with the proposed amendment.

This proposal builds on MPT's planning efforts as well as four recent City initiatives:

In 2008, the City Council adopted the *Open Space Habitat and Recreation Element* which is the City's policy direction for parks, recreation and open space.

In 2010, the City created *TMC 13.05.095 Development Regulation Agreements* which established an alternative process for major projects in key locations, including on public sites larger than 5 acres in size. DRAs are not available in Shoreline Districts.

In 2011, the City created *TMC 13.06.560 Parks, recreation and open space* which established that those uses are generally Permitted outright in residential zones, but that major features likely to generate neighborhood impacts would be Conditional Uses. This update simplified the review process for most park projects, but stopped short of explicitly establishing a process for a large, complex park sites like Point Defiance Park.

As part of the 2014 Annual Amendments, updates are separately being proposed to the *Open Space Habitat and Recreation Element*. One objective of those updates is to provide additional guidance on how park and open space planning efforts for specific areas of the City should be considered. The proposal includes the addition to the Element of a new section indicating that plans listed therein are supported by the City's Comprehensive Plan.

This proposal links these initiatives together by updating the *Open Space Habitat and Recreation Element* to reflect and support MPT's Destination Point Defiance plan, and by clarifying the role that DRAs can play for park, recreation and open space land uses.

II. Analysis of the Proposed Amendment:

1. How does the proposed amendment conform to applicable provisions of State statutes, case law, regional policies, the Comprehensive Plan, and development regulations?

The proposed policy and code amendments are consistent with the applicable provisions of State, regional and local law and policy. By furthering the enhancement of one of Tacoma's signature parks, this proposal supports the Comprehensive Plan.

Open Space Habitat and Recreation Element: Destination Point Defiance is a signature project that helps to implement Tacoma's parks, recreation and open space vision and policies. The OSHRE calls for developing and increasing the range of recreational opportunities to meet community demand. It supports incorporation of multiple uses into park sites. Destination Point Defiance provides scenic views, trails, shoreline access and water-oriented activities, and the conservation and restoration of natural forested areas within the City. All of these activities are consistent with Tacoma's policies.

Generalized Land Use Element: The GLUE calls for the provision of open space and amenities as being highly important to the City's growth vision.

Neighborhood Element – West End section: This Element indicates that recreation and open space is a priority for the West End Neighborhood – Goal WE-3 Recreation & Open Space (Neigh-56). It also specifically cites the Ruston Way Pedestrian Promenade as a priority – Policy WE-3.4 Ruston Way Pedestrian Promenade (Neigh-57).

The proposal is consistent with the intent of Residential Zoning Districts.

TMC 13.06.100 Residential Districts.

A. District purposes. The specific purposes of the Residential Districts are to:

1. Implement the goals and policies of the City's Comprehensive Plan.
...
7. Allow for creative designs while ensuring desired community design objectives are met.
8. Allow for the enhancement of residential neighborhoods with parks, open space, schools, religious institutions and other uses as deemed compatible with the overall residential character.

The proposal is consistent with the purpose and applicability provisions of TMC 13.05.095 – Development Regulation Agreements.

13.05.095 Development Regulation Agreements.

A. Purpose. Pursuant to RCW 36.70B.170-210, the purpose of this section is to create an optional application procedure that could authorize certain major projects in key locations to be reviewed, rated, approved, and conditioned according to the extent to which they advance the Comprehensive Plan's goals and policies. In addition to demonstrating precisely how it significantly advances the goals and policies of the Comprehensive Plan by achieving the threshold set forth in subsection 13.05.095(D) TMC, a threshold established based on the Comprehensive Plan goals and policies, a project located within the areas described in B(1) or B(2) must document specific compliance with the policies and standards set forth in the Downtown Element of the Comprehensive Plan.

It is anticipated that there will be a degree of flexibility in the application of the City's development regulations so that any conditions are tailored to the specifics of the proposed project and community vision in such a manner as to ensure that significant public benefits are secured. Project approval is embodied in a

contract designed to assure that anticipated public benefits are realized according to agreed upon terms and conditions that may include, but are not limited to, project vesting, timing, and funding of on- and off-site improvements.

The City is authorized, but not required, to accept, review, and/or approve the proposed Development Regulation Agreements. This process is voluntary on the part of both the applicant and the City.

B. Applicability. Development Regulation Agreements shall only be allowed for one of the following project types:

4. Proposed projects located on a public facility site, as defined in subsection 13.06.700.P TMC, that are at least five acres in size and are not a public utility site.

If MPT were to pursue the DRA process, the proposal would be subject to the following review and approval criteria:

D. Review criteria. The City Manager, and such designee or designees as may be appointed for the purpose, shall negotiate acceptable terms and conditions of the proposed Development Regulation Agreement based on the following criteria:

2. Appropriate project or proposal elements, such as permitted uses, residential densities, nonresidential densities and intensities, or structure sizes, are adequately provided to include evidence that the site is adequate in size and shape for the proposed project or use, conforms to the general character of the neighborhood, and would be compatible with adjacent land uses.
3. Appropriate provisions are made for the amount and payment of fees imposed or agreed to in accordance with any applicable provisions of state law, any reimbursement provisions, and other financial contributions by the property owner, inspection fees, or dedications.
4. Adequate mitigation measures including development conditions under chapter 43.21C RCW are provided.
5. Adequate and appropriate development standards such as maximum heights, setbacks, drainage and water quality requirements, landscaping, and other development features are provided.
6. If applicable, targets and requirements regarding affordable housing are addressed.
7. Provisions are sufficient to assure requirements of parks and open space preservation.
8. Best available science and best management practices shall be used to address critical areas within the property covered by a Development Regulation Agreement adopted pursuant to this section. Review of a development activity's critical area impacts that go beyond those exempted activities identified in Section 13.11.140 TMC shall occur during the Development Regulation Agreement review process, and a separate critical areas permit is not required. Any Development Regulation Agreement approval(s) shall, to the maximum extent feasible, avoid potential impacts to critical areas, and any unavoidable impacts to critical areas shall be fully mitigated, either on- or off-site.
9. Interim uses and phasing of development and construction is appropriately provided. In the case of an interim use of a property or portion of a property, deferments or departures from development regulations may be allowed without providing a demonstrated benefit to the City; provided, that any departures or deferments to the Code requested for a final use of the property shall comply with criterion No. 10 below. The agreement shall clearly state the conditions under which the interim use shall be converted to a permanent use within a stated time period and the penalties for noncompliance if the interim use is not converted to the permanent use in the stated period of time.
10. Where a phased Development Regulation Agreement is proposed, a site plan shall be provided and shall clearly show the proposed interim and final use subject to the agreement.

11. In the case of a Development Regulation Agreement where the proposed use would be the final use of the property, it shall be clearly documented that any departures from the standards of the Code, requested by the applicant, are in the judgment of the City, off-set by providing a benefit to the City of equal or greater value relative to the departure requested. In no case shall a departure from the Code be granted if no benefit to the City is proposed in turn by the applicant.
12. Conditions are set forth providing for review procedures and standards for implementing decisions, together with conditions explicitly addressing enforceability of Development Regulation Agreement terms and conditions and applicable remedies.
13. Thresholds and procedures for modifications to the provisions of the Development Regulation Agreement are provided.
14. A build-out or vesting period for applicable standards is provided.
15. Any other appropriate development requirements or procedures necessary to the specific project or proposal are adequately addressed.
16. If appropriate and if the applicant is to fund or provide public facilities, the Development Regulation Agreement shall contain appropriate provisions for reimbursement, over time, to the applicant.
17. Appropriate statutory authority exists for any involuntary obligation of the applicant to fund or provide services, infrastructure, impact fees, inspection fees, dedications, or other service or financial contributions.
18. Penalties for noncompliance with the terms of the Development Regulation Agreement are provided.
19. The building(s) shall be L.E.E.D. certified to a gold level or certified under another well-recognized rating system to be comparable to a building that is L.E.E.D. certified to a gold level.

The proposal is consistent with the purpose, scope and applicability provisions of the TMC 13.06.560. Future development activities would be required to meet any applicable development standards of that section.

13.06.560 Parks, recreation and open space.

A. Purpose: This section describes the review process for parks, recreation and open space uses in residential zones, and provides development standards applicable to those uses in specified zones. Parks, recreation and open space uses are generally permitted outright in non-residential zones, as specified in the pertinent sections of the Zoning Code.

B. Scope and Applicability: The review process provisions of this section apply to all parks, recreation and open space uses in residential zones; the development standards are applicable as specified in subsection D, below.

C. Review Process in Residential Zoning Districts: The following definitions of Conditional park and recreational features are intentionally descriptive, rather than proscriptive. The intent is to provide clarity, while retaining adequate flexibility to accommodate future trends in park and recreational activities.

TMC 13.06.560.D describes a range of more intensive parks, recreation and open space features that would require a Conditional Use Permit. This proposal, if approved, would clarify that in addition to the Conditional Use Permit process, the Development Regulation Agreement process is also an appropriate review pathway for features that are not permitted outright in parks, recreation and open space land uses.

2. **Would the proposed amendment achieve any of the following objectives?**
- **Address inconsistencies or errors in the Comprehensive Plan or development regulations;**
 - **Respond to changing circumstances, such as growth and development patterns, needs and desires of the community, and the City's capacity to provide adequate services;**
 - **Maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern; and/or**
 - **Enhance the quality of the neighborhood.**

MPT's Destination Point Defiance project is a multi-year planning effort reflecting extensive public input. Its intent is to continue the long history of improvements to Point Defiance Park as one of Tacoma's signature parks serving both Tacomans and visitors.

The proposed amendment would support MPT's efforts to enhance and compliment the character of the surrounding neighborhoods which contain a mix of land uses, including retail, commercial and residential. Allowing additional commercial and retail uses within the Park is intended to support and enhance the public users' experience in Point Defiance, and reflects the community vision established through MPT's planning efforts. It also reflects the major change to the area heralded by development of Point Ruston as a mixed-use community.

The proposed amendment would improve consistency between MPT's plans and the City's by updating the Comprehensive Plan to reflect MPT's Point Defiance plans. It would also improve consistency between Tacoma's Plan and regulations by adding parallel language in both places. Third, it would clarify how the City's parks and the DRA code sections work together.

3. **Assess the proposed amendment with the following measures: economic impact assessment, sustainability impact assessment, health impact assessment, environmental determination, wetland delineation study, traffic study, visual analysis, and other applicable analytical data, research and studies.**

The proposal is likely to have a positive economic impact on the neighborhood and the City as a whole. Enhancing one of Tacoma's signature parks and integrating new activities such as lodging and commercial space all promise to make the park more attractive and build its user base. In addition, these new features could generate a sustainable revenue stream to help offset the Park's maintenance and operations cost.

The proposal can be anticipated to have a positive sustainability impact. The plans concentrate new development in areas of the park which have already been disturbed and leave natural areas undisturbed; use land efficiently by concentrating additional growth within and adjacent to compact, mixed-use neighborhoods; enhance the ability to bike or walk to and from the park, providing an alternative to travel by car; and, promote the re-use of a former brownfield site. More fundamentally, improvements at the scale proposed, promise to improve the City's attractiveness for residents and employers. Investment in the City of Tacoma is sustainable generally, in that it concentrates development in a compact community with existing infrastructure, as opposed to on farm and forest lands outside the City.

Improvements to Point Defiance Park will have a positive health impact, particularly for active transportation choices. The park plan maintains the existing trails system, provides a new trail connection through Point Ruston, integrates with abutting city streets, and serves the ferry terminal.

MPT has conducted a full buildout assumptions analysis of the Point Defiance plan, which has been used to date to project traffic flow at the Pearl Street park entrance. Environmental determinations under the State Environmental Protection Act (SEPA) will be addressed at the time of the DRA and/or at the project permit level.

4. Describe the community outreach efforts conducted for the proposed amendment, and the public comments, concerns and suggestions received.

Outreach for this application will build on the extensive public process for the Destination Point Defiance project. In addition, MPT has engaged BCRA, a consultant firm, to assist with the public process. City staff are coordinating with them to identify the stakeholders.

Beginning in September of 2005, MPT undertook a major public process to develop a Point Defiance Park concept plan. In February 2008, after more than 100 public meetings, over 1,000 participants, and meetings/presentations to multiple stakeholders, the Metro Parks' Board approved the plan. The public and stakeholders also had the opportunity to provide input through design charettes, email, mail, phone calls, and surveys on and off line. The concept plan reflects that input.

Public participation did not stop in 2008. Along with numerous on and offline surveys, MPT continues to host "Third Thursday" meetings on Point Defiance Park. In addition, in 2012 MPT conducted a public process to create a Master Plan for the area called "the Triangle" (the area to the right of the Pearl Street entrance). MPT continues to involve stakeholders including the Cities of Tacoma and Ruston, several Washington State departments, the Tacoma School District, Point Ruston LLC, WSDOT Ferries and Highways, and others.

MPT reports that the stakeholder and public input has been consistently positive. Overall, MPT summarizes the input into 3 Guiding Principles: 1 - Preserving the Character of the Park; 2 - A pedestrian focus by creating safe and easy access throughout the park; 3 - Providing activities year-round.

For this application, staff and the applicants have identified and had preliminary discussions with the following stakeholders:

- Community Council - endorsement for plan (08/28/12)
- West End and North End Neighborhood Councils
- Town of Ruston (meeting on 10/03/13)
- Puyallup Tribe
- Ruston Pearl Business District (meeting on 09/30/13)

Staff's preliminary outreach has revealed general support. Staff will continue to work with the stakeholders, and conduct additional outreach as part of the 2014 Annual Amendment package.

5. Will the proposed amendment benefit the City as a whole? Will it adversely affect the City's public facilities and services? Does it bear a reasonable relationship to the public health, safety, and welfare?

The proposed amendment will benefit the City as a whole by supporting the enhancement of one of Tacoma's most well-regarded public assets – Point Defiance Park.

III. Staff Recommendation:

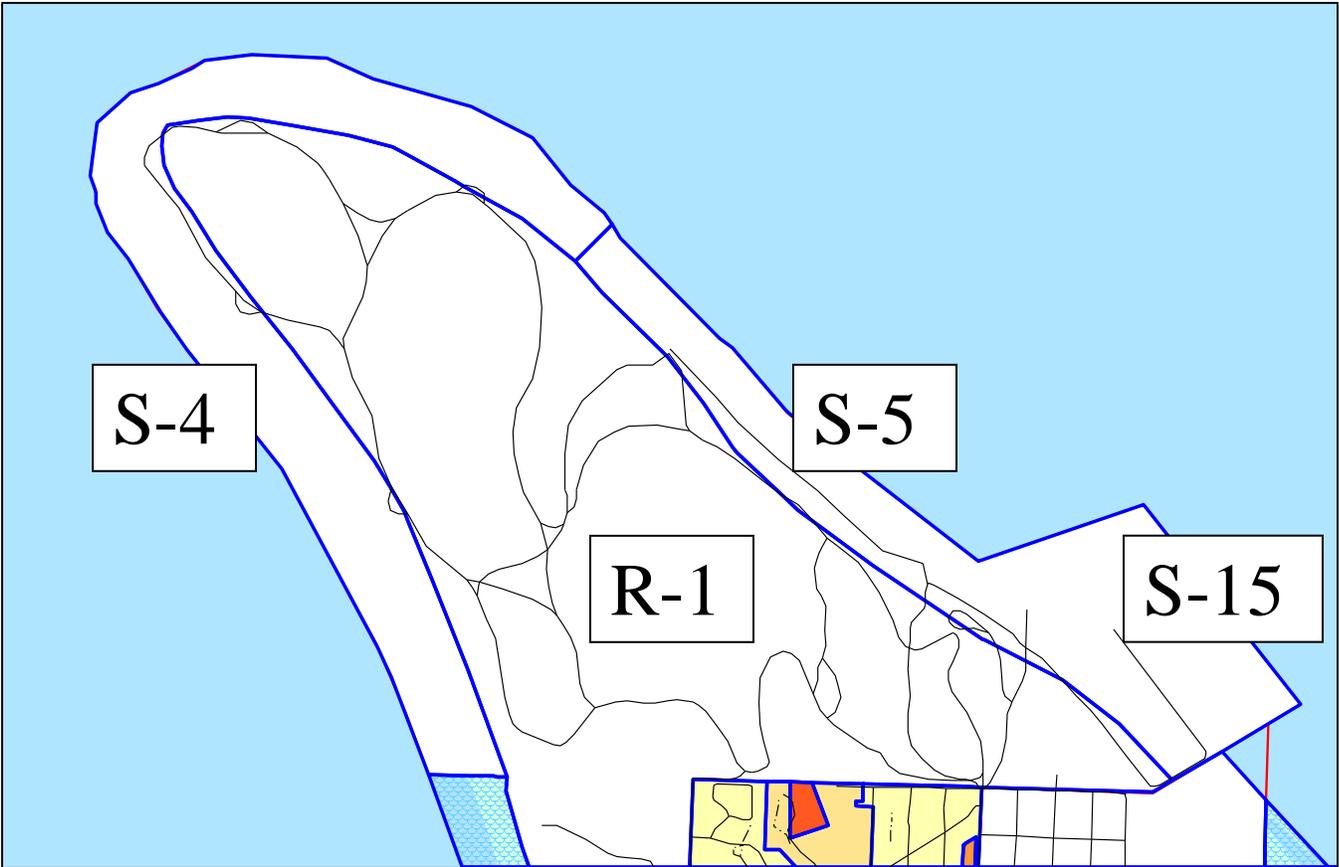
Staff recommends that the proposed amendments to the Comprehensive Plan and the Tacoma Municipal Code pertaining to Point Defiance Park, as applied by Metro Parks Tacoma, and as depicted in Exhibits C and D, be distributed for public review. Staff will continue to engage in public outreach and provide a summary to the Planning Commission prior to the public hearing process which is tentatively scheduled for February-March 2014.

IV. Exhibits:

- A. Zoning Map
- B. Development Concept Map
- C. Proposed Amendments to the Comprehensive Plan
- D. Proposed Amendments to the Tacoma Municipal Code



City of Tacoma Zoning Districts



VISION - To Develop a Plan for the Future while staying True to the Vision of the Past

MISSION - Achieve a balance of: Past, Present, and Future... Recreation, Leisure, Education, Conservation, Preservation, History, and Progress

OBJECTIVES :

1. Preserve, respect, and enhance the integrity of the Park's history and natural beauty
2. Create an exceptional pedestrian environment
3. Enhance the visitor experience through education, recreation, leisure, and safety
4. Create a destination and gathering space
5. Provide financially sustainable opportunities to enhance revenue for maintenance and operations
6. Encourage water related / dependent activities
7. Complete missing link between Ruston Way and Point Defiance

TEN STRATEGIC GOALS IN THE ADOPTED METRO PARKS' STRATEGIC PARKS AND PROGRAM SERVICES PLAN :

- Provide accessible, convenient, safe and attractive parks and facilities.
- Support active living that contributes to a healthy community.
- Protect and restore the natural environment for conservation and learning.
- Foster stewardship of historical / cultural assets for experience and learning.
- Provide affordable and high-quality recreation and educational experiences for a diverse community.
- Partner in responsible economic and community development.
- Create an innovative, efficient and effective organization that is responsive to changing community needs.
- Create diverse, stable, and predictable funding strategies to provide the resources required to build, maintain, and operate our system of parks and programs.
- Maximize the benefits provided by Tacoma's unique park and recreation resources.
- Maximize community resources through partnerships to provide a system of parks and recreation opportunities.

7 GIG HARBOR VIEWPOINT
CONCEPT: To develop a destination that showcases the spectacular scenery and offers visitors a diverse range of recreational opportunities.

- OUTER LOOP TRAIL TO BE RELOCATED TO FORMER ROADBED
- CONSTRUCT NEW TRAILHEAD
- RELOCATE FIVE MILE DRIVE AWAY FROM GIG HARBOR VIEWPOINT AND ERODING BLUFF
- UPGRADE EXISTING FACILITIES
- FULL SERVICE PICNIC AREA
- PLAYGROUND

6 FOREST AREA 2
CONCEPT: To create an exceptional pedestrian environment while preserving and enhancing the native forest and wildlife habitat

- ENCOURAGE LOW IMPACT PEDESTRIAN TRAILS
- ENCOURAGE FOREST AND WILDLIFE PRESERVATION
- RESTORATION OF DISTURBED AREAS
- INTERPRETIVE AND ENVIRONMENTAL EDUCATION

5 FOREST AREA 1
CONCEPT: To create an exceptional pedestrian environment that invites users to participate and learn in the forest environment

- ENCOURAGE LOW IMPACT PEDESTRIAN TRAILS
- STRONG PEDESTRIAN ACCESS BETWEEN HISTORIC ZONE AND THE ZOO
- ENCOURAGE FOREST AND WILDLIFE PRESERVATION
- CREATE ENVIRONMENTAL EDUCATION OPPORTUNITIES
- POTENTIAL FOR LESS-INVASIVE ACTIVITIES SUCH AS CANOPY ZIP LINE

4 BAKER TRACT
CONCEPT: To encourage forest preservation and minimal impact activities

- FOREST PRESERVATION AND RESTORATION
- POTENTIAL MAINTENANCE FACILITY RELOCATION
- POTENTIAL OFF-LEASH DOG PARK
- POTENTIAL SATELLITE PARKING FACILITY
- POTENTIAL FOR LESS-INVASIVE ACTIVITIES SUCH AS ROPES COURSES
- POTENTIAL EXPANSION OF HISTORIC ZONE INTO BAKER TRACT

3 MAIN GARDENS
CONCEPT: Develop a spectacular garden experience while integrating more event opportunities

- ENHANCE PEDESTRIAN / BIKE ACCESS TO WATERFRONT AND PERIMETER ZONES
- MINIMIZE NUMBER OF VEHICULAR AND PEDESTRIAN CONFLICTS
- CREATE NEW FACILITIES SUCH AS VISITOR CENTER AND GREENHOUSE
- UPGRADE AND CREATE NEW EVENT SPACE OPPORTUNITIES
- INTERPRETIVE OPPORTUNITIES
- CREATE NEW GARDENS

2 ZOO AND AQUARIUM
CONCEPT: To integrate and expand educational opportunities of existing Zoo and Aquarium Zone with adjacent park uses

- * POTENTIAL AQUARIUM EXPANSION

8 FIVE MILE DRIVE
CONCEPT: To develop an exceptional pedestrian environment

- ENCOURAGE PEDESTRIAN ACCESS BY INCREASING PEDESTRIAN-ONLY TIMES
- RELOCATED AWAY FROM BLUFF WHERE BLUFF STABILITY IS A HAZARD
- MINIMIZE NUMBER OF PEDESTRIAN TRAIL AND ROAD CONFLICTS

9 OWEN BEACH AND PROMENADE
CONCEPT: Develop a destination that encourages recreational activities and allows visitors to celebrate the history of the waterfront

- ADD SEATING ALONG PROMENADE TRAIL
- CONSTRUCT NEW TWO-WAY VEHICULAR ENTRY TO OWEN BEACH
- CONSTRUCT PEDESTRIAN / BIKE SKYBRIDGE
- POTENTIAL WATER TAXI STOP
- ADD FULL SERVICE COVERED PICNIC SHELTER AND ENLARGE PICNIC AREA OVERLOOKING BAY WITH TOWER ACCESS TO BEACH
- CONSTRUCT VIEW TOWER
- UPGRADE EXISTING FACILITIES
- ENHANCE BEACH RENTAL AND CONCESSION OPPORTUNITIES

10 MARINA AND FERRY TERMINAL
CONCEPT: To preserve the history and educate visitors while upgrading facilities to promote access to the waterfront

- CREATE MARITIME VILLAGE, RETAIL, AND RESTAURANT OPPORTUNITIES
- RETAIN FERRY TERMINAL IN CURRENT LOCATION
- CREATE ADDITIONAL PARKING
- CREATE ADDITIONAL BOAT MOORAGE FACILITIES
- EXPAND BOAT RAMP FACILITIES
- ENHANCE FISHING AND WATER ACCESS

11 PENINSULA PARK
CONCEPT: To create a unique, passive, and dramatic recreation area for users to participate in while enjoying the waterfront

- BIKE AND PEDESTRIAN TRAILS
- CREATE OPEN SPACE FOR SEASONAL FESTIVALS AND EVENTS

12 TRIANGLE
CONCEPT: To create a mixed-use development through public / private partnership that accommodates parking and public open space

- CREATE PEDESTRIAN PROMENADE
- CONSTRUCT PEDESTRIAN / BIKE ONLY BRIDGE CONNECTION TO FERRY AND OTHER PARK AMENITIES
- CREATE GATEWAY AT PEARL STREET ENTRANCE
- BELOW GRADE PARKING FOR 1000+ CARS
- NEW PARK SPACE ON LANDSCAPE LID OF PROPOSED BELOW GRADE PARKING
- PUBLIC ART AND FOCAL POINT
- CREATE OPEN SPACE FOR SEASONAL EVENTS
- USES MAY INCLUDE LODGE / CONFERENCE CENTER AND RETAIL

13 WATERFRONT PROMENADE
CONCEPT: Create a significant pedestrian and bicycle trail system along the waterfront

- CONNECTION TO RUSTON WAY TRAIL SYSTEM
- POTENTIAL WATER TAXI STOP
- MASS TRANSIT OPPORTUNITIES TO AND FROM DOWNTOWN TACOMA
- UPGRADE EXISTING MARINE STRUCTURES
- ENHANCE CONCESSION OPPORTUNITIES

LEGEND:

CIRCULATION AND ACCESS

- VEHICULAR ACCESS
- LIMITED VEHICULAR ACCESS
- MAIN PEDESTRIAN TRAIL
- - - PEDESTRIAN TRAIL
- WATER TAXI
- * DESTINATION
- PRIMARY PARK ENTRANCE
- VIEWPOINT AND PARKING

PARK AMENITIES AND FEATURES

- FOREST AREA 1
 - FOREST AREA 2
 - TRIANGLE
 - ZOO AND AQUARIUM
 - HISTORIC ZONE
 - RECREATION AREA
- RECREATION AREAS MAY INCLUDE FULL SERVICE PICNIC AREAS AND AMENITIES, SHELTERS, RESTROOMS, AND PLAY EQUIPMENT

1 HISTORIC ZONE
CONCEPT: Develop an integrated educational and historic area focusing on early Puget Sound history. Programming and exhibits focusing on:

- NATIVE AMERICAN PLANT LORE AND RELATIONSHIP TO THE ENVIRONMENT
- FIRST NON-NATIVE SETTLEMENT ON PUGET SOUND - FORT NISQUALLY
- INDUSTRY OF THE FIRST AMERICAN SETTLERS - CAMP 6 LOGGING MUSEUM

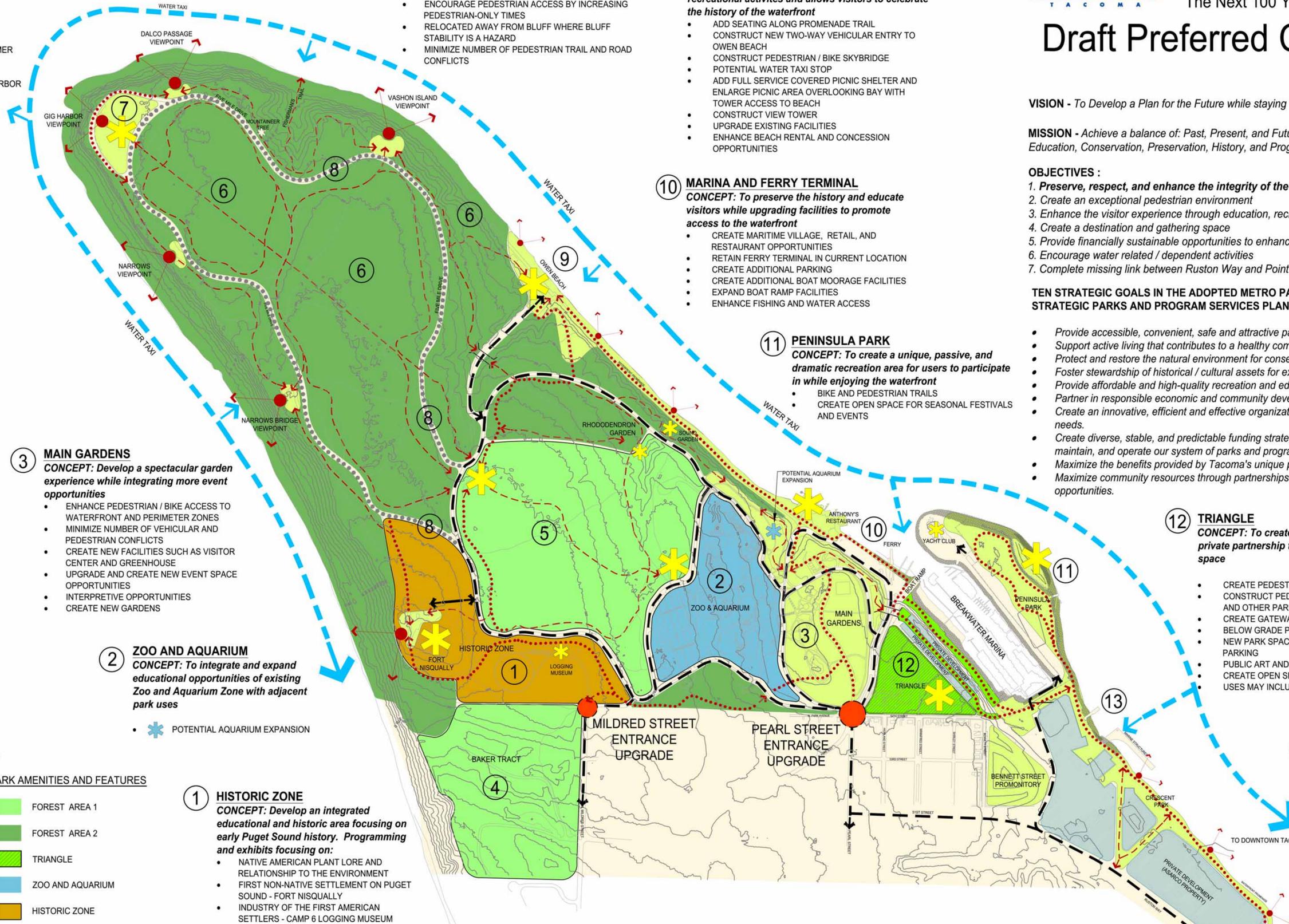


Exhibit B - Point Defiance Park



2014 Annual Amendment Application No. 2014-02
Point Defiance Park Policy and Code

DRAFT COMPREHENSIVE PLAN CHANGES
February 19, 2014

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

Open Space Habitat and Recreation Element:

Plans for Specific Areas

Over time, the City and partners will improve the capacity to achieve the goals of this Element by developing plans for specific areas. This list is intended for larger, signature parks and open space sites. It is not exhaustive, and is intended to be updated regularly. Other public agencies, in particular Metro Parks Tacoma, maintain separate project lists which should be consulted as well. The plans are available from the City Planning and Development Services Department.

Inclusion in this section is intended to convey the City Council’s support for and recognition of the policy direction in these plans, and to convey that they are planning and implementation priorities. Inclusion in this section lends support to applications for City approvals such as Conditional Use Permits, Rezones and Development Regulation Agreements meeting the intent of these plans, as well as the policies of the OSHRE. This section also provides a forum for the Council to refine their policy direction on a given site, in consultation with the Planning Commission and other stakeholders.

OS-SP-2 Point Defiance Park

MPT’s conceptual plan for their signature 768-acre park, referred to as Destination Point Defiance, was developed over multiple years with broad public input and support. It includes commercial, educational and recreational features (including the zoo, a lodge, eating establishments, gift shops, a visitor’s center, additional pavilion buildings, a farmers market, entertainment and educational facilities, and bike and kayak rental facilities) that broaden the use of the park and expand its function as a unique destination.

While the current (2013) Land Use Intensity Designation is Single-Family, the City recognizes the unique role that Point Defiance Park plays as a citywide and regional destination. Therefore, or until the Land Use Designation changes, alternative review processes such as Development Regulation Agreements may provide an appropriate avenue for City review of more intensive, destination-oriented features within the park.



2014 Annual Amendment Application No. 2014-02
Point Defiance Park Policy and Code

DRAFT LAND USE REGULATORY CODE CHANGES
February 19, 2014

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

Chapter 13.06.560 Parks, recreation and open space.

Section C. Review Process in Residential Zoning Districts

5. Development Regulation Agreements. Per the provisions of TMC 13.05.095, Development Regulation Agreements are an optional application procedure for major projects in key locations. In the case of park, recreation and open space uses, DRAs may facilitate application review by encompassing one or more features defined as Conditional in this section; and, DRAs can authorize alternative development standards and additional land uses to those authorized by the zoning district, that support and complement the plan and functions of a major park, recreation or open space location.



Application

To Amend

The Comprehensive Plan or Land Use Regulatory Code

Application No.:

#2014 - 2

Date Received:

8/1/13

Year of Amendment	2014	
Application Deadline	Thursday, August 1, 2013, 5:00 p.m.	
Application Fee	\$1,400 (Waived)	
Type of Amendment (Check all that apply)	<input checked="" type="checkbox"/> Comprehensive Plan Text Change <input type="checkbox"/> Regulatory Code Text Change <input type="checkbox"/> Land Use Designation Change <input type="checkbox"/> Area-wide Rezone <input type="checkbox"/> Interim Zoning or Moratorium	
Summary of Proposed Amendment (Limit to 100 words)	<p>Add language to address development within Point Defiance Park as a Destination facility with potential development that would typically not be permitted in the R-1 zone. Policies could be added to Section IV, Recreation Lands and Facilities under the Open Space Habitat and Recreation Element.</p> <p>A Development Regulation Agreement is being pursued as appropriate for a public facility of this size. The DRA will formalize allowable development within the Park along with conditions that will need to be met so that impacts are minimized to acceptable levels, and include a review process that will be required for specific development.</p>	
Applicant	Name	Curtis Hancock
	Affiliation / Title	Metro Parks Tacoma
	Address City, State & Zip Code	4702 S. 19 th Street Tacoma, WA 98405
	E-mail	CurtisH@tacomaparks.com
	Phone / Fax	Phone (253) 305-1052 Fax
Contact (if not Applicant)	Name	Christine Phillips
	Affiliation / Title	BCRA / Senior Planner
	Address City, State & Zip Code	2106 Pacific Ave., Suite 300 Tacoma, WA 98402
	E-mail	cphillips@bcradesign.com
	Phone / Fax	Phone (253) 627-4367 Fax (253) 627-4395
	Relationship to Applicant	Agent for applicant

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

Signature: 

Date: 2/31/13

REQUIRED QUESTIONNAIRE

1. Describe the proposed amendment. If submitting text changes to the Comprehensive Plan or Regulatory Code, provide the existing and the proposed language. If submitting changes to the Comprehensive Plan land use designation(s) or the zoning classification(s), provide the current and the proposed land use designations and/or zoning classifications for the affected/proposed area.

The proposed Comprehensive Plan Text amendment would allow for the potential future development of uses within Point Defiance Park that are not typically allowed within the existing R-1 zone designation. Point Defiance Park is a Destination facility as described under TMC 13.06.560 that sees approximately 2 million visitors a year. Destination Point Defiance is a long-term planning initiative by Metro Parks intended to enhance the visitor's experience and honor the character of the Park by improving access throughout the entire 702 acres, creating year-round activities and stewarding the Park's natural and historic resources.

The proposed amendment would allow for accessory and complementary land uses such as; additional eating establishments, gift shops, a visitor's center, additional pavilion buildings, a public farmers market, new entertainment facilities, additional educational facilities, commercial concessions serving food, selling gifts and souvenirs, and bike and kayak rental facilities. All which have been discussed in the Destination Point Defiance planning effort to support the visitor experience in the Park.

In addition, the applicant (Metro Parks Tacoma) is seeking to pursue a Development Regulation Agreement, per TMC 13.05.095, with the City of Tacoma that would further guide and regulate potential future development within Point Defiance Park. The Development Regulation Agreement would ensure that any future project complies with required conditions and development guidelines, including architectural design and development standards, and follow review procedures for compliance.

The proposed comprehensive plan text amendment should read something like this:

Allow for the development of publicly or privately operated commercial and retail establishments within the boundaries of Point Defiance Park that provide for an enhanced user experience and support the goals and policies of the Destination Point Defiance long-term planning effort. Any such development must be in accordance with an approved Development Regulation Agreement between Metro Parks Tacoma and the City of Tacoma.

2. Why is the amendment needed and being proposed?

Currently, development proposed within Point Defiance must go through a conditional use process to become permitted. Metro Parks Tacoma is seeking a Development Agreement for Point Defiance to create a Master Plan which will effectively change the procedural process for future development. Changes to the text of the Comprehensive Plan would bring the Comp Plan consistent with recent changes to the Municipal Code, particularly Sections 13.05.095 and 13.06.560.

3. Please demonstrate how the proposal is consistent with the applicable policies of the Comprehensive Plan, and consistent with the criteria for amending the Comprehensive Plan or

development regulations.

The proposed amendment will be consistent with the current goals and policies of the Comprehensive Plan by aligning it with recent changes to the Tacoma Municipal Code. Also, pursuant to RCW 36.70B.170-210, Development Regulation Agreements (DRA) are allowed as an optional application procedure that can authorize a major project to be reviewed, rated, approved and conditioned according to the extent to which they advance the Comprehensive Plan's goals and policies. A DRA would support the policies of the Open Space Habitat and Recreation Element of the Comprehensive Plan.

4. If the proposed amendment is associated with a geographic area, please provide a more detailed description, along with maps, if applicable, of the affected area and the surrounding areas, showing all parcels (with parcel numbers), ownership of each parcel, current land uses, site characteristics, and natural features.

The proposed amendment would be for those areas located within the established boundaries of Point Defiance Park. Parcels include: #0221103000, #0221221011, #0221221021, #8950100015, #8950100016, #8950100017

5. If the proposed amendment is associated with a geographic area, please describe how it is compatible with the existing and planned land uses and development patterns of the adjacent neighborhood and explain how it may further enhance the adjacent neighborhood.

The surrounding neighborhoods directly adjacent to Point Defiance Park contain a mix of land uses, including retail, commercial and residential developments. This amendment would allow for additional commercial and retail uses within the boundary of the Park that would support and enhance the public users' experience in Point Defiance.

The proposed amendment would allow for accessory and complementary land uses that may include: additional eating establishments, gift shops, a visitor's center, additional pavilion buildings, a public farmers market, new entertainment facilities, additional educational facilities, commercial concessions serving food, selling gifts and souvenirs, and bike and kayak rental facilities. These uses are under consideration in the *Destination Point Defiance* planning effort to support the visitors experience in the Park.

Great efforts are being taken to ensure that the long-term vision of Point Defiance Park is compatible with the existing surrounding land uses, protects and enhances the natural environment and is complimentary to the programs, facilities and venues that are a big part of Point Defiance Park's regional attraction. This includes obtaining input from the many park stakeholders.

6. If the proposed amendment is associated with a geographic area, please describe the applicant's interest in the affected property. Describe any plans for future activity related to or connected with this site. If you are not the owners, submit proof that the property owners have been notified and are aware of the application.

The property is owned by the City of Tacoma and managed by Metro Parks Tacoma. The applicant contact is Curtis Hancock, Project Manager for Metro Parks Tacoma. Mr. Hancock is

overseeing the *Destination Point Defiance* project – A long-term planning effort that started in 2005 and has included more than 100 community meetings to date. Future activity will be detailed in a comprehensive master plan for Point Defiance Park that focuses on improving access, enhancing activities and stewarding resources.

7. Describe any community outreach you have conducted (i.e., when and how you contacted affected and abutting property owners and neighbors), and any community response received to the proposed amendment. Attach any letter(s) of support or written community response, if applicable.

Since 2005, there have been over 100 community meetings to solicit public input on the future of Point Defiance Park. Metro Parks Tacoma continues to hold monthly public meetings on the 3rd Thursday of every month at the Pagoda building. In addition, Metro Parks has set up a website (<http://www.metroparkstacoma.org/DestinationPointDefiance/>) where there are links to a public survey that invite the public to share their ideas and provide feedback.

8. Please provide any supplemental information, which may include, but is not limited to, completion of an environmental checklist, wetland delineation study, visual analysis, or other studies.

Please see (<http://www.metroparkstacoma.org/DestinationPointDefiance/>) for a list of the supporting documents and efforts already underway that are working towards implementing the long-term vision of *Destination Point Defiance*.

Proposed Amendments and Staff Analyses

Application #2014-04: Mixed-Use Centers Code Review-MUC Lite



2014 Annual Amendment Staff Analysis Report

Application No.:	2014-04
Proposed Amendment:	Mixed-Use Center Code Review
Applicant:	Planning and Development Services
Location & Size of Area:	Mixed-Use Centers
Current Land Use & Zoning:	Mixed-Use Centers, and X-Districts
Neighborhood Council Area:	Citywide
Staff Contact:	Brian Boudet, Planning Services Division (253) 573-2389, bboudet@cityoftacoma.org
Date of Report:	February 19, 2014

I. Description of the Proposed Amendment:

1. Describe the proposed amendment, including the existing and proposed amendatory language, if applicable.

The purpose of this Mixed-Use Centers Code Update Project was to conduct a focused evaluation of the existing development requirements applicable within the Neighborhood Mixed-Use Centers, and particularly those applicable to mixed-use projects in the core of these districts. The evaluation utilizes prototype development scenarios as examples to help identify potential barriers that could be removed and/or alternatives that could be pursued that would support this type of development without sacrificing the long-term community vision and core principles for the Neighborhood Mixed-Use Centers, which include:

- Mixed-use
- Dense
- Pedestrian-oriented
- Encourage multi-modal transportation
- Livability
- Core area is focus of growth and activity
- Compatible with adjacent neighborhoods

The proposed code amendments include the following key elements:

Core Pedestrian Street: first level use limitations

- Revise the requirements for street level use on designated core pedestrian streets to allow for work/live units

Yard Space Standards

- Expand the exemptions from the requirement to provide on-site yard space to include:
 - Projects with a Floor Area Ratio (FAR) above 3.0

- Projects located within 1/4-mile of a park or school with recreational facilities (current exemption is at 300 feet)
- Mixed-use projects that provide ground floor retail or restaurant uses
- Reduce the per-unit yard space requirement for multi-family and mixed-use structures from 100 square feet to 50 square feet
- Provide more flexibility in the types of features that can be provided to meet the yard space requirement (courtyards, roof decks, balconies, etc.)

Mass Reduction: Upper Floor Streetfront Stepbacks

- Revise the current stepback exemption for a “tower” feature to allow it to be located anywhere along the pedestrian street frontage (currently limited to just the corner of the building)
- Clarify that one per street frontage is allowed

Residential Transition Standards: Upper Story Stepbacks

- Revise the method for calculating this additional height restriction as follows:
 - Revise the starting location of measurement from the edge of the building to the zone transition line
 - Revise the starting height from 25 feet to 35 feet (the standard height limit for residential zones)

Off-Street Parking

- Revise the parking exemption for buildings within ten feet of the right-of-way on designated core pedestrian streets to include projects that provide commercial space within ten feet of the right-of-way on all designated pedestrian streets
- For extra parking provided by a project, increase the allowed maximum percentage of compact stalls from 30% to 50%

2. Describe the intent of the proposed amendment and/or the reason why it is needed.

The mixed-use centers are at the heart of the Comprehensive Plan’s growth and development strategy. They are intended to accommodate a significant share of Tacoma’s future population and employment growth and be areas that provide a range of housing choices, employment opportunities, transit-supportive development, pedestrian and bicycle facilities and a mix of shops, services and public spaces. Renewing and transforming the mixed-use centers into functional, vibrant, sustainable urban villages is critical to achieving the City’s long-term goals and vision for its future.

However, while most of the mixed-use centers were created in the mid-1990’s they have seen relatively limited new growth. The purpose of this Mixed-Use Centers Code Update Project is to conduct a focused evaluation of the existing development requirements applicable within the Neighborhood Mixed-Use Centers, and particularly those applicable to mixed-use projects in the core of these districts. The evaluation utilizes prototype development scenarios as examples to work both with internal stakeholders and with community development and design professionals to help identify potential barriers and alternatives that could be pursued, either on a temporary or permanent basis, without sacrificing the long-term community vision and core principles for the Neighborhood Mixed-Use Centers.

- 3. Describe the geographical areas associated with the proposed amendment. Include such information as: location, size, parcel number(s), ownership(s), site map, site characteristics, natural features, current and proposed Comprehensive Plan land use designations, current and proposed zoning classifications, and other appropriate and applicable information for the affected area and the surrounding areas.**

The proposed amendments are focused on the City's Mixed-Use Centers, and particularly the eight Neighborhood Mixed-Use Centers.

- 4. Provide any additional background information associated with the proposed amendment.**

Additional background information is provided in the Mixed-Use Centers Report, dated February 12, 2014, prepared by the planning consultant BLRB (see Exhibit A).

II. Analysis of the Proposed Amendment:

- 1. How does the proposed amendment conform to applicable provisions of State statutes, case law, regional policies, the Comprehensive Plan, and development regulations?**

As noted above, the proposed amendments are designed to support further growth and development within the City's Mixed-Use Centers, which are a key component of the City's growth strategy. While there are many, the following provisions of the City's Comprehensive Plan provide an overview of and reflect the importance of mixed-use center development:

GROWTH STRATEGY AND DEVELOPMENT CONCEPT ELEMENT

Section VI – Mixed-use Centers

Mixed-use centers are compact, defined areas. Generally, mixed-use centers are located within a larger concentration. They are distinguishable from the concentration, however, by their focus on mixed-use development, pedestrian-orientation and support of public transit.

Mixed-use centers have been designated with the following objectives in mind:

- Strengthen and direct growth with a concentrated mix of diverse uses (work, housing, and amenities) and development toward centers;
- Create a range of safe, convenient, and affordable housing opportunities and choices;
- Create walkable and transit-supportive neighborhoods;
- Build on and enhance existing assets and neighborhood character and identity;
- Foster efficient provision of services and utility;
- Reduce dependence on cars and enhance transportation connectivity;
- Support neighborhood business development; and
- Encourage sustainable development, including green building techniques, green/plant coverage, and low impact development.

The City has defined eighteen (18) mixed-use centers including one located in the urban growth area, outside of the city's limits and two manufacturing/industrial centers. The mixed-use centers have been placed into a hierarchy of different types of centers depending upon the size, scale and character of development, mix of uses, and the potential for increases in employment and resident population.

The downtown center and Tacoma Mall urban center have been additionally designated as regional growth centers in Vision 2040, the Central Puget Sound's growth, economic and transportation strategy. The Port Industrial Area also has been additionally designated as a regional Manufacturing/Industrial Center in Vision 2040.

The Four types of Mixed-use Centers and the specific centers that fit within each designation are listed below.

* * *

Neighborhood Center

The neighborhood center is a concentrated mix of small- to medium-scale development that serves the daily needs of center residents, the immediate neighborhood, and areas beyond. Development contains a mix of residential and commercial uses, and the majority of parking is provided within structures. Buildings are generally up to six stories along the commercial corridors, up to three stories at the periphery of the centers near single-family districts, and up to four stories in areas between the core and the periphery. They are designed with a compatible character to adjacent residential neighborhoods. The design of the neighborhood center encourages pedestrians and bicyclists and its location on a major arterial makes it a convenient and frequent stop for local transit. The regional transit network also may directly serve some neighborhood centers.

Designated Neighborhood Centers:

- 6th Avenue and Pine Street
- N. 26th and Proctor (Proctor)
- S. 38th and 'G' Street (Lincoln)
- S. 56th and S. Tacoma Way
- S. 11th and Martin Luther King Jr. Way (MLK)
- N. 1st and Tacoma Avenue (Stadium)
- 6th Avenue and S. Jackson (Narrows)
- E. 34th and McKinley (McKinley)

In addition, the proposed changes are consistent with the Growth Management Act, which requires that development regulations shall be consistent with and implement the Comprehensive Plan. Development regulations include, but are not limited to, zoning controls, critical area ordinances, shoreline master programs, official controls, planned unit development ordinances, subdivision ordinances, and binding site plan ordinances. The proposed amendments are designed to improve consistency and compatibility within the development regulations and between the Comprehensive Plan, zoning classifications and development regulations.

2. Would the proposed amendment achieve any of the following objectives?

- **Address inconsistencies or errors in the Comprehensive Plan or development regulations;**
- **Respond to changing circumstances, such as growth and development patterns, needs and desires of the community, and the City's capacity to provide adequate services;**
- **Maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern; and/or**
- **Enhance the quality of the neighborhood.**

The City's Comprehensive Plan calls for the Mixed-Use Centers to accommodate a significant portion of Tacoma's allocated employment and population growth. The proposed amendments are designed to support this redevelopment and growth, while ensuring that it still supports the creation of a pedestrian-oriented, livable community and is reasonably compatible with surrounding neighborhoods.

- 3. Assess the proposed amendment with the following measures: economic impact assessment, sustainability impact assessment, health impact assessment, environmental determination, wetland delineation study, traffic study, visual analysis, and other applicable analytical data, research and studies.**

See the attached consultant's analysis report for additional information.

- 4. Describe the community outreach efforts conducted for the proposed amendment, and the public comments, concerns and suggestions received.**

In support of this project, the City retained the services of BLRB Architects to assist in the analysis, stakeholder engagement, and drafting of recommendations. BLRB has prepared a report (Exhibit A) which includes an overview of the process and stakeholder engagement, key issues identified, and code amendment recommendations.

In addition, over the past few months, staff has discussed the 2014 Annual Amendment package with various stakeholder groups, including the Master Builders Association (MBA), other development industry representatives, and Neighborhood Councils. In addition, planning staff has reached out to the Community Council, the Cross District Association, and Neighborhood Business Districts, informing them of the 2014 Annual Amendment process and offering presentations on the proposed amendments at their board meetings. Additional outreach will occur through and during the Planning Commission and City Council's public hearing and notice processes.

- 5. Will the proposed amendment benefit the City as a whole? Will it adversely affect the City's public facilities and services? Does it bear a reasonable relationship to the public health, safety, and welfare?**

The proposed amendments are designed to support the achievement of the Comprehensive Plan's policies and focus on appropriate growth focused within the Mixed-Use Centers.

III. Staff Recommendation:

Staff recommends that the proposed amendments to the Land Use Regulatory Code, as depicted in Exhibit B, be distributed for public review. Staff will continue to engage in public outreach and provide a summary to the Planning Commission prior to the public hearing process which is tentatively scheduled for March 19, 2014.

IV. Exhibits:

- A. BLRB Mixed-Use Centers Report, dated February 12, 2014
- B. Proposed Amendments to the Tacoma Municipal Code, Chapter 13.06

MIXED USE CENTERS ZONING CODE UPDATE

City of Tacoma
February 12, 2014

PURPOSE

Mixed-Use Centers were created in the mid-1990's as a key strategy to accommodate expected future growth and rejuvenate many of the city's struggling business districts. They were designed to promote principles of urban design which attract people to live and work in functional, vibrant, sustainable "urban villages" better utilizing our transportation and utility infrastructure and easing development pressure on our region's growth boundary.

In the two decades since their creation there has been relatively little development. It was expected that these revised regulations would generate interest from the development community but the results have failed to meet expectations.

The goal of this report is to identify city policies or regulations that may be impeding desired development activity and to suggest alternatives that may be pursued which strengthen the community vision and reinforce core principles.



EVALUATION PROCESS

The *Mixed-Use Centers Zoning Code Update* project is designed to evaluate the existing regulatory standards applicable within the neighborhood centers and identify potential barriers to achieving the desired results.

The planning department initiated this process by identifying one potential development site in three separate neighborhood mixed-use centers. Each site is located on the center's *designated core pedestrian street* near the primary intersection. A prototype building design was created for evaluation on the three individual sites. Details on the prototype and sites can be found in Appendices A and B. The first review phase was completed by city staff and included a matrix that referenced applicable land-use code section requirements to each of the three sites, significant observations, and an environmental services pre-submittal checklist (see Appendices C-F).

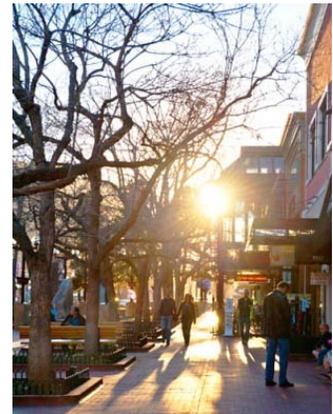
The second phase of the work was completed by BLRB Architects. The goal of this phase was to identify the obstacles that would be encountered in a typical private development process. We researched the municipal land-use code and regulations that include occupancy/use, envelope standards, height bonuses, yard space, landscape buffering, zone transition, off-street parking, façade articulation, upper story step-backs, mass reduction, roofline standards, windows/openings/transparency requirements, façade surface standards, pedestrian standards, fencing/screening standards, utilities, traffic, and storm water requirements.

A pre-development meeting was held with city staff to present our code review data. City staff included experts from planning, environmental services, traffic, fire, and engineering. We verified our assumptions, listened to feedback from the staff, and identified additional constraints, requirements, and city processes that are not described in the code. Each department expressed clear goals for how new development could interface with city infrastructure for optimum results.

We concluded our research with a workshop where the study team and city staff interviewed a group of local developers. The goal of the meeting was to identify the real and perceived obstacles that hinder development in Tacoma. We solicited their input and listened to their values, concerns, and ideas for potential solutions. Details of this meeting are found in Appendix H.

PROTOTYPE BUILDING

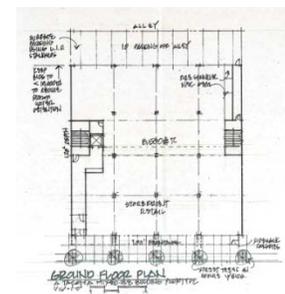
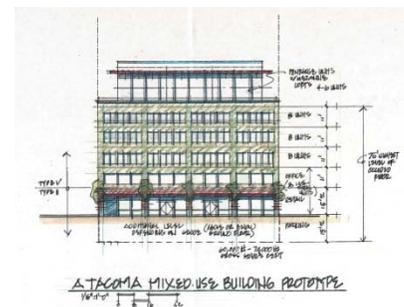
At the heart of a vibrant, functional, and sustainable urban neighborhood is a successful mix of choices for housing, shopping, services, employment, mass transit, biking, walking, and various public amenities for gathering and playing.



The basis of our evaluation is a 100' x 100' prototype building provided by the city. The building's relatively narrow width combined with high density represents a realistic size and scale of an infill project given the city's lot sizes and the difficulty in assembling multiple lots for larger developments.

The building program includes the following:

- Retail - at the street level; type 1A construction
- Live-Work - alternate in place of retail/office; type 1A construction
- Office – at the second level; type 5A construction
- Dwelling Units - 8 units per floor for 3-4 floors; type 5A construction
- Penthouse Units - 4 top floor units with mezzanine and private deck; type 5A construction
- Parking – at grade, below grade or above street level
- Access - parking access off the rear alley; pedestrian access from the main street
- Circulation - two exit stairs; one elevator
- Entry – minimal lobby
- Other - utilities, garbage and mechanical equipment as needed
- Yard Space - decks as required



Modifications to the prototype were required to align the design with site constraints and industry standards. Changes made included adapting the prototype to a flat site, adding a refuse/recycling area near the alley, and revising parking circulation. The building footprint was also modified for each site to adapt the prototype to the lot depth (see appendix G for each revised prototype).

SITE ANALYSIS

Proctor Mixed-Use Center



- 100' wide x 122' deep
- NCX zone; adjacent to RCX zone on the east
- Corner lot at the intersection of North 26th & Adams Street
- One block east of the primary intersection at 26th & Proctor
- North 26th street is a designated core pedestrian street
- Adjacent to existing one story retail on the west
- Across the street from Washington Elementary School to the east
- Alley access on the north – 16' wide right of way
- Pedestrian access on the south from N. 26th – 80' wide right of way
- 45' height limit | 65' height limit with bonus

Martin Luther King Jr. Mixed-Use Center



- 100' wide x 130' deep
- NCX zone; adjacent to RCX zone on the east
- Mid block lot between South 14th and 15th streets on Martin Luther King Jr. Way
- Three blocks south of the primary intersection at 11th & Martin Luther King Jr. Way
- Martin Luther King Jr. Way is a designated core pedestrian street
- Adjacent to existing one story single family and multifamily residential
- Across the street from existing underutilized retail
- Alley access on the east – 20' wide right of way
- Pedestrian access on the west from MLK – 80' wide right of way
- 45' height limit | 85' height limit with bonus

56th & South Tacoma Way Jr. Mixed-Use Center



- 45' height limit | 85' height limit with bonus
- 100' wide x 110' deep
- NCX zone; adjacent to RCX zone on the Mid block lot between South 52nd and 53rd streets on South Tacoma Way
- Four blocks north of the primary intersection at 56th & South Tacoma Way
- South Tacoma Way is a designated core pedestrian street
- Adjacent to existing one story commercial and surface parking
- Across the street from existing underutilized commercial
- Alley access on the east – 20' wide right of way
- Pedestrian access on the west from South Tacoma Way – 100' wide right of way
- 45' height limit | 85' height limit with bonus

DEVELOPER OUTREACH FEEDBACK

The study team and city staff initiated a workshop meeting with five local developers. Three other developers were interviewed over the phone. The meeting was two-hours long and was structured as an informal discussion. A series of questions were asked, and we recorded their observations and opinions. The information below is a representation of what we heard.

Each development project has unique influences, challenges, and opportunities that shape buildings and their neighborhoods. These influences can be organized into major categories such as market (supply, demand, and median income), lending/finance, and regulations. These factors exist in each market but the magnitude of each attribute varies for each neighborhood, city, and region.

A predominant factor that shapes development in Tacoma is market economics. Tacoma is a blue collar city with industrial roots. Our median income is 26% lower than Seattle, the closest major urban center. Our top-10 employers are the military, public schools and universities, health care, local and state government, and retail stores. Few of our major employers are in high-paying industries, and this limits the maximum rents the market can demand. Market factors are very complex and difficult to change.

Tacoma is also limited because it is a secondary financial market. Low rents result in low yields and increased risk for investors and eliminate Tacoma from the consideration of national banks and institutional real estate investors. Nearly all development that occurs in Tacoma is completed by local developers and financed by local banking. Once local developers build the market and it achieves strong fundamentals, the market has potential to be viable for the institutional market. The key to financial improvement is to collaborate with local developers and help them be successful.

The goal of this study was to uncover regulatory and policy obstacles that hinder development in the neighborhood mixed-use centers. Developer feedback was definitive that city policy and regulations was not the obstacle for development. They unanimously believed Tacoma market conditions were the primary obstacle. Larger scale developers did not have difficulty having access to capital, but access to financing was a major issue for the small scale developers.

DEVELOPER OUTREACH FEEDBACK

Developers praised the performance of city staff and policies. There were positive opinions about the current city leadership and economic development activities. The Tacoma Planning and Development Services (PDS) process was universally considered the best in the region. The Fire Department and Tacoma Public Utilities were the only two city entities that were negatively described. In both cases, developers expressed concerns that these groups made unilateral decisions that sometimes had major negative impacts to budget and schedule. Examples included requirements for major sprinkler upgrades to existing buildings during annual inspections, city installation of water service that was not competitively priced, and requirements to incorporate an oversized above-ground power vault not identified until construction.

Using current market conditions, the developers believed most projects today are not viable, based solely upon on-site development costs. The cost of new development is nearly double the price of an existing structure and it is more viable to renovate existing buildings than to build new. If a new project is viable, the margins are so thin that any amount of off-site project costs can kill the deal.

Their recommendation is to focus on modifying development regulations that are the most likely to: a) improve market economics and financial market obstacles and b) be considerate of the financial challenges confronted by our local developers, minimizing unnecessary on-site and off-site expenses.

FINDINGS & RECOMMENDATIONS

The study process involved rigorous investigation of individual land-use regulatory requirements, and their impacts on the prototype building. The barriers and obstacles encountered, and potential solutions to consider, are described below.

Section 13.06.300.D – Land Use Requirements

Requirement – Multi-family uses are prohibited at street level along core pedestrian streets. An exception allows entrances, lobbies, and common facilities for uses above or behind street level. This exception is limited to 75' or 50% of the façade, whichever is less.

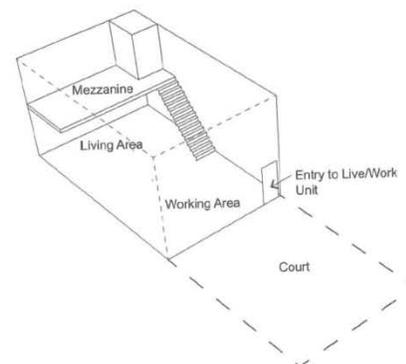
Finding 1.0 –The retail demand fluctuates with the economy and this requirement may be a barrier to a successful development. The developers identified this requirement as one of the most challenging on-site requirements. Moreover, the vibrancy of urban streets is not dependant on 100% commercial use. Successful neighborhoods are often a messy mix of many uses with high levels of activity.

Recommendation 1.0 – Create flexibility that allows for adaptability to market fluctuations.

- a. Revise the requirements for street level use on designated core pedestrian streets to include work/live space.
- b. Shorten the length of designated core pedestrian streets around the primary intersections. This will create more compact and active retail cores and enable developers to meet market demands for space. This revision must include revising the parking requirement exemption to be tied to designated pedestrian streets rather than designated *core* pedestrian streets



IMAGES FROM LIVE-WORK PLANNING AND DESIGN BY THOMAS DOLAN



FINDINGS & RECOMMENDATIONS

Section 13.06.300G - Yard Space Standards

Requirement – Projects with a zero-lot line typology are required to provide a minimum 35 square foot deck or patio for each tenant and a rooftop deck that is accessible to all tenants, visible to multiple dwelling units, has access to sunlight, and includes landscaping, furniture, and lighting.

There is an exception to this requirement for projects located within 300-feet of a public park or public school. Only one of the three sites can take advantage of this exception.

Finding 2.0 – Yard space requirements are challenging for small scale projects like the prototype building. Large projects have open spaces between building wings due to the optimum configuration of housing units, while small zero lot line projects do not. A small project would likely need to displace critical housing units to make space for a roof patio.



ZERO LOT LINE INFILL DEVELOPMENT WITH USE OF PUBLIC 'YARD SPACE'



LARGE SCALE DEVELOPMENT WITH INHERENT 'YARD SPACE'

Requiring yard space for every resident is a somewhat suburban concept and one that over time will be increasingly difficult to meet. This is particularly true for the denser type of developments that are envisioned for the core areas of the mixed use centers. Moreover, there are major aesthetic implications for this requirement as well as water intrusion concerns and weaknesses in the building envelope at the roof decks and. Patios and roof decks are beneficial amenities and pleasant design features but should be amenities utilized to differentiate product and not baseline code requirements. This requirement is unrealistic, cost-prohibitive, and a potential aesthetic eyesore.

The intent of this requirement is to enhance the livability of these dense urban areas by providing yard space for residents, including children. It is debatable whether this requirement resolves this concern. Unit patios are not ideal play environments, and a roof deck would be a marginal outdoor play space.

The exception for proximity to a public park or school is also challenging. The implication is that if there is not a park within a set distance, it is the responsibility of the developer to provide one.

Recommendation 2.0 – Revise requirements to better reflect the vision of an urban village.

- a. Remove the yard space requirement for projects with a Floor Area Ratio (FAR) above 2.5. This will eliminate all neighborhood mixed-use centers from being governed by this section while retaining the section for the lower density neighborhoods for which it is more appropriate.
- b. Revise the existing exception from 300-feet to one quarter mile. This is the commonly accepted walking distance for urban neighborhood living. All three sites would be exempt from the yard space requirement with a more reasonable walking distance requirement.

FINDINGS & RECOMMENDATIONS

Section 13.06.501.H.2 – Mass Reduction: Upper Floor Streetfront Stepbacks

Requirement – Step the building façade back at either the 5th or 6th floor (depending on the width of the right-of-way). There is an exception that allows a maximum 25' width of façade to ignore the stepback requirement for a distinctive corner tower element such as a turret.

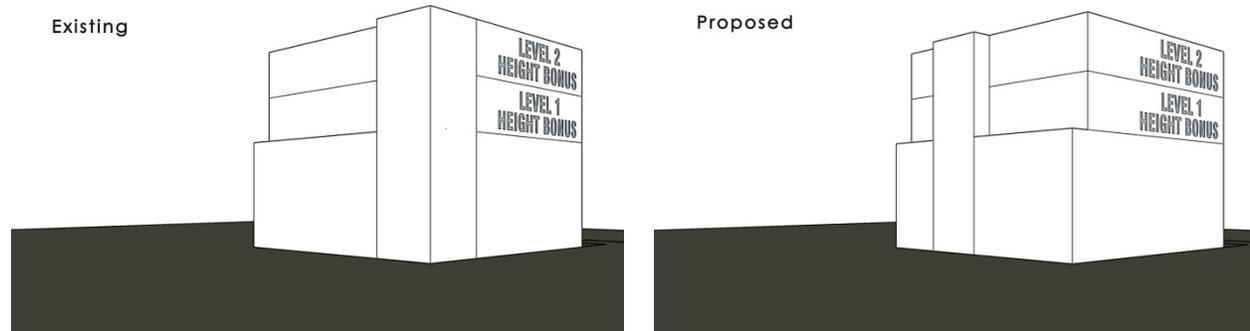
Finding 3.0 – The intent of the stepback requirement is to limit the vertical proportions of the streetscape to achieve neighborhood scale and provide access to daylight on the sidewalk.

If underground parking is desired, the options for locating stair towers are limited, and the front façade is a likely location. Front or corner stairways are a direct conflict with this section.

This section unnecessarily creates a subjective preference for buildings with corner towers and turrets

Recommendation 3.0 – Expand the exception to increase the ability of the designer and developer to better utilize restrictive sites and improve potential design solutions.

- a. Revise the corner tower exception to allow the 25' wide stepback exemption anywhere along the façade. Corner lots would be allowed one exemption per street facade.



FINDINGS & RECOMMENDATIONS

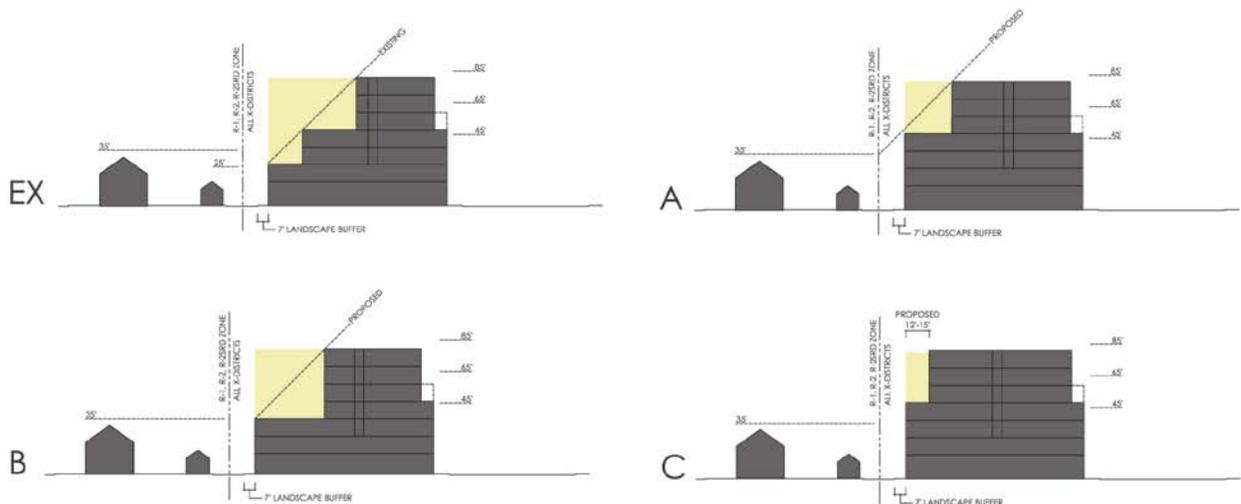
Section 13.06.503A – Residential Transition Standards: Upper Story Stepback

Requirement –For properties across an alley from a residential zone the rear façade of the building must not intercept a 45-degree angle beginning from the inside edge of the required landscape buffer and 25’ above finish grade.

Finding 4.0 – Although this requirement did not specifically impact our three selected sites our discussions with City staff and developers indicated that this has, in some cases, been quite problematic, and so we examined the affect it would have made on our project should the zone across the alley have been residential. The result was a reduction of nearly half the potential dwelling units.

Recommendation 4.0 – Revise the regulation in such a way to minimize impact to the mixed use development while remaining sensitive to the scale of the residential neighborhood. Below are three options for consideration which can be adopted by themselves or in combination.

- a. revise the starting location of the 45-degree angle to the edge of the residential zone
- b. revise the starting height of the 45-degree angle to 35’. This is the standard height limit for residential zones.
- c. change the requirement to a single required step back of 12'-15' at the fourth floor.



FINDINGS & RECOMMENDATIONS

Section 13.06.510 – Off-Street Parking & Storage Areas

Requirement – The three study sites were all exempt from off-street parking requirements. Without the exemption the required number of parking stalls would vary from 41-71 depending on whether the building contained commercial office space.

Finding 5.0–While there is a continued trend toward reduced off-street parking our design takes into consideration current market demand. Our goal was to achieve minimum on-site parking equal to one stall per dwelling unit (35-38 units per prototype design). All project sites are flat with vehicle access from the alley. We explored three separate parking configurations.

The *parking at grade* scheme was the lowest cost option and resulted in 23 parking stalls. This design accommodated 16 stalls within the building footprint and 7 stalls off the alley. This scheme is available for all project sites and achieves 56% of the desired minimum stalls. This scheme is limited to 16 structured parking stalls and would not qualify for the height bonus.

The *parking above* scheme resulted in 32 parking stalls. This design incorporates two parking decks within the height of the first floor retail, maximizing parking stalls without excavation. The second level is reached via an internal ramp. This scheme is available for all project sites and 78% of the desired minimum stalls. This option would qualify for the height bonus.

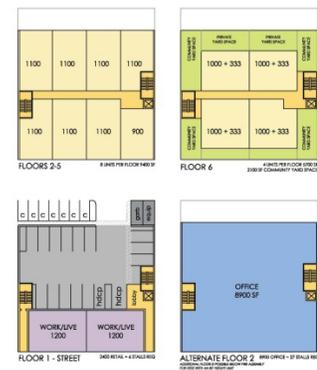
The *parking below* scheme resulted in 47 parking stalls. This design incorporates two parking areas, a smaller deck at grade and a full site deck below grade that is accessed via an internal ramp. The underground deck is only viable for lots with depth of 130’ or longer. This scheme provides 100% of the desired minimum stalls and would qualify for the height bonus.

Parking has a significant impact on a building’s design. It can be expensive and complicated; especially on small urban infill sites. Flexibility is critical to addressing these issues and to promoting density. Also, the current requirement for the amount of compact stalls is the same within the mixed use centers as it is elsewhere. It’s reasonable to assume users will expect these areas to be a bit denser than the other areas of town.

Recommendation 5.0 – Revise requirements to create more flexibility and to encourage density in all areas of the mixed use center.

- a. increased percentage of allowed compact stalls in mixed use districts
- b. revise the parking exemption for buildings within ten feet of the right-of-way on designated core pedestrian streets to include projects that provide commercial space within ten feet of the right-of-way on all designated pedestrian streets

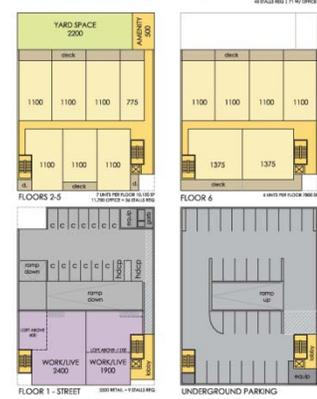
park at grade 23 | 38
STALLS UNITS
23 OFFICE SPACE - 3524
48 OFFICE - 100 OFFICE



park above 32 | 35
STALLS UNITS
32 OFFICE SPACE - 3524
48 OFFICE - 100 OFFICE



park below 47 | 38
STALLS UNITS
47 OFFICE SPACE - 3524
48 OFFICE - 100 OFFICE



ADDITIONAL CONSIDERATIONS

Some opportunities were uncovered that warrant further evaluation but are outside the scope of this study. Below are brief findings and recommendations for guiding future considerations.

Finding 6.0 – The requirements for off-site improvements such as utilities, storm water, sewer, sidewalks, etc. create additional challenges for potential development. The current requirements do not take into account the project size and thus they become out of scale and seem not to be equitable for smaller development.

Recommendation 6.0 – Create more flexibility for off-site improvements by providing exceptions based on project size. These exceptions would need to take into account a prioritization of which improvements are most critical. The smaller the project the more exceptions become available.

Finding 7.0 – Navigating the zoning code is difficult because each and every section is not labeled as is found in other industry codes such as the International Building Code.

Recommendation 7.0 – Label each and every section of the zoning code in a similar style to the International Building Code.

Finding 8.0 – Street Level commercial space is not always in demand. The idea of adapting this space to residential triggers change of use obstacles for future commercial use.

Recommendation 8.0 – Study further the creation of a work-live amendment to the IBC which aligns itself with the purpose and flexibility of the zoning code revision.

Finding 9.0 – The permitting process often times created frustration and/or additional expense due to information about project requirements being omitted, misunderstood or presented late in the process. Moreover, when project challenges emerge, both the Fire Department and Tacoma Public Utilities were viewed as groups which tended to be less cooperative, flexible, and/or supportive in light of the other departments which were viewed more as solution oriented partners or advocates.

Recommendation 9.0 – Study further the obstacles and potential solutions for better serving the development community. Consider the concept of a single contact ‘concierge-like’ position to assist the client in the navigation of the permitting and inspection process and to assist in expedient, clear and solution oriented communication between departments and with the client.

Finding 10.0 – The design standards provide an approach to eliminating poor design through a prescriptive methodology. This restricts the design team by eliminating a multitude of creative design options - many of which may better realize the mixed use center’s core principles and vision.

Recommendation 10.1 – Further evaluate and develop the design standards to avoid unnecessary restraints and unintended stylistic tendencies.

Recommendation 10.2 – Create an alternative approach that is simple and flexible, such as an administrative design review, which requires projects to meet or exceed the intent of the design standards. It should provide answers within a quick and predictable timeframe and approval/denial should be based on a document that clearly identifies the intent of each design standard.

APPENDIX 'A'

City of Tacoma Project Summary



City of Tacoma
Planning and Development Services

Agenda Item
D-5

To: Planning Commission
From: Brian Boudet, Manager, Planning Services Division
Subject: **Mixed-Use Centers Zoning Code Update**
Date of Meeting: December 18, 2013
Date of Memo: December 11, 2013

At the next meeting on December 18th, staff will provide an update on the Mixed-Use Centers Code Update project (Annual Amendment Application #2014-04). This project is designed to evaluate the existing regulatory standards applicable within the centers and identify potential barriers to achieving the desired development. Since the last presentation the City has retained the services of BLRB Architects to assist in the analysis, stakeholder engagement, and drafting of recommendations. Staff will be outlining the project, current status, and upcoming public outreach.

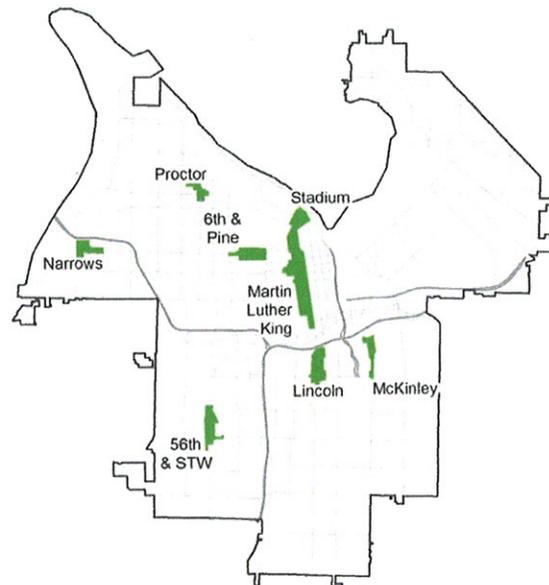
As the Commission is aware, the mixed-use centers are at the heart of the Comprehensive Plan's growth and development strategy. They are intended to accommodate a significant share of Tacoma's future population and employment growth and be areas that provide a range of housing choices, employment opportunities, transit-supportive development, pedestrian and bicycle facilities and a mix of shops, services and public spaces. Renewing and transforming the mixed-use centers into functional, vibrant, sustainable urban villages is critical to achieving the City's long-term goals and vision for its future.

However, while most of the mixed-use centers were created in the mid-1990's they have seen relatively limited new growth. The purpose of this Mixed-Use Centers Code Update Project is to conduct a focused evaluation of the existing development requirements applicable within the Neighborhood Mixed-Use Centers, and particularly those applicable to mixed-use projects in the core of these districts. The evaluation will utilize prototype development scenarios as examples to work both with internal stakeholders and with community development and design professionals to help identify potential barriers and alternatives that could be pursued, either on a temporary or permanent basis, without sacrificing the long-term community vision and core principles for the Neighborhood Mixed-Use Centers. Attached is information about the prototypical project being reviewed and the specific locations being used for the review.

If you have any questions, please contact me at 573-2389 or bboudet@cityoftacoma.org.

c: Peter Huffman, Director

Tacoma's Eight Neighborhood Mixed-Use Centers



Mixed-Use Centers Code Review

Project Overview – Annual Amendment #2014-04

December 11, 2013

SUMMARY:

The purpose of this Mixed-Use Centers Code Update Project is to conduct a focused evaluation of the existing development requirements applicable within the Neighborhood Mixed-Use Centers, and particularly those applicable to mixed-use projects in the core of these districts. The evaluation will utilize prototype development scenarios as examples to help identify potential barriers that could be removed and/or alternatives that could be pursued that would support this type of development without sacrificing the long-term community vision and core principles for the Neighborhood Mixed-Use Centers, which include:

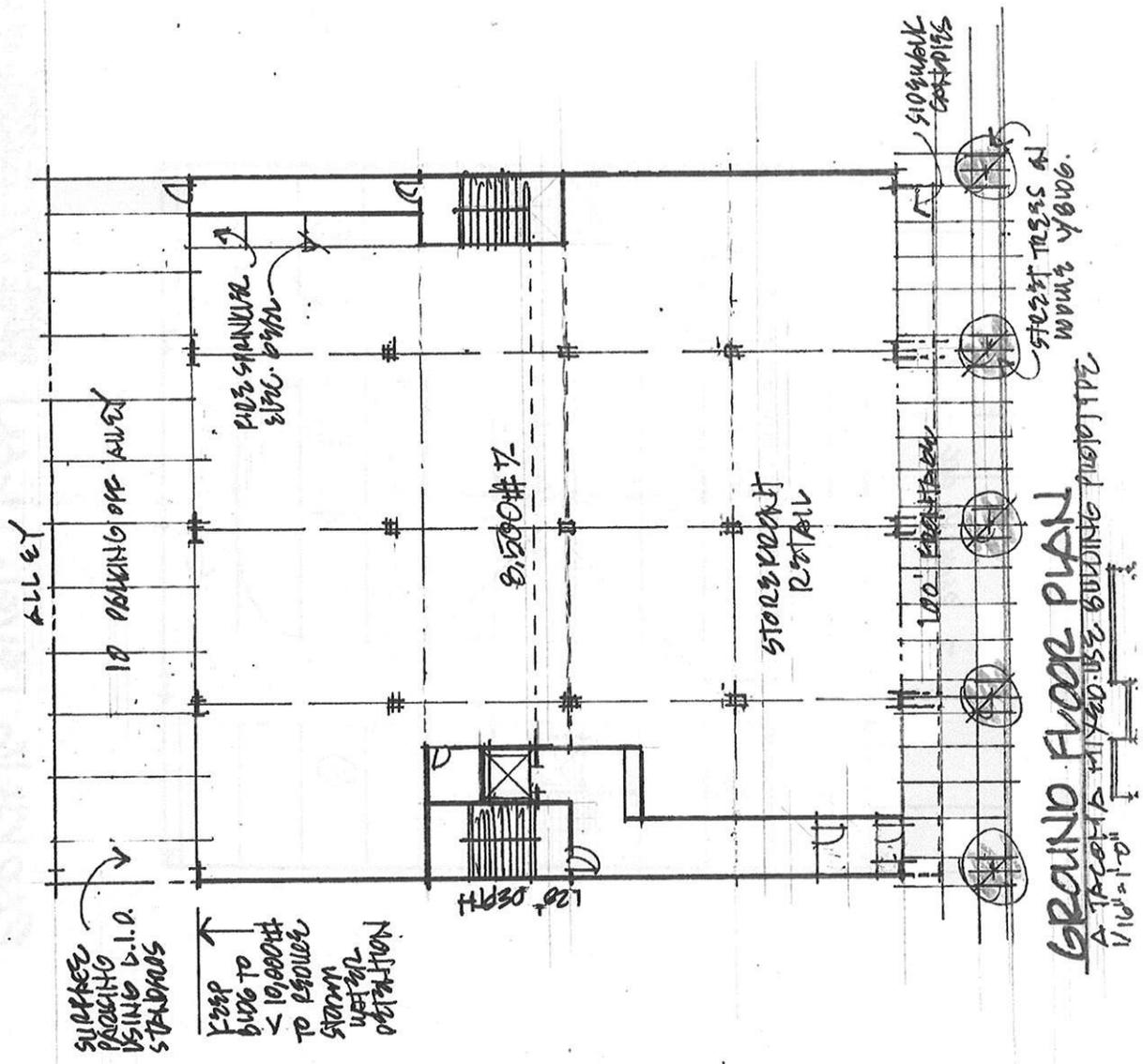
- Mixed-use
- Dense
- Pedestrian-oriented
- Encourage multi-modal transportation
- Livability
- Core area is focus of growth and activity
- Compatible with adjacent neighborhoods

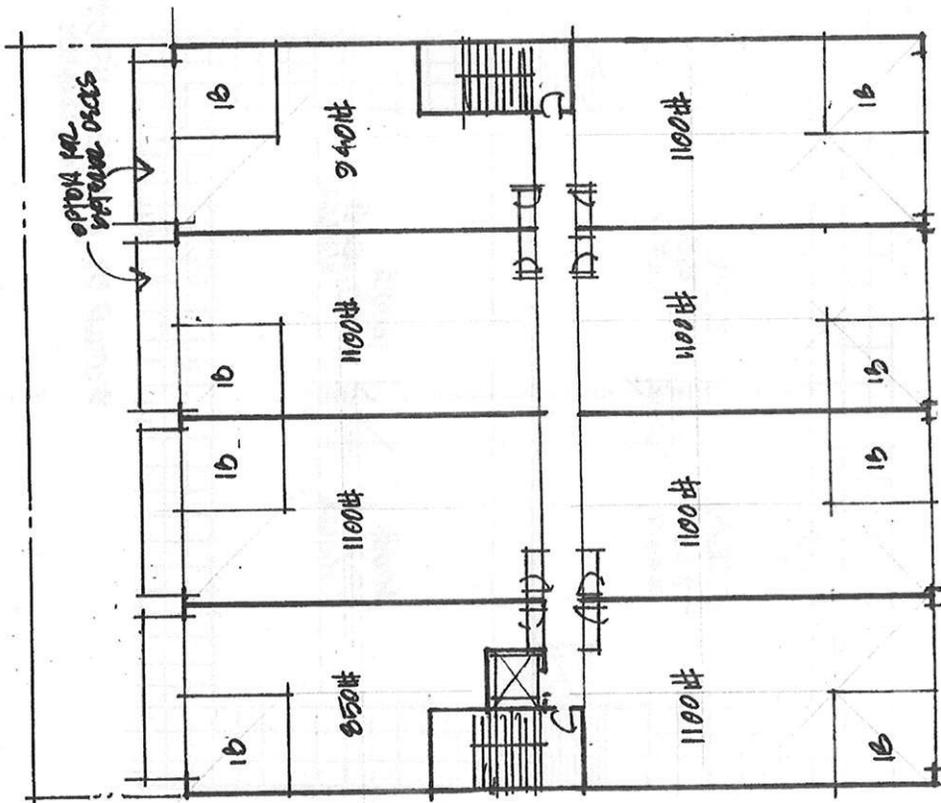
MIXED-USE PROJECT PROTOTYPE:

The prototype being utilized for this analysis is envisioned as a mixed-use project located on a relatively small lot (100-feet wide) along a Core Pedestrian Street within a Neighborhood Mixed-Use Center. The basic concept is a 6-story, approximately 75-80-foot tall, mixed-use building with retail or other commercial space at the street level, parking, office, or live/work apartments (associated with street level retail) on the 2nd floor, eight residential units on each of the 3rd, 4th and 5th floors, and a 6th floor with four (4) penthouse units with mezzanines. The building would include parking accessed from the rear via an alley and would be at the ground-level and potentially within the second level or in a basement. Depending on the site, the building footprint would be between 10,000 to 13,000 square feet and the overall building would be in the range of 40,000 to 65,000 square feet. The attached schematic plans provide some basic details on the prototype building form and layout.

POTENTIAL LOCATIONS:

To provide for a more complete analysis, this prototypical project is being reviewed for construction on test sites located on Core Pedestrian Streets in three different Mixed-Use Centers – Proctor, Hilltop, and 56th & South Tacoma Way. The three sites are all slightly different in size and configuration (the Proctor site is located on a corner, while the other two sites are mid-block). Additionally, the three sites reflect different areas of the City and different circumstances in relation to certain standards, such as stormwater requirements. The attached maps show the three locations being reviewed.





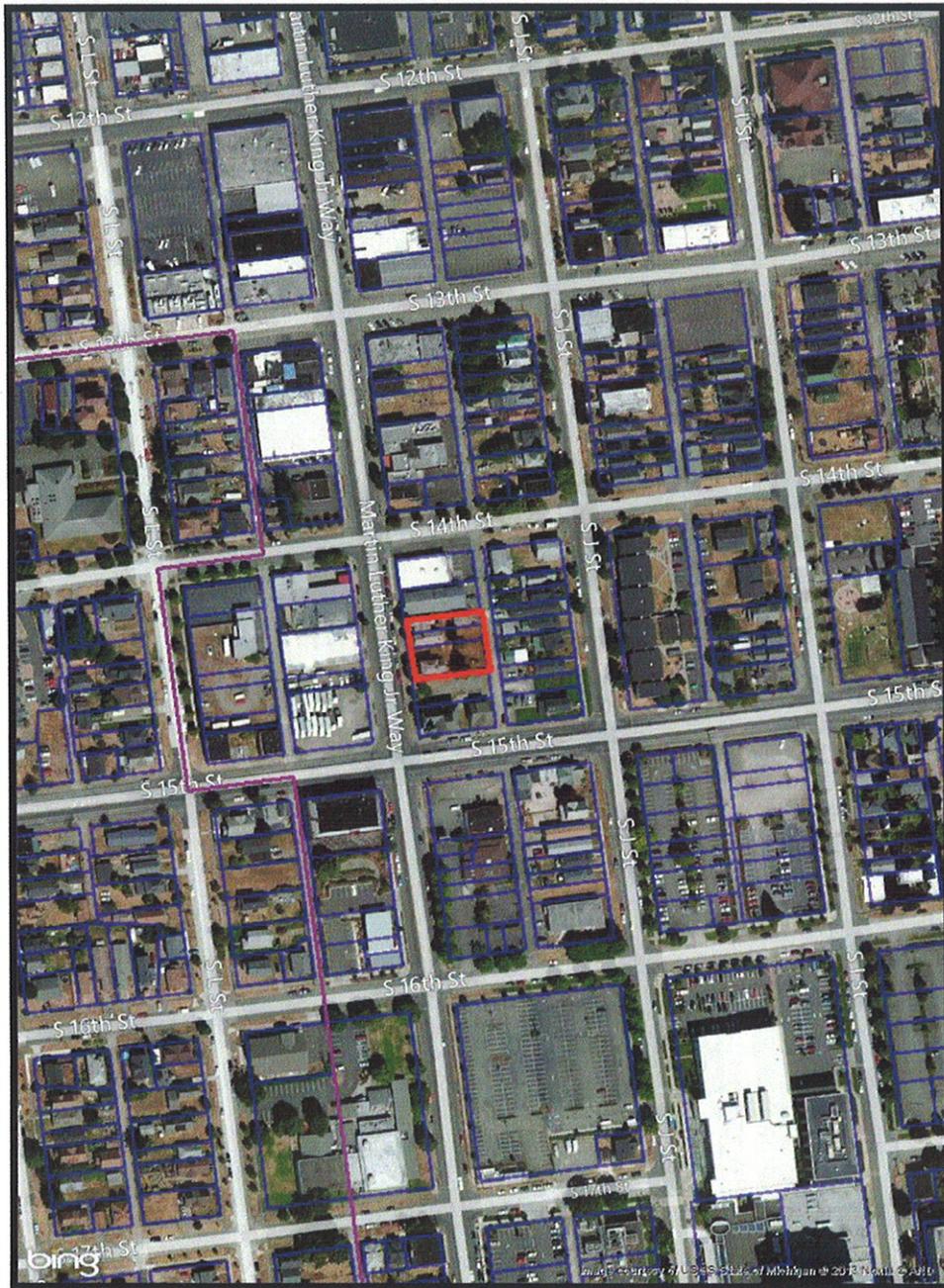
RESIDENTIAL FLOOR PLAN
 FTRCOMA 01X401E BUILDING PROJECT
 1/10/10

Site 1:

Hilltop Mixed-Use Center

1409-1415 MLK Jr Way (Parcel Numbers: 2014210030, 2014210040, 2014210051)

Site Dimensions – 100 feet x 130 feet



Site 3:

56th & South Tacoma Way Mixed-Use Center

5209-5213 South Tacoma Way (Parcel Numbers: 5740000660, 5740000670, 5740000680)

Site Dimensions – 100 feet x 110 feet



APPENDIX 'B'

Prototype Building with Zoning Comments

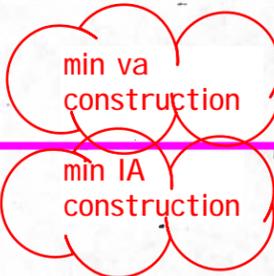
type va construction (occ R2/R1)...limited to 12k/5st/65ft (65 ft measured from 3hr...total height limited to 75' from lowest fd access) stories with full 13 sprinkler (with quick response heads)...38,000sf/story with 2-20ft yards

1 hour wall with 25% maximum openings in wall per story

1 hour wall with no openings allowed

1 hour f.r. construction throughout this portion of the building

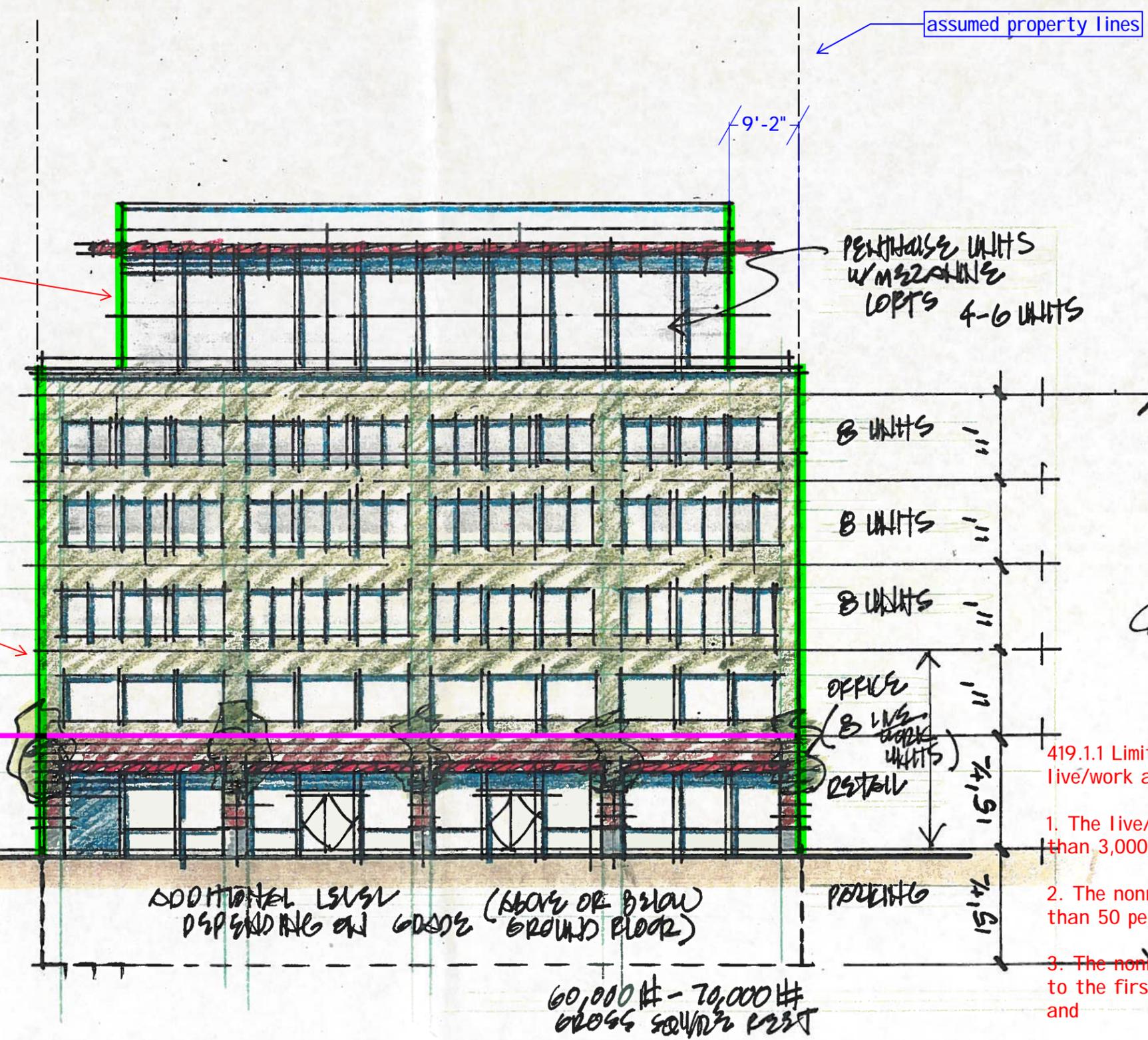
five over



two

3 hour f.r. construction throughout this portion of the building

3 hour f.r. separation between floors



419.1.1 Limitations. The following shall apply to live/work areas:

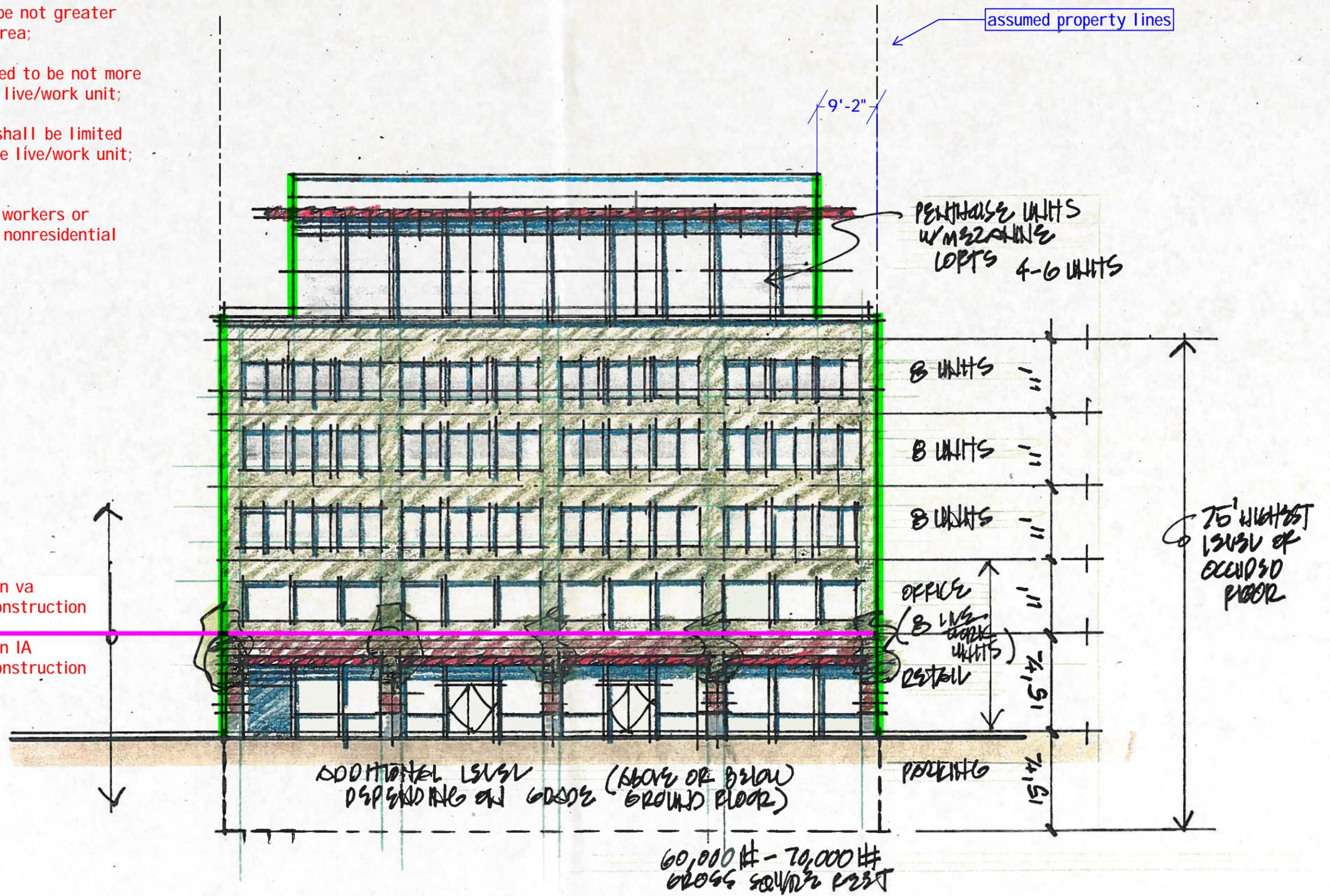
1. The live/work unit is permitted to be not greater than 3,000 square feet (279 m2) in area;
2. The nonresidential area is permitted to be no more than 50 percent of the area of each live/work unit;
3. The nonresidential area function shall be limited to the first or main floor only of the live/work unit and
4. Not more than five nonresidential workers/employees are allowed to occupy the nonresidential area at any one time.

A TACOMA MIXED-USE BUILDING PROTOTYPE

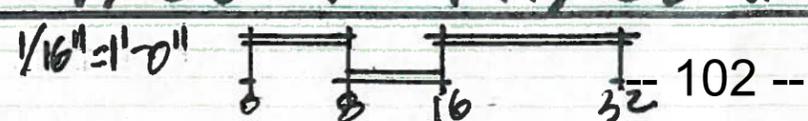


419.1.1 Limitations. The following shall apply to all live/work areas:

1. The live/work unit is permitted to be not greater than 3,000 square feet (279 m²) in area;
2. The nonresidential area is permitted to be not more than 50 percent of the area of each live/work unit;
3. The nonresidential area function shall be limited to the first or main floor only of the live/work unit; and
4. Not more than five nonresidential workers or employees are allowed to occupy the nonresidential area at any one time.



A TACOMA MIXED-USE BUILDING PROTOTYPE



502.2 Vehicle Space Size. Car parking spaces shall be 96 inches (2440 mm) minimum in width. Van parking spaces shall be 132 inches (3350 mm) minimum in width.

EXCEPTION: Van parking spaces shall be permitted to be 96 inches (2440 mm) minimum in width where the adjacent access aisle is 96 inches (2440 mm) minimum in width.

502.3 Vehicle Space Marking. Car and van parking spaces shall be marked to define the width. Where parking spaces are marked with lines, the width measurements of parking spaces and adjacent access aisles shall be made from the centerline of the markings.

502.4 Access Aisle. Car and van parking spaces shall have an adjacent access aisle complying with Section 502.4.

502.4.1 Location. Access aisles shall adjoin an accessible route. Two parking spaces shall be permitted to share a common access aisle. Access aisles shall not overlap with the vehicular way. Parking spaces shall be permitted to have access aisles placed on either side of the car or van parking space. Van parking spaces that are angled shall have access aisles located on the passenger side of the parking space.

502.4.2 Width. Access aisles serving car and van parking spaces shall be 60 inches (1525mm) minimum in width.

502.4.3 Length. Access aisles shall extend the full length of the parking spaces they serve.

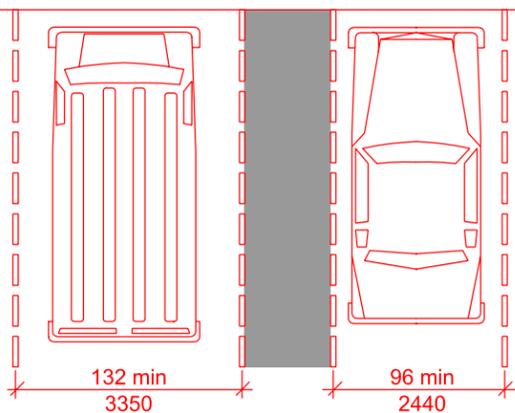
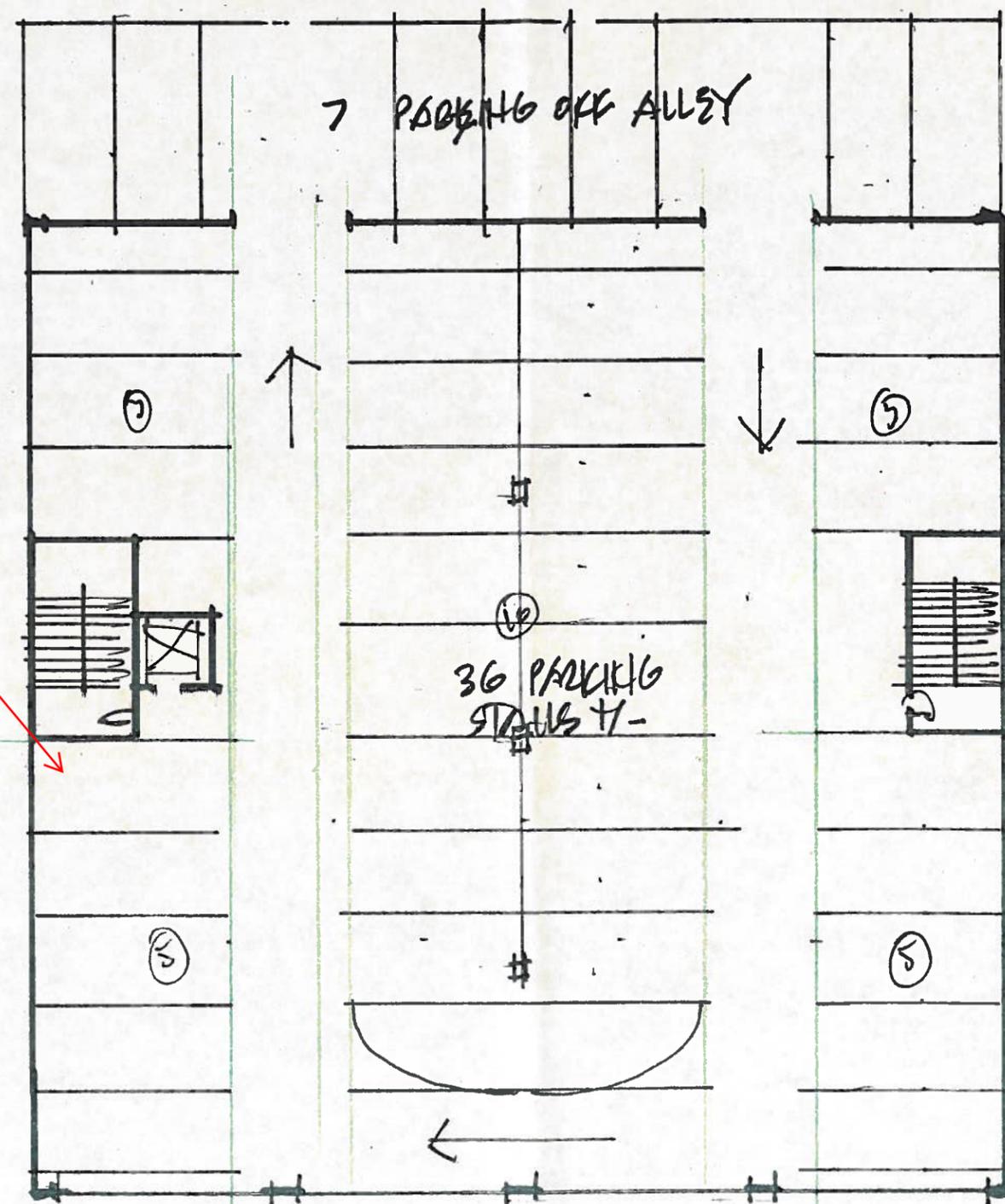


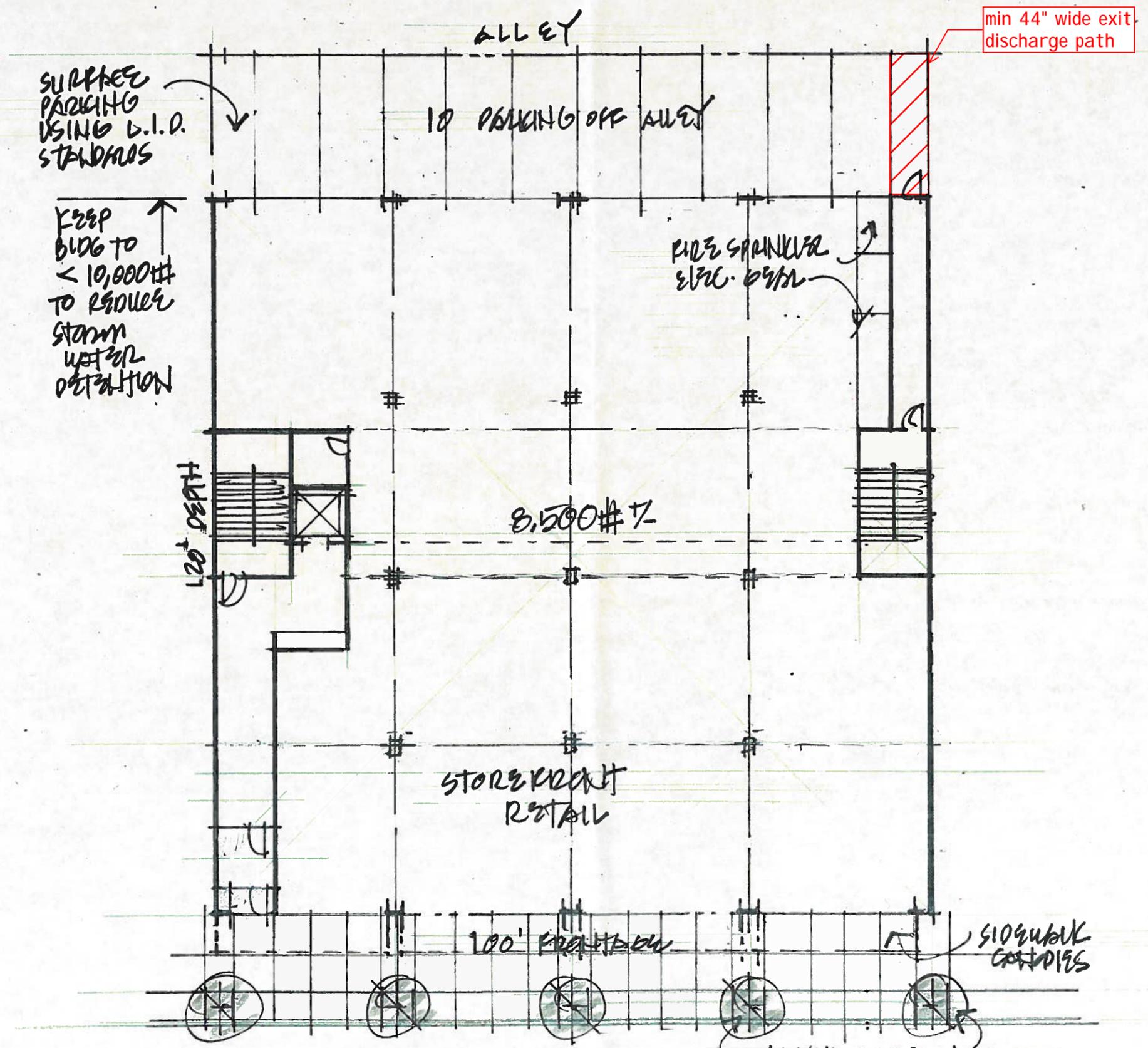
Fig. 502.2
Vehicle Parking Space Size



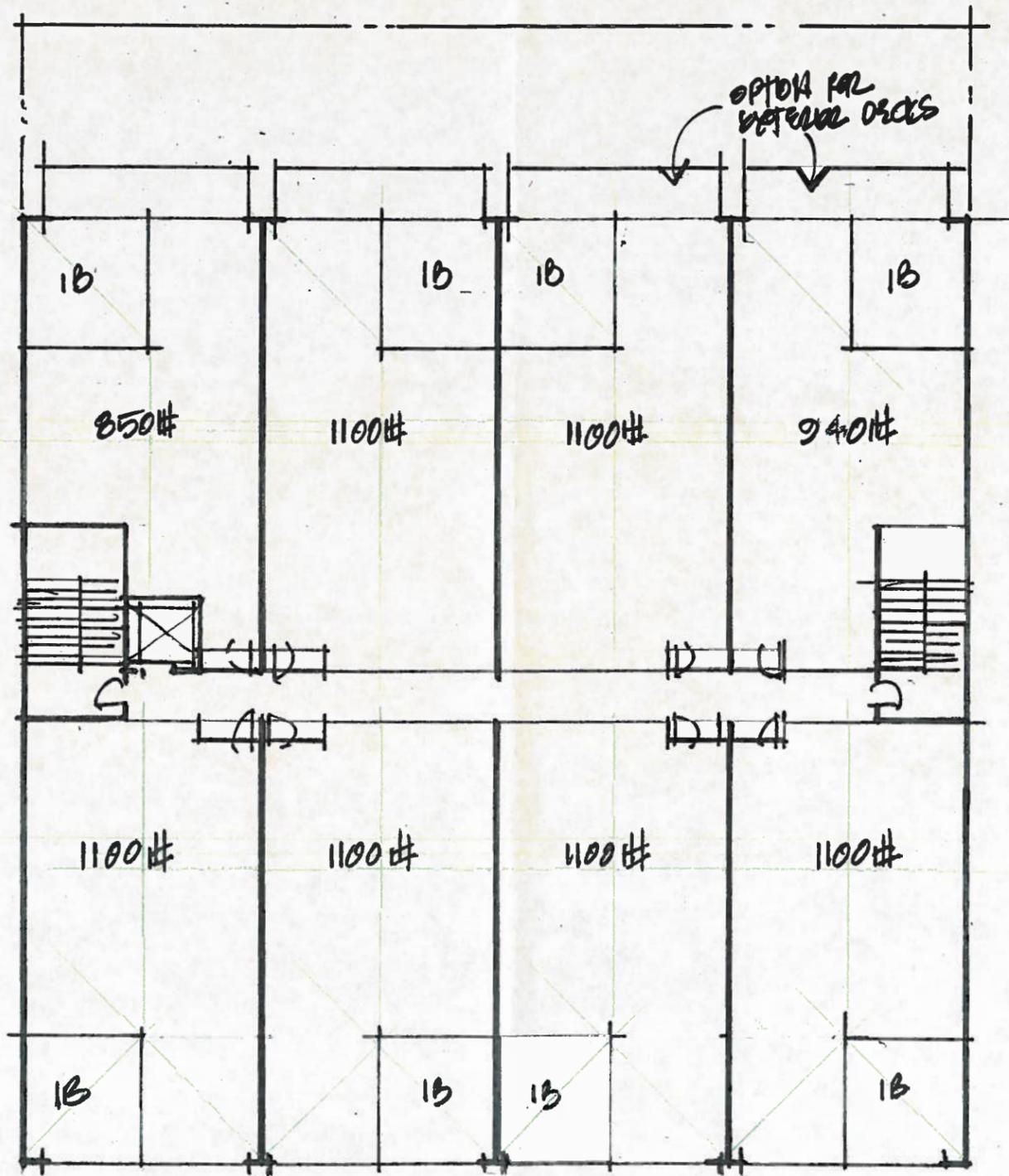
PARKING LEVEL PLAN

ENTRANCE ABOVE OR BELOW
GROUND FLOOR DEPENDS ON SITE

A TACOMA MIXED-USE BUILDING PROTOTYPE
1/16/2014



GROUND FLOOR PLAN
 A TACOMA MIXED-USE BUILDING PROTOTYPE
 1/16" = 1'-0" 104

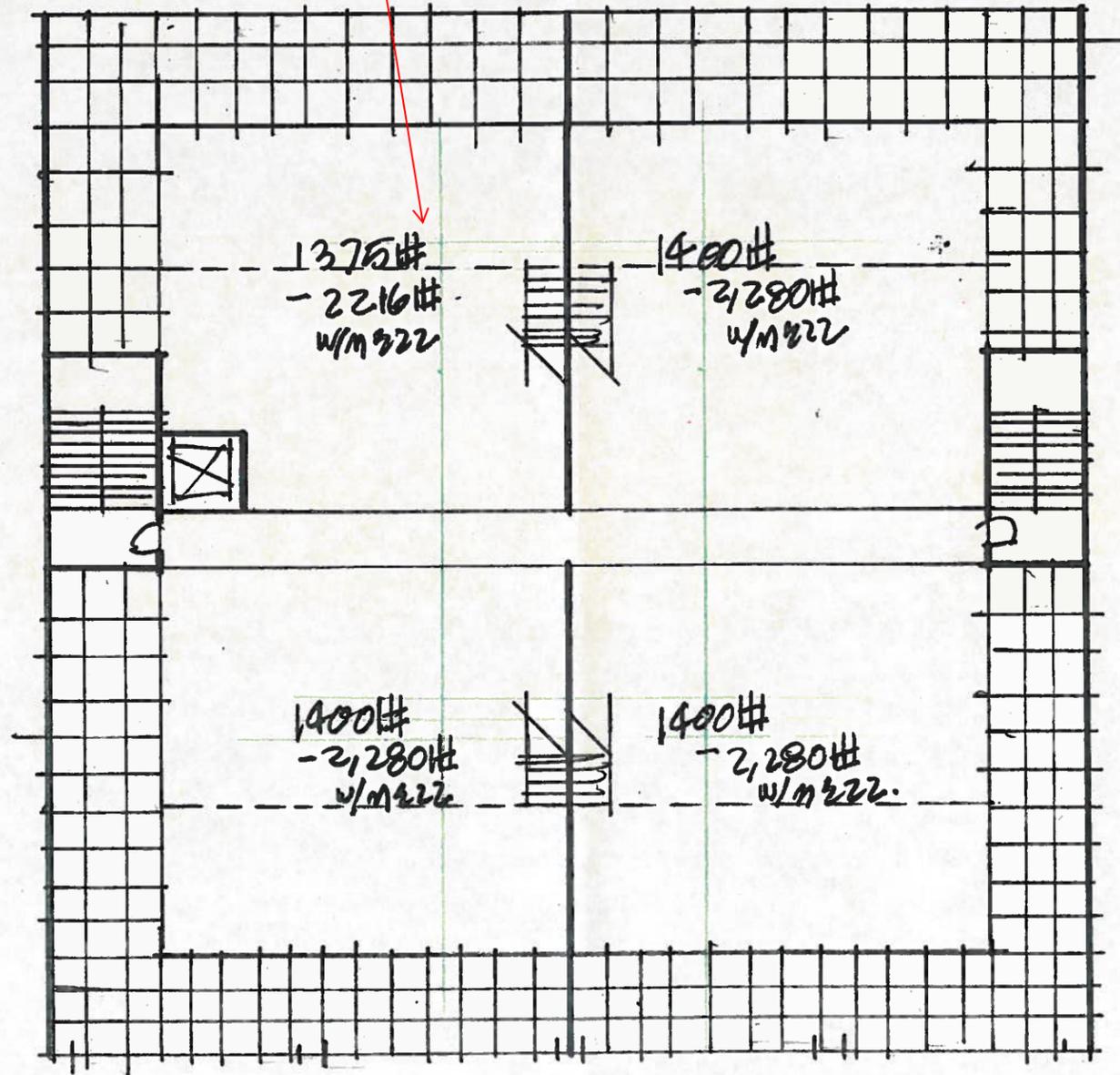


RESIDENTIAL FLOOR PLAN

A TACOMA MIXED-USE BUILDING PROTOTYPE
 1/16" = 1'-0"

505.2.1 Mezzanine Area Limitation. The aggregate area of a mezzanine or mezzanines within a room shall be not greater than one-third of the floor area of that room or space in which they are located. The enclosed portion of a room shall not be included in a determination of the floor area of the room in which the mezzanine is located. In determining the allowable mezzanine area, the area of the mezzanine shall not be included in the floor area of the room.

max mezzanine area is 458sf 1/3 area of room



*COULD BE 6 UNITS @ 1560#
w/m 222

PENTHOUSE FLOOR PLAN*
A TACOMA MIXED-USE BUILDING PROJECT
VOLUME 1

APPENDIX 'C'

City of Tacoma Matrix

SITE/MU Center	Proctor	MLK	56 th and STW
Zoning District	NCX Corner 122'x100' w 16' alley	NCX Interior 130'x100' w 20' alley	NCX Interior 110'x100' w 20' alley
Height Limit 13.06.300 E X-Dist height bonus Standard/L1 bonus/L2 bonus	45/65/NA Ground Floor Retail = 5 ft Residential use = 10 ft Need additional L1 feature to get to 65 ft height. Not enough height for penthouse w avail bonus	45/65/85 Ground Floor Retail = 5 ft Residential use = 10 ft Need additional L1 feature to get to 65 ft height and the L2 contribution of .5% of building value to open space fund to get to building height of 80'	Same as MLK
Core Pedestrian Street	Yes – N 26 th St (80' wide)	Yes – MLK (80' wide)	Yes – STW (100' wide)
Parking Requirements 13.06.510 Table 2 Retail 2.5/1000 Office: 2.5/1000 Res: 1/unit Core Ped St frontage reduces requirements to 0 required.	Retail: 8500 sf = 21.25 Office: 8390 sf = 20.975 Res: 22 units = 30/32 with 6 Penthouse units Total = 72.225 r/o = 72/74 - Basement garage will not accommodate 36 cars stalls - Alley parking will be reduced for driveway and utilities - If parking provided there must be handicap parking	Same as Proctor	Same as Proctor
Residential X-Dist Yard Space 13.06.510 100sf/du for MU development	2200 sf req'd No yard space provided at grade Need Rooftop Deck = 50% Need Balconies for du's = 50%	3000 sf req'd No yard space provided at grade Need Rooftop Deck = 50% Need Balconies for du's = 50%	Same as Proctor
Mass Reduction Standards - Façade Articulation - 13.06.510 H.1			
a. Two articulation features	1) Vertical Piers; 2) Need different weather	1) Vertical piers, and 2) Roofline modulation	Same as STW

	protection elements		
b. Non Res façade 3 features	1) storefront windows/entries 2) storefront weather protection 3) change in building material	Same as Proctor	Same as Proctor
SITE/MU Center	Proctor	MLK	56th and STW
c. Res portion of MU building 3 features	1) Vertical building modulation 2) Roofline modulation 3) Vertical modulation of facade	Same as Proctor	Same as Proctor
- Upper Floor stepbacks 13.06.510 H.2	Must have 8 ft stepback at the 5 th floor or corner feature	Yes - 6 th Floor, 10 ft stepback w 100 ROW	Must have 8 ft stepback at the 5 th floor
- Max façade widths - 13.06.510 H.3	N/A for building under 120 ft	Same as Proctor	Same as Proctor
X-Dist Roofline standards - Roofline modulation - 13.06.510 I.1	Need modulation if no penthouse (modulation)	OK with penthouse modulation	OK with penthouse modulation
- Flat Roof Standards - 13.06.510 I.2	Yes – Balcony/deck railings	Yes – Balcony/deck railings	Yes – Balcony/deck railings
X-Dist Windows and Openings - Street Level Transparency - 13.06.501 J.1	Yes	Yes	Yes
- Upper Level Transparency - 13.06.501 J.2	Yes	Yes	Yes
- Window Trim Detailing - 13.06.501 J.3	No shown but do-able	Same as Proctor	Same as Proctor
X-Dist Façade Surface Standards - Street Level Transparency 13.06.501 K	Yes	Yes	Yes

X-Dist Pedestrian Standards - Customer Entrances 13.06.501 L.1	Yes	Yes	Yes
X-Dist Pedestrian Standards - Street Level Protection 13.06.501 L.2	Yes	Yes	Yes
X-Dist Fencing and Utility Standards - Utility Screening 13.06.501 M.1			
a. Rooftop	Yes	Yes	Yes
b. All ground level			
c. Service, loading and garbage areas	Not shown; will take up 2 off-alley parking stalls	Same as Proctor	Same as Proctor
X-District Landscaping - 13.06.502 D - Street Trees 3/100 ft	Yes – 5 shown	Yes – 5 shown	Yes – 5 shown
Transit Support Facilities - 13.06.511 D.1 Facility standards - Retail 5,000-10,000sf req’s 2 benches and pads - Multi-family 30-60 units req’s 2 benches and pads	Not shown There are multiple bus stops within 500 ft	Not shown There are multiple bus stops within 500 ft	Not shown There are multiple bus stops within 500 ft
Pedestrian and bicycle support standards - 13.06.512 D - Bicycle Parking	5% of 72 required parking stalls = 4 spaces required - None shown	5% of 72 required parking stalls = 4 spaces required None shown	5% of 72 required parking stalls = 4 spaces required None shown

APPENDIX 'D'

City of Tacoma Significant Observations

Mixed Use Building Prototype – Significant Observations

Project

Six (6) story, 80-foot high, mixed use building with retail at the street level, office or live/work apartments (associated with street level retail) on the 2nd floor, eight residential units on each of the 3rd, 4th and 5th floors and a 6th floor with four (4) penthouse units with mezzanine sections. Building would have basement level parking and additional parking provided off the alley. The building footprint is 100 feet by 100 feet.

The building was projected for construction on test sites located on Core Pedestrian Streets in three different Mixed-Use Centers (Proctor, Martin Luther King and 56th St/South Tacoma Way). The Proctor site is located on a corner, while the other two sites are mid-block.

Tacoma City Staff Reviewing Project

John Harrington, Principal Planner – Land Use Regulatory Code

Christina Garcia, Associate Engineer – Storm Water and Public Works Department Design Manuals

Cory Newton, Associate Engineer – Public Works Department Design Manual

Barrett Hayes, Associate Engineer – International Building Code

Jennifer Kammerzell, Associate Engineer – Traffic

Conditions

1. Zoning: Neighborhood-Commercial Mixed Use (NCX) district fronting on a Core Pedestrian Street with an alley along the rear property line and bus stop within 500 feet.
2. Lot size: 100 ft wide and 110-130 ft deep with alley frontage in rear of building

Findings

The prototype was reviewed for compliance with existing land use, site development and building codes. The major issues for each section are discussed below.

1. Land Use Regulatory Code
 - a. 80-foot building height. The height of the building is limited to 65 feet in the Proctor Mixed Use District with available height bonuses, so a floor would have to be removed, with the Penthouse level being the most likely level. If one of the

shorter residential stories is removed, additional small reductions to the height of the basement and street levels would need to happen.

- b. Parking.
 - i. Basement garage will not accommodate 36 cars. Using minimum parking area design standards and ADA requirements, the maximum number of stalls inside the building is reduced to 16. However, there are small spaces that could be used for motorcycle and bicycle parking. The alternate design also affords utility space under the ramp coming into the building.
 - ii. Parking on the alley was counted on both the parking level plan and the ground floor plan. If a four (4) foot wide walkway space could be designed into the alley side of the building, a realistic number of five (5) parking spaces could be provided off of a 20-foot wide alley. Additional stalls need to be removed for parking garage driveway, garbage receptacles and utilities vents/vaults. The Proctor District site only has a 16-foot wide alley, so that would eliminate parking off the alley.
- c. X-District Yard Space Requirement. 100 square feet is required per residential unit, totaling 3,000 square feet of yard space for the project. This requirement causes a significant problem given the zero-lot line, 100x100 foot building footprint. Half the requirement can be accomplished by providing balconies for the residential units. Achieving the remaining 1,500 square feet is problematic and would have to be obtained at rooftop or ground level and open to all residents of the building.
- d. Upper Floor Step Back. This requirement is problematic for the Proctor and Martin Luther King Mixed-Use Centers where the Core Pedestrian Street is only 80 feet wide requiring an eight (8) foot upper floor step back at the 5th floor versus the 6th floor as the prototype is designed. This can be accomplished by reducing the footprint of the 5th floor, with a likely reduction of two residential units.
- e. X-District Roofline Standards. The Proctor site, already handicapped by the 65 foot height limit, must also step back the 5th floor and lose two more residential units (using the alternate 6-unit penthouse floor plan without mezzanine).
- f. Bicycle Parking. While the parking requirement of 72 car stalls for the project is negated by the location on a core pedestrian street, bicycle parking requirement is figured at 5 percent of that 72 stall requirement, resulting in four stalls being required for the project. A space for bicycles could be realized by modulating the building near the ground floor front/left entry.

2. Building Code

- a. Live work units. There are a number of limitations in the code regarding live/work areas:
 - i. These units are limited to a maximum of 3,000 sq ft. each, with no more than 50% of floor area being non-residential.
 - ii. The non-residential area function is limited to the first or main floor only if a live work unit.
 - iii. Not more than five (5) non-residential workers or employees are allowed to occupy the non-residential area at any one time.

The prototype building is more dynamic in space utilization possibilities without live/work units. In this case study, it would be better to have the 2nd floor be offices and have any office or retail workers simply live in one of the many residential units in the building.

- b. Construction Materials.
 - i. Type VA Construction (occ R2/R1). This type of construction is limited to 5 stories (65 feet) as measured from the 3 hour.
 - ii. Type IA Construction. This portion of the building requires 3-hour F.R. throughout.
 - iii. A 3-hour F.R. separation is required between the first residential floor and top non-residential floor.
 - iv. 1-hour wall is required with 25% maximum openings in walls of stories that are stepped back from the property line.
 - v. 1-hour wall is required with no openings in walls at the property line.
 - c. Building Egress. A minimum 44-inch wide exit discharge path is required for the exit at the rear corner of the building at ground level. However, this would just empty the pedestrians onto the alley with its vehicle traffic and no walkway.
 - d. Mezzanine Area Limitation. The aggregate area of a mezzanine within a room shall be not greater than 1/3 of the floor area of that room or space in which they are located. The enclosed portion of a room shall not be included in a determination of the floor area of the room in which the mezzanine is located. In determining the allowable mezzanine area, the area of the mezzanine shall not be included in the floor area of the room. For the prototype penthouse units, the maximum mezzanine area is limited to 458 square feet (1/3 area of the room).
3. Environmental Services Engineering. There are a number of common stormwater management and wastewater conveyance improvements required for each site, none of which pose major problems for this project. Some requirements are driven by the specific proposal as follows:
 - a. Dumpsters that will be used for wet or moist trash, and all garbage compactors, shall be on a separate pad that drains to the sanitary sewer system. Cardboard

- compactors are not required to drain to sanitary. This requirement will likely further erode the number of parking stalls available off the alley.
- b. The covered parking is required to drain to the sanitary system and an oil/water separator shall be provided.
4. Construction Engineering. There are a number of common off-street improvements required for each site (ADA curb ramps, replacement of damaged sidewalk and new alley returns). Some of the requirements are driven by the specific site and existing improvements in the rights-of-way. The following is a list of significant issues for this project.
- a. Alley parking will require new facilities to support those stalls including an appropriate pedestrian system (sidewalk, ramps, etc) will need to be constructed to ensure safe pedestrian passage to the building.
 - b. Common walkways through parking garage delineated with visible and tactile methods, with easily identified entrances ensure accessible pedestrian travel
5. Traffic Engineering. The following are requirements for developments of this size and approximate locations:
- a. Traffic Impact Analysis that includes trip generation and distribution
 - i. Developments near a traffic signal with a poor level of service, e.g. S. 56th & South Tacoma Way may need to conduct a signal analysis and propose mitigation of new trips. The projects identified on the South Tacoma Way map would likely not trigger that detailed analysis, but it does depend on type of transportation land use.
 - b. Walkways. Walkways need to be provided for alley parking – pedestrians should not be walking in the vehicular travel-way.
 - c. Garage parking
 - i. Parking lots must meet minimum City standards (aisle width 14'-20', parking stall sizes, 5-foot buffer from end of dead end aisles, 15% maximum slope)
 - ii. If the entrance ramp is sloped down, adequate sight distance for vehicles entering the garage must be provided so that cars backing into stalls nearest the entrance can be seen. A mirror would provide sight distance.
 - iii. If the exit ramp is sloped up, adequate sight distance for vehicles exiting the garage and entering traffic must be provided. A mirror would provide sight distance.
 - d. Alleys must be at least 20-feet wide to allow for perpendicular parking off the alley. This is not the case in the Proctor site.

- e. If the property is on a corner lot (for example the Proctor MUC site), the first parking stall in the alley or the entrance to the garage should be at least 20 ft from the sidewalk to prevent vehicles from backing over the sidewalk.

APPENDIX 'E'

Off-site Requirements

These are my comments for 3803 N 26th St

- TMC 2.19.040 requires off-site improvements for all new building construction.
 - The proposed constructions accesses off the alley which consists of concrete panels and meets the requirements of being paved, however, the alley approach fronting Adams St would need to be replaced to current standards .
 - Existing curb and gutter is required to be replaced when it is broken, damage, or hazardous. Additionally the two driveway approaches located on N Adams would need to be removed. Because of this it appears that new curb and gutter would be required along both N 26th & N Adams frontages.
 - Existing sidewalk is required to be replaced if it is broken, damaged, hazardous, or does not meet current standards. Based on the running slopes of the driveways along N Adams, and without doing a site visit, these sidewalks most likely do not meet the 2% cross slope requirement. The sidewalk on N 26th appears to be damaged as well. Therefore, the sidewalk would need to be replaced as well.
 - Pedestrian improvement, specifically curb ramps are typically required when they don't meet current ADA/PROWAG standard, however, the Washington Elementary Remodel will be addressing these issues this summer.
 - All needed utilities are located in N 26th street. N 26th is asphalt over concrete panels. Restoration shall follow standard plan SU-14a. Additionally, a grind and overlay may be required to consolidate all trench/excavations required.
- The site plan indicates that new alley parking will be installed in the right of way. (Only allowed if approved by traffic engineering) This will require the installation of new facilities to support them. With the development of the alley a mountable curb, or valley gutter system will be required as part of the conveyance system. Additionally, pedestrian trips will occur at this location. An appropriate pedestrian system (sidewalk, ramps, ect.) will need to be constructed to ensure a safe pedestrian passage to the building. Also, the nearest parking stall should be located closer than 20ft from the back of walk.
- Additionally, as a general note, common walkways through parking garage delineated with visible and tactile methods, with easily identified entrances ensure accessible pedestrian travel.
- Traffic mitigation/conditions not included.

These are my comments for 1409 MLK Jr Way

- TMC 2.19.040 requires off-site improvements for all new building construction.
 - The proposed constructions accesses off the alley which consists of concrete panels and meets the requirements of being paved, however, the alley approach fronting S 15th St would need to be replaced to current standards .
 - Existing curb and gutter is required to be replaced when it is broken, damage, or hazardous. It appears that new curb and gutter would be required along the entire frontage.
 - Existing sidewalk is required to be replaced if it is broken, damaged, hazardous, or does not meet current standards. It appears that the sidewalk would need to be replaced along the frontage.
 - Pedestrian improvement, specifically curb ramps are typically required when they don't meet current ADA/PROWAG standard. Since this parcel is midblock, upgrades wouldn't be required unless a SEPA was triggered.

- The nearest sanitary is in the alley, restoration in accordance with SU-14c is required. Water is available in MLK Jr. Way, and depending on the frontage improvements a half street grind and overlay may be required.
- The site plan indicates that new alley parking will be installed in the right of way. (Only allowed if approved by traffic engineering) This will require the installation of new facilities to support them. With the development of the alley a mountable curb, or valley gutter system will be required as part of the conveyance system. Additionally, pedestrian trips will occur at this location. An appropriate pedestrian system (sidewalk, ramps, ect.) will need to be constructed to ensure a safe pedestrian passage to the building.
- Additionally, as a general note, common walkways through parking garage delineated with visible and tactile methods, with easily identified entrances ensure accessible pedestrian travel.
- Traffic mitigation/conditions not included.

These are my comments for 5209 South Tacoma Way

- The South Tacoma Way Green Infrastructure Streetscape project will be constructed in early 2014. All requirements of this proposed building may be mitigated by that project.
- TMC 2.19.040 requires off-site improvements for all new building construction.
 - The proposed building accesses off the alley which consists of concrete panels and meets the requirements of being paved, however, the nearest alley approach on S 52nd would need to be replaced to current standards .
 - Existing curb and gutter is required to be replaced when it is broken, damage, or hazardous. It appears that new curb and gutter would be required along the entire frontage.
 - Existing sidewalk is required to be replaced if it is broken, damaged, hazardous, or does not meet current standards. It appears that the sidewalk would need to be replaced along the frontage.
 - Pedestrian improvement, specifically curb ramps are typically required when they don't meet current ADA/PROWAG standard. Since this parcel is midblock, upgrades wouldn't be required unless a SEPA was triggered.
 - All needed utilities are located in South Tacoma Way. South Tacoma Way is asphalt over concrete panels. Restoration shall follow standard plan SU-14a. Additionally, a grind and overlay may be required to consolidate all trench/excavations required.
- The site plan indicates that new alley parking will be installed in the right of way. (Only allowed if approved by traffic engineering) This will require the installation of new facilities to support them. With the development of the alley a mountable curb, or valley gutter system will be required as part of the conveyance system. Additionally, pedestrian trips will occur at this location. An appropriate pedestrian system (sidewalk, ramps, ect.) will need to be constructed to ensure a safe pedestrian passage to the building.
- If utilities are not stubbed out before the City CIP project is completed, there may be a street cut moratorium in effect.
- Additionally, as a general note, common walkways through parking garage delineated with visible and tactile methods, with easily identified entrances ensure accessible pedestrian travel.
- Traffic mitigation/conditions not included.

Corey Newton

Associate Engineer - (253) 591-5765
Site Development Group, Science & Engineering Division

APPENDIX 'F'

Environmental Services Pre-submittal checklists (3)

Environmental Services Pre-Submittal Checklist

Project Name: 1409-1415 MLK Jr Way MUC Prototype

Date: 3/1/13

Parcel Number: 2014210030, 2014210040, 2014210051

Reviewer: C Garcia

NOTE: The following information is based on limited information and is subject to change as more information for this project is provided and/or if the project concept changes. This checklist is a supportive document designed to assist the applicant and is NOT a comment letter. This document contains excerpts from Tacoma Municipal Code, Stormwater Management Manual (SWMM), Side Sewer and Sanitary Sewer Availability Manual, and Public Works Design Manual. This checklist may not provide all requirements but is intended to assist the applicant in determining basic stormwater and wastewater requirements. It is the applicant's responsibility to review all applicable codes and manuals to determine all project requirements.

STORMWATER MANAGEMENT

- 1. All surface water impacts shall be mitigated in accordance with the SWMM.
- 2. This project must comply with the SWMM in effect at time of vesting.
- 3. Minimum Requirements that may be applicable to this project are:

- #1 Preparation of a Stormwater Site Plan
- #2 Construction Stormwater Pollution Prevention
- #3 Source Control of Pollution
- #4 Preservation of Natural Drainage Systems and Outfalls
- #5 Onsite Stormwater Management
- #6 Water Quality
- #7 Flow Control
- #8 Wetlands Protection
- #9 Basin/Watershed Planning
- #10 Operation and Maintenance
- #11 Offsite Analysis and Mitigation
- #12 Financial Liability

Please refer to SWMM Volume 1 Chapter 3 to determine applicability of Minimum Requirements. Flowcharts Figure 1-5 and 1-6 can aid in determining project requirements.

- 4. A Construction Stormwater Pollution Prevention Plan (SWPPP) is required.
- 5. Infiltration systems are the first choice for onsite management. Design of infiltration systems requires a soil analysis prepared by a qualified soils professional per the SWMM, Volume 3.
- 6. If this project triggers Minimum Requirement #7 (based on the combination of on-site and off-site improvements), flow control applies. Flow control requirements vary by watershed, please refer to the Watershed Flow Control and Water Quality Requirements in Volume 1 Section 2.6 of the SWMM.
- 7. This project is in the Thea Foss watershed. Watershed requirements can be found in Volume 1 Section 2.6 of the Stormwater Management Manual (SWMM).
- 8. Per SWMM Minimum Requirement #11, all sites shall perform a qualitative offsite analysis as described in Volume 1 of the SWMM.
- 9. This site is not currently served by the existing City stormwater system, therefore, stormwater must be managed on-site or the stormwater system shall be extended to serve the project area.
- 10. Bare galvanized metal shall not be used for materials that convey stormwater, such as roofs, canopies, siding, gutters, downspouts, roof drains, and pipes. Any galvanized materials shall have an inert, non-

leachable finish, such as baked enamel, fluorocarbon paint (such as Kynar, or Hylar). Bare galvanized metal areas are considered PGIS.

WASTEWATER

11. Each new building or townhouse shall have a new, independent connection to the City sanitary sewer.
12. Per Section 3.050 of the Side Sewer and Sanitary Availability Manual, if the existing side sewer is to be re-used for a new building, it shall be television inspected and pressure tested per City standards. If the side sewer is found through television inspection to have any illegal connections or cannot pass the pressure test, all illegal connections shall be disconnected and the side sewer shall be repaired, replaced, or rehabilitated and retested until the side sewer passes the pressure test to ensure it is watertight. Permits for this work shall be obtained from Building and Land Use Services.
13. Pretreatment devices such as a grease interceptor or an oil/water separator may be required.
14. Dumpsters that will be used for wet or moist trash, and all garbage compactors, shall be on a separate pad that drains to the sanitary sewer system. Cardboard compactors are not required to drain to sanitary.
15. Any discharge to the sanitary sewer that is not domestic waste will require approval. Projects with such discharges shall submit all requested information. Frequency, flow rates, pH, and MSDS sheets may be required.

EASEMENTS AND OTHER REQUIRED AGREEMENTS

16. Private easements are needed for private storm and sanitary sewer lines that cross properties under separate ownership.
17. Any private storm drainage system will require a Covenant and Easement Agreement for maintenance and access.

OTHER PERMITS AND REVIEWS

18. Work completed in the City right-of-way requires a City Work Order permit. Contact the Site Development at (253) 591-5760 for more information.
19. Following land use approval, a construction permit will be required prior to construction activities. Contact Planning & Development Services at (253) 591-5030 regarding permitting requirements.

ADDITIONAL NOTES:

The guideline comments provided within this document were based off the provided "A Tacoma Mixed Use Building" exhibit drawings (see attached) and email from Brian Boudet, sent 2/22/13.

The following assumptions were made:

- "0 Lot Line Development", no building setback requirements.
- New and/or Replaced impervious surfaces = 13,650SF
- Effective PGIS = 2,000 SF
- Value of the proposed improvements, including interior improvements, exceed 50% of the assessed value of the existing site improvements.
- Minimum Requirements will apply to new and replaced impervious surfaces.
- It appears the downstream discharge (for stormwater runoff) is a marine outfall. Applicant will be required to conduct a quantitative downstream analysis for capacity. If quantitative analysis shows capacity issues, the applicant may resolve the downstream capacity problem or provide onsite infiltration or detention. Where infiltration or detention is provided, stormwater discharges for the developed condition shall not exceed the discharges under existing conditions. Stormwater systems shall be sized according to

the specific sizing requirements of each BMP though the pre-developed condition to be matched shall be the existing land cover.

- It appears covered parking is proposed within this submittal; covered parking shall drain to the sanitary sewer system and an oil/water separator shall be provided.

OTHER

- The information provided is based upon the information presented at this time and the existing codes and requirements in force at the current time. If the project submitted varies from the information presented at this time, the project requirements may be different. Before submission of any documents, please verify that the codes have not changed in a manner that would require different information.
- If you have additional questions, please contact us at (253) 591-5218.

ELECTRONIC RESOURCES

2012 City of Tacoma Stormwater Management Manual

<http://www.cityoftacoma.org/stormwater>

2004 City of Tacoma Public Works Department Design Manual

Requirements for work order submittals, City standard drawings

<http://wspwit01.ci.tacoma.wa.us/download/PDF/Code/2004DesignManual1.pdf>

Policy Updates are posted on the City of Tacoma Surface Water website.

<http://www.cityoftacoma.org/stormwater>

Mapguide Viewer

City record drawings, side sewer cards, utility locations

www.govme.com/map

Ecology NPDES Construction Stormwater General Permit

<http://www.ecy.wa.gov/programs/wq/stormwater/construction/>

CONTACTS

General Storm & Sanitary Plan Review

Environmental Services Engineering

(253) 591-5218 or (253) 591-5588

General Permit Information, Permit Fees

Planning & Development Services

Permit Counter, (253) 591-5030

Environmental Services Pre-Submittal Checklist

Project Name: 3803 N 26th & 2612 N Adams MUC Prototype

Date: 3/1/13

Parcel Number: 7475012230, 7475012260

Reviewer: C Garcia

NOTE: The following information is based on limited information and is subject to change as more information for this project is provided and/or if the project concept changes. This checklist is a supportive document designed to assist the applicant and is NOT a comment letter. This document contains excerpts from Tacoma Municipal Code, Stormwater Management Manual (SWMM), Side Sewer and Sanitary Sewer Availability Manual, and Public Works Design Manual. This checklist may not provide all requirements but is intended to assist the applicant in determining basic stormwater and wastewater requirements. It is the applicant's responsibility to review all applicable codes and manuals to determine all project requirements.

STORMWATER MANAGEMENT

1. All surface water impacts shall be mitigated in accordance with the SWMM.
2. This project must comply with the SWMM in effect at time of vesting.
3. Minimum Requirements that may be applicable to this project are:

- #1 Preparation of a Stormwater Site Plan
- #2 Construction Stormwater Pollution Prevention
- #3 Source Control of Pollution
- #4 Preservation of Natural Drainage Systems and Outfalls
- #5 Onsite Stormwater Management
- #6 Water Quality
- #7 Flow Control
- #8 Wetlands Protection
- #9 Basin/Watershed Planning
- #10 Operation and Maintenance
- #11 Offsite Analysis and Mitigation
- #12 Financial Liability

Please refer to SWMM Volume 1 Chapter 3 to determine applicability of Minimum Requirements. Flowcharts Figure 1-5 and 1-6 can aid in determining project requirements.

4. A Construction Stormwater Pollution Prevention Plan (SWPPP) is required.
5. Infiltration systems are the first choice for onsite management. Design of infiltration systems requires a soil analysis prepared by a qualified soils professional per the SWMM, Volume 3.
6. If this project triggers Minimum Requirement #7 (based on the combination of on-site and off-site improvements), flow control applies. Flow control requirements vary by watershed, please refer to the Watershed Flow Control and Water Quality Requirements in Volume 1 Section 2.6 of the SWMM.
7. This project is in the North Tacoma watershed. Watershed requirements can be found in Volume 1 Section 2.6 of the Stormwater Management Manual (SWMM).
8. Per SWMM Minimum Requirement #11, all sites shall perform a qualitative offsite analysis as described in Volume 1 of the SWMM.
9. Bare galvanized metal shall not be used for materials that convey stormwater, such as roofs, canopies, siding, gutters, downspouts, roof drains, and pipes. Any galvanized materials shall have an inert, non-leachable finish, such as baked enamel, fluorocarbon paint (such as Kynar, or Hylar). Bare galvanized metal areas are considered PGIS.

WASTEWATER

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10. Each new building or townhouse shall have a new, independent connection to the City sanitary sewer.
11. Per Section 3.050 of the Side Sewer and Sanitary Availability Manual, if the existing side sewer is to be re-used for a new building, it shall be television inspected and pressure tested per City standards. If the side sewer is found through television inspection to have any illegal connections or cannot pass the pressure test, all illegal connections shall be disconnected and the side sewer shall be repaired, replaced, or rehabilitated and retested until the side sewer passes the pressure test to ensure it is watertight. Permits for this work shall be obtained from Building and Land Use Services.
12. Pretreatment devices such as a grease interceptor or an oil/water separator may be required.
13. Dumpsters that will be used for wet or moist trash, and all garbage compactors, shall be on a separate pad that drains to the sanitary sewer system. Cardboard compactors are not required to drain to sanitary.
14. Any discharge to the sanitary sewer that is not domestic waste will require approval. Projects with such discharges shall submit all requested information. Frequency, flow rates, pH, and MSDS sheets may be required.

EASEMENTS AND OTHER REQUIRED AGREEMENTS

15. Private easements are needed for private storm and sanitary sewer lines that cross properties under separate ownership.
16. Any private storm drainage system will require a Covenant and Easement Agreement for maintenance and access.

OTHER PERMITS AND REVIEWS

17. Work completed in the City right-of-way requires a City Work Order permit. Contact the Site Development at (253) 591-5760 for more information.
18. Following land use approval, a construction permit will be required prior to construction activities. Contact Planning & Development Services at (253) 591-5030 regarding permitting requirements.

ADDITIONAL NOTES:

The guideline comments provided within this document were based off the provided "A Tacoma Mixed Use Building" exhibit drawings (see attached) and email from Brian Boudet, sent 2/22/13.

The following assumptions were made:

- "0 Lot Line Development", no building setback requirements.
- Replaced impervious surfaces = 13,430SF
- Effective PGIS = 2,000 SF
- Value of the proposed improvements, including interior improvements, exceed 50% of the assessed value of the existing site improvements.
- Minimum Requirements will apply to new and replaced impervious surfaces.
- It appears the downstream discharge (for stormwater runoff) is a marine outfall. Applicant will be required to conduct a quantitative downstream analysis for capacity. If quantitative analysis shows capacity issues, the applicant may resolve the downstream capacity problem or provide onsite infiltration or detention. Where infiltration or detention is provided, stormwater discharges for the developed condition shall not exceed the discharges under existing conditions. Stormwater systems shall be sized according to the specific sizing requirements of each BMP though the pre-developed condition to be matched shall be the existing land cover.
- It appears covered parking is proposed within this submittal; covered parking shall drain to the sanitary sewer system and an oil/water separator shall be provided.

OTHER

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- The information provided is based upon the information presented at this time and the existing codes and requirements in force at the current time. If the project submitted varies from the information presented at this time, the project requirements may be different. Before submission of any documents, please verify that the codes have not changed in a manner that would require different information.
- If you have additional questions, please contact us at (253) 591-5218.

ELECTRONIC RESOURCES

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<http://www.cityoftacoma.org/stormwater>

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Requirements for work order submittals, City standard drawings

<http://wspwit01.ci.tacoma.wa.us/download/PDF/Code/2004DesignManual1.pdf>

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<http://www.ecy.wa.gov/programs/wq/stormwater/construction/>

CONTACTS

General Storm & Sanitary Plan Review

Environmental Services Engineering

(253) 591-5218 or (253) 591-5588

General Permit Information, Permit Fees

Planning & Development Services

Permit Counter, (253) 591-5030

Environmental Services Pre-Submittal Checklist

Project Name: 5209-5213 South Tacoma Way MUC Prototype **Date: 3/1/13**
Parcel Number: 5740000660, 5740000670, 5740000680 **Reviewer: C Garcia**

NOTE: The following information is based on limited information and is subject to change as more information for this project is provided and/or if the project concept changes. This checklist is a supportive document designed to assist the applicant and is NOT a comment letter. This document contains excerpts from Tacoma Municipal Code, Stormwater Management Manual (SWMM), Side Sewer and Sanitary Sewer Availability Manual, and Public Works Design Manual. This checklist may not provide all requirements but is intended to assist the applicant in determining basic stormwater and wastewater requirements. It is the applicant's responsibility to review all applicable codes and manuals to determine all project requirements.

STORMWATER MANAGEMENT

1. All surface water impacts shall be mitigated in accordance with the SWMM.
2. This project must comply with the SWMM in effect at time of vesting.
3. Minimum Requirements that may be applicable to this project are:

- #1 Preparation of a Stormwater Site Plan
- #2 Construction Stormwater Pollution Prevention
- #3 Source Control of Pollution
- #4 Preservation of Natural Drainage Systems and Outfalls
- #5 Onsite Stormwater Management
- #6 Water Quality
- #7 Flow Control
- #8 Wetlands Protection
- #9 Basin/Watershed Planning
- #10 Operation and Maintenance
- #11 Offsite Analysis and Mitigation
- #12 Financial Liability

Please refer to SWMM Volume 1 Chapter 3 to determine applicability of Minimum Requirements. Flowcharts Figure 1-5 and 1-6 can aid in determining project requirements.

4. A Construction Stormwater Pollution Prevention Plan (SWPPP) is required.
5. Infiltration systems are the first choice for onsite management. Design of infiltration systems requires a soil analysis prepared by a qualified soils professional per the SWMM, Volume 3.
6. If this project triggers Minimum Requirement #7 (based on the combination of on-site and off-site improvements), flow control applies. Flow control requirements vary by watershed, please refer to the Watershed Flow Control and Water Quality Requirements in Volume 1 Section 2.6 of the SWMM.
7. This project is in the Flett Creek watershed. Watershed requirements can be found in Volume 1 Section 2.6 of the Stormwater Management Manual (SWMM).
8. Per SWMM Minimum Requirement #11, all sites shall perform a qualitative offsite analysis as described in Volume 1 of the SWMM.
9. Bare galvanized metal shall not be used for materials that convey stormwater, such as roofs, canopies, siding, gutters, downspouts, roof drains, and pipes. Any galvanized materials shall have an inert, non-leachable finish, such as baked enamel, fluorocarbon paint (such as Kynar, or Hylar). Bare galvanized metal areas are considered PGIS.

10. This project is located within the South Tacoma Groundwater Protection District (STGPD). Per the Memorandum, "Implementation of Stormwater Infiltration for Pollution Generating Surfaces in the South Tacoma Groundwater Protection District" (Richard E. McKinley, January 21, 2011), infiltration of pollution generating runoff may be allowed with appropriate water quality treatment. Each request to infiltrate will be reviewed and approved on a case by case basis. Information on the STGPD is located on the Tacoma Pierce County Health Department website at <http://www.tpchd.org/environment/groundwater/south-tacoma-groundwater-protection-district/>.

WASTEWATER

11. Each new building or townhouse shall have a new, independent connection to the City sanitary sewer.
12. Per Section 3.050 of the Side Sewer and Sanitary Availability Manual, if the existing side sewer is to be re-used for a new building, it shall be television inspected and pressure tested per City standards. If the side sewer is found through television inspection to have any illegal connections or cannot pass the pressure test, all illegal connections shall be disconnected and the side sewer shall be repaired, replaced, or rehabilitated and retested until the side sewer passes the pressure test to ensure it is watertight. Permits for this work shall be obtained from Building and Land Use Services.
13. Pretreatment devices such as a grease interceptor or an oil/water separator may be required.
14. Dumpsters that will be used for wet or moist trash, and all garbage compactors, shall be on a separate pad that drains to the sanitary sewer system. Cardboard compactors are not required to drain to sanitary.
15. Any discharge to the sanitary sewer that is not domestic waste will require approval. Projects with such discharges shall submit all requested information. Frequency, flow rates, pH, and MSDS sheets may be required.

EASEMENTS AND OTHER REQUIRED AGREEMENTS

16. Private easements are needed for private storm and sanitary sewer lines that cross properties under separate ownership.
17. Any private storm drainage system will require a Covenant and Easement Agreement for maintenance and access.

OTHER PERMITS AND REVIEWS

18. Work completed in the City right-of-way requires a City Work Order permit. Contact the Site Development at (253) 591-5760 for more information.
19. Following land use approval, a construction permit will be required prior to construction activities. Contact Planning & Development Services at (253) 591-5030 regarding permitting requirements.

ADDITIONAL NOTES:

The guideline comments provided within this document were based off the provided "A Tacoma Mixed Use Building" exhibit drawings (see attached) and email from Brian Boudet, sent 2/22/13.

The following assumptions were made:

- "0 Lot Line Development", no building setback requirements.
- New and/or Replaced impervious surfaces = 11,000 SF
- Effective PGIS = 2,000 SF
- Value of the proposed improvements, including interior improvements, exceed 50% of the assessed value of the existing site improvements.
- Minimum Requirements will apply to new and replaced impervious surfaces.

- It appears the project is located within the Flett Creek drainage basin; Flow Control per the Standard Requirement (Section 3.4.7.3, Vol 3 of SWMM) will be required.
- It appears covered parking is proposed within this submittal; covered parking shall drain to the sanitary sewer system and an oil/water separator shall be provided.

OTHER

- The information provided is based upon the information presented at this time and the existing codes and requirements in force at the current time. If the project submitted varies from the information presented at this time, the project requirements may be different. Before submission of any documents, please verify that the codes have not changed in a manner that would require different information.
- If you have additional questions, please contact us at (253) 591-5218 or (253) 591-5588.

ELECTRONIC RESOURCES

2012 City of Tacoma Stormwater Management Manual

<http://www.cityoftacoma.org/stormwater>

2004 City of Tacoma Public Works Department Design Manual

Requirements for work order submittals, City standard drawings

<http://wspwit01.ci.tacoma.wa.us/download/PDF/Code/2004DesignManual1.pdf>

Policy Updates are posted on the City of Tacoma Surface Water website.

<http://www.cityoftacoma.org/stormwater>

Mapguide Viewer

City record drawings, side sewer cards, utility locations

www.govme.com/map

Ecology NPDES Construction Stormwater General Permit

<http://www.ecy.wa.gov/programs/wq/stormwater/construction/>

CONTACTS

General Storm & Sanitary Plan Review

Environmental Services Engineering

(253) 591-5218 or (253) 591-5588

General Permit Information, Permit Fees

Planning & Development Services

Permit Counter, (253) 591-5030

APPENDIX 'G'

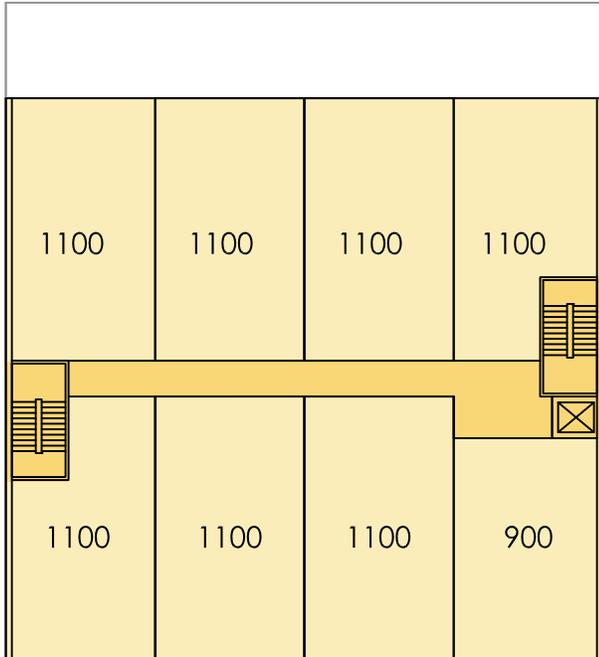
Revised Prototype Building

park at grade

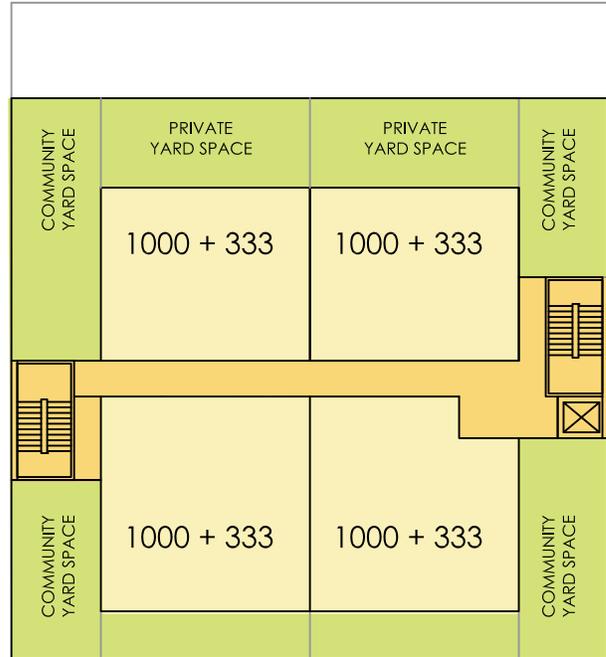
23 | 38
STALLS | UNITS

SITE: 100' x 110' | BUILDING: 56,000 SF | 80' HEIGHT | FLOOR TO FLOOR: 17'-0" RETAIL, 11'-0" RES

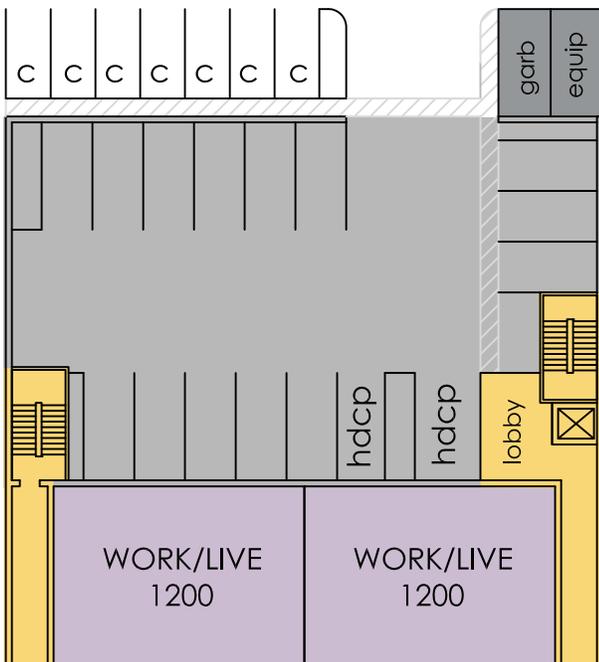
WITH OFFICE SPACE = 30 UNITS
44 STALLS REQ | 65 W/ OFFICE



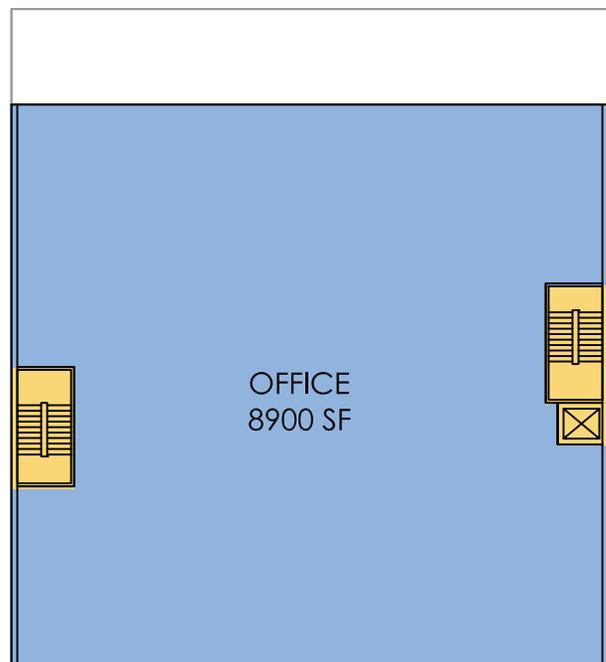
FLOORS 2-5 8 UNITS PER FLOOR 9400 SF



FLOOR 6 4 UNITS PER FLOOR 5700 SF
2100 SF COMMUNITY YARD SPACE



FLOOR 1 - STREET 2400 RETAIL = 6 STALLS REQ



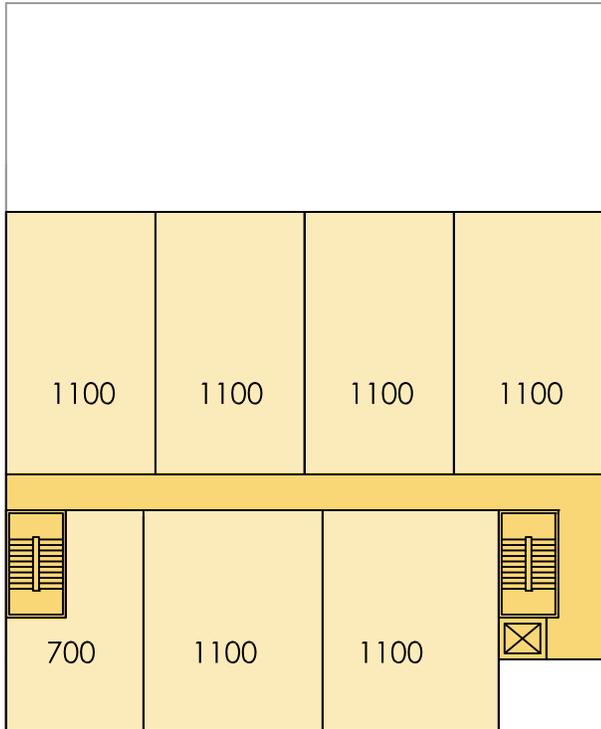
ALTERNATE FLOOR 2 8900 OFFICE = 27 STALLS REQ
ADDITIONAL FLOOR IS POSSIBLE BELOW FIRE ASSEMBLY
FOR SITES WITH AN 85' HEIGHT LIMIT

park above

32 | 35
STALLS | UNITS

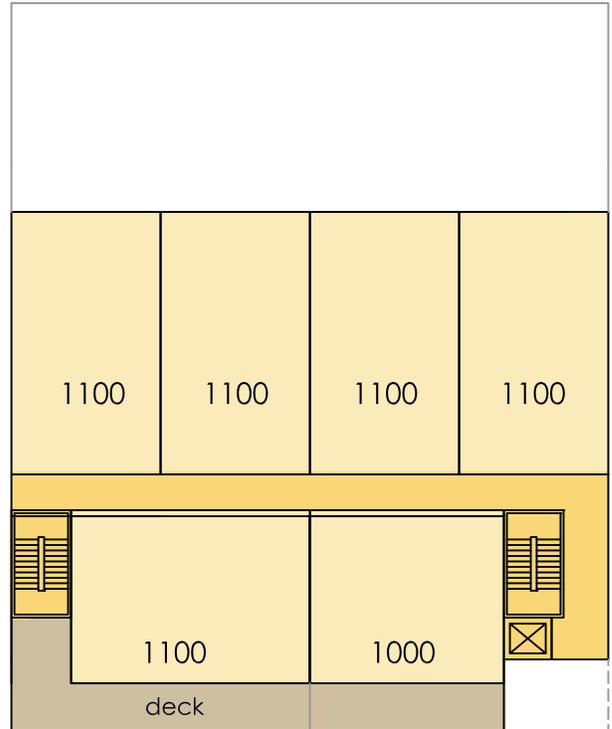
SITE: 100' x 122' | BUILDING: 63,000 SF | 65' HEIGHT | FLOOR TO FLOOR: 15'-0" RETAIL, 10'-0" RES

WITH OFFICE SPACE = 26 UNITS
41 STALLS REQ | 40 W/ OFFICE
EXEMPT FROM YARD SPACE STANDARD



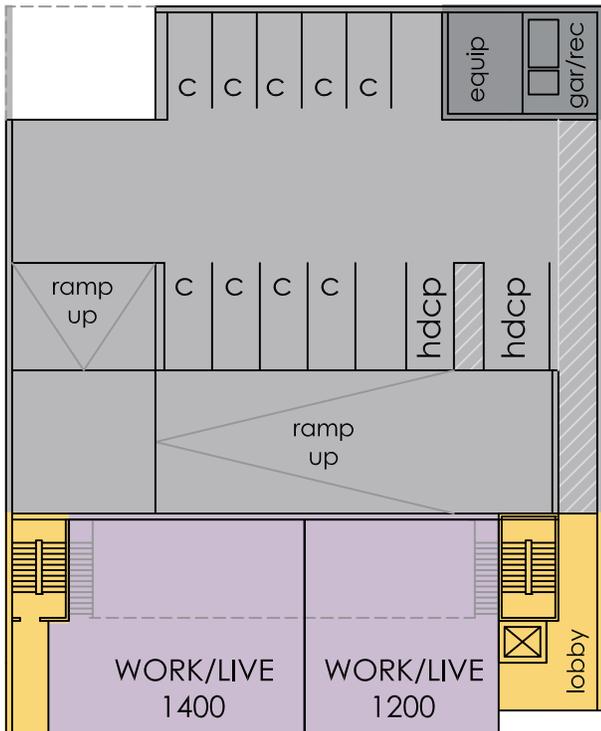
FLOORS 2-4

7 UNITS PER FLOOR 8500 SF



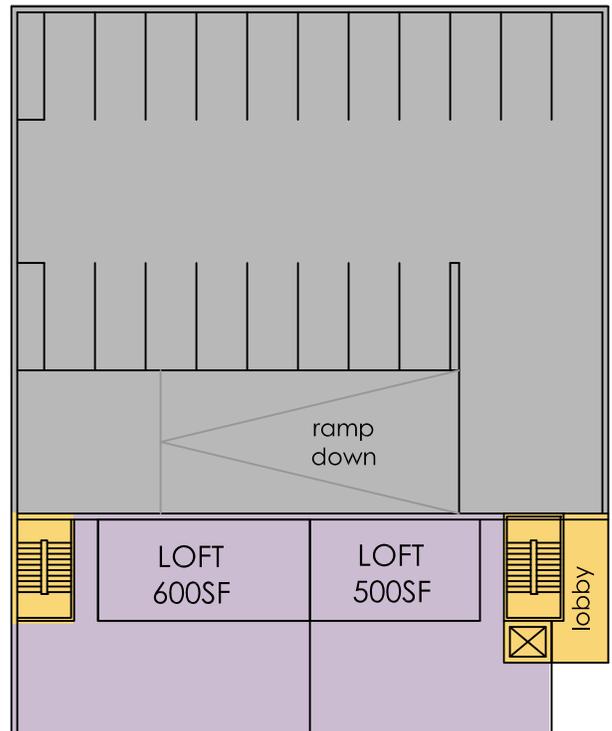
FLOOR 5-6

6 UNITS PER FLOOR 7800 SF



FLOOR 1 - STREET

2600 RETAIL = 6 STALLS REQ



FLOOR 1A

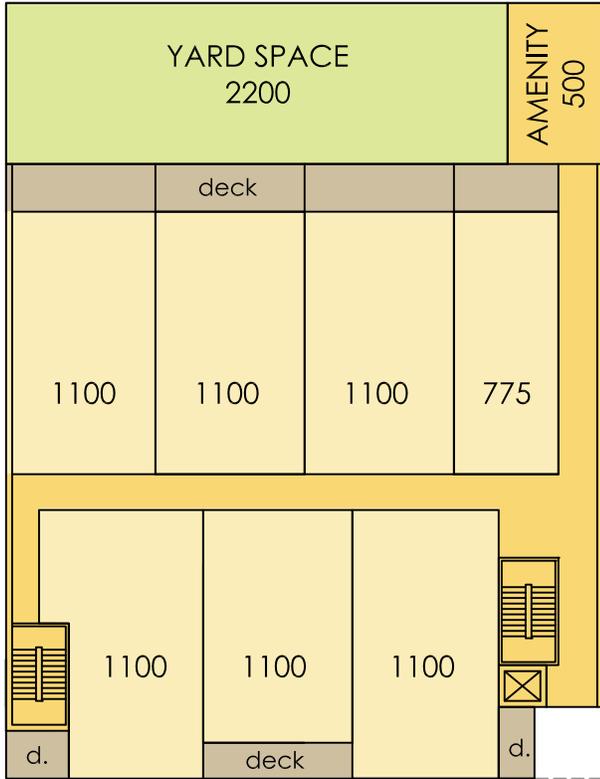
ALTERNATE: 2600 OFFICE = 8 STALLS REQ

park below

47 | 38
STALLS | UNITS

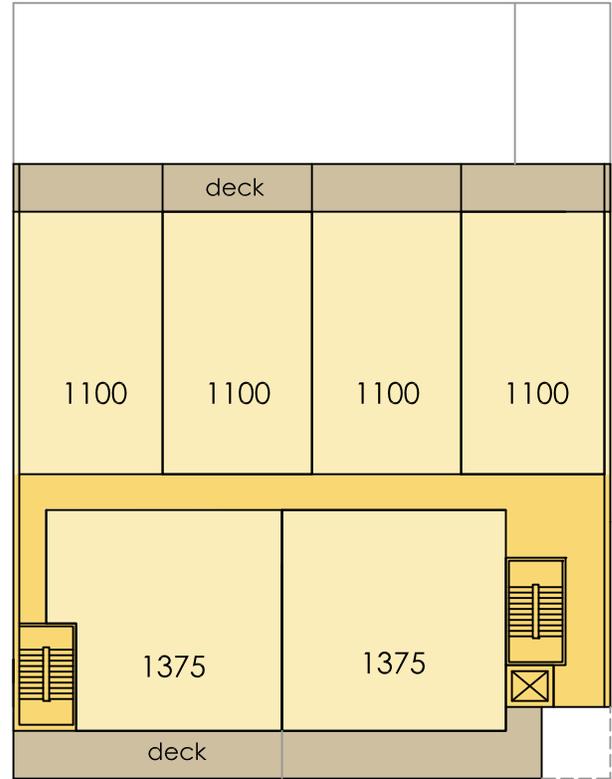
SITE: 100' x 130' | BUILDING: 76,000 SF | 80' HEIGHT (83' W/ OFFICE) | FLOOR TO FLOOR: 17'-0" RETAIL, 11'-0" RES

WITH OFFICE SPACE = 34 UNITS
45 STALLS REQ | 71 W/ OFFICE



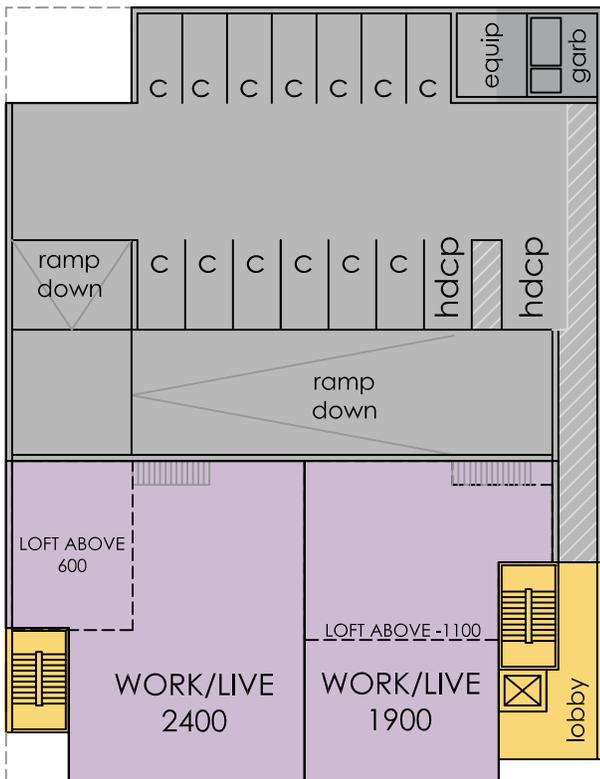
FLOORS 2-5

7 UNITS PER FLOOR 10,100 SF
11,700 OFFICE = 36 STALLS REQ



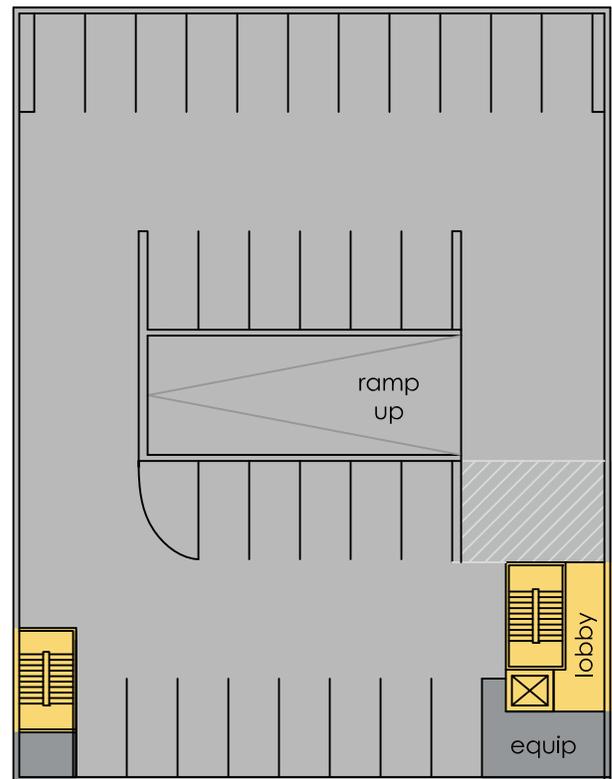
FLOOR 6

6 UNITS PER FLOOR 7800 SF



FLOOR 1 - STREET

3300 RETAIL = 9 STALLS REQ



UNDERGROUND PARKING

APPENDIX 'H'

Developer Outreach Workshop Notes & Agenda

TOP DEVELOPMENT CHALLENGES

DEMAND

CONSTRUCTION PRICES CLIMB
RENT VALUES DECREASE
WORSE GAP THAN BEFORE RECESSION

PLENTY OF LAND, VACANT BUILDINGS

DEMAND IS CREATED BY JOBS

→ LARGEST EMPLOYERS ARE:

MILITARY → HOUSING ALLOWANCE SETS CEILING
STATE & MUNICIPALITIES

HOSPITALS

→ LIMITED # OF HIGHLY PAID

APARTMENT \$700 DEMAND - NOT \$2K

CITY IS VERY FAVORABLE FOR MUNICIPAL PARTNERSHIP
IN SEATTLE - THE MARKET IS MILLENNIALS & EMPTY NESTERS
IN BELLEVUE - HUGE ASIAN INFLUX

①

IN 2005 - 1% VACANCY - CLASS-A
ECONOMY WAS BOOMING
NO ONE COULD BUILD NEW BLDGS,
NOW IS WORSE

23% OF ~~DOWNTOWN~~ ^{THEA'S} RENTERS @ THEA'S IS MILITARY OFFICERS
40% OF MID-TOWN RENTERS ARE OFFICERS

DEVELOPMENT HAS 2-SIDES

STRUCTURAL CHALLENGES / DEMANDS
ON SITE → PRICING FOR ON SITE REQ'D
DESTROY THE PROFORMA
CITY NEEDS TO MINIMIZE ON SITE AND OFFSITE TO MAKE IT PENAL
EXISTING IS 1/2 OF COST

OFFSITE - REMOVE BARRIERS TO HELP PROFORMA

WE MUST PROMOTE THE COMMUNITY TO INCREASE DEMAND

- SCHOOLS
- DESIRABLE ENVIRONMENT
- LIVELY

WE NEED TO BRAND CITY AS BEING COOL

WHAT WOULD HAPPEN IN AN AREA IF THERE WERE NO RULES → ALLOW THE MARKET DETERMINE
I.E. BREWERY DISTRICT

* TAKE THE GLOVES OFF → NO REGULATION

DEVELOPERS WANT LITTLE TO NO RISK THAT THEY CAN'T CONTROL

2

MID-TOWN CHALLENGES -

TPU - LATE ADDITION OF A POWER VAULT
B/C THEY DID NOT WANT UNDERGROUND
FULL GRIND & REPAVE

TPU IS DIFFICULT TO PARTNER WITH

- INFLEXIBLE
- BEHAVES LIKE THEY GOT THEIR WAY
- FORCE EXPENSIVE IMPROVEMENTS AND LOCATIONS FOR POWER
- OUTRAGEOUS PRICING FOR POWER & WATER

FIRE DEPARTMENT -

- REQUIRE MAJOR UPGRADES ~~WATER~~
SPRINKLER REBUILDS
DOUBLE WATER CONNECTIONS
THREATEN TO SHUT OFF WATER SUPPLY

CITY IS VERY REASONABLE & FLEXIBLE

- ESPECIALLY IN GARY PETERSON'S ERA
- THEY LISTEN, ARE RECEPTIVE
- NEW LEADERSHIP IS PROACTIVE AND PUSHING
- PLANNING & ECON. DEVEL. CHANGE IS FANTASTIC

BLUS SHOULD BE VERY CLOSE TO EDB +
ECONOMIC DEVELOPMENT → ADAPT TO MARKET

TACOMA NEEDS TO SUPPORT AND CULTIVATE
SMALL BUSINESS/TENANTS

TREAT THEM WELL JUST LIKE RUSSELL
BE AN INCUBATOR COMMUNITY

UNT IS OUR BIGGEST ASSET
4000 STUDENTS +400/YEAR

③

UNT - ALL WANTS TO PROMOTE CITY
CITY/T.C. - CAN JOIN THE STORY
GOB - ALL GROUPS NEED TO SHARE MSG

HUGE UNEXPECTED EXPENSES
TPU
WATER METER \$30K → HOSE FEES
NEEDS TO BE LESS DICTATORIAL &
MORE SENSITIVE TO FINANCIAL REALITIES
→ SAME W/ FIRE DEPARTMENT
→ COMPLETELY ISOLATED FROM COMMUNITY DECISION
CITY UPGRADED UTILITIES DOWN STREET
THAT BISECTS HAUB. THEY NEED TO
BE AWARE OF MARKET FORCES TO MAKE
LONG-TERM DECISIONS

FINANCING IS CHALLENGING FOR SMALLER
PROJECTS - INSTITUTIONAL \$ NO INTERESTED

A \$9/SF RENT DOES NOT JUSTIFY A
\$100K UPGRADE FOR FIRE REQ'M

→ INCREMENTAL IMPROVEMENT IS BETTER
THAN NO CHANGE AT ALL - NO DEVELOPM.

USE TAX BREAK TO GET WHAT YOU WANT
4-UNITS DOMINATE → WE NEED MORE DENSITY

1ST FLOOR RETAIL ON TACA COSTS \$26/SF^{NET} BUT
LEASES FOR \$14^{NET}

CULTIVATE LOCAL DEVELOPMENT UNTIL NATIONAL
EQUITY IS INTERESTED, THEN IT IS
OKAY TO RETURN TO TYPICAL LIMITATIONS
REGULATIONS





**2014 Annual Amendment Application No. 2014-4
Mixed-Use Centers Zoning Code Update**

DRAFT LAND USE REGULATORY CODE CHANGES
January 28, 2014

The proposed code amendments include the following key elements:

Core Pedestrian Street: first level use limitations

- Revise the requirements for street level use on designated core pedestrian streets to allow for work/live units

Yard Space Standards

- Expand the exemptions from the requirement to provide on-site yard space to include:
 - Projects with a Floor Area Ratio (FAR) above 3.0
 - Projects located within ¼-mile of a park or school with recreational facilities (current exemption is at 300 feet)
 - Mixed-use projects that provide ground floor retail or restaurant uses
- Reduce the per-unit yard space requirement for multi-family and mixed-use structures from 100 square feet to 50 square feet
- Provide more flexibility in the types of features that can be provided to meet the yard space requirement (courtyards, roof decks, balconies, etc.)

Mass Reduction: Upper Floor Streetfront Stepbacks

- Revise the current stepback exemption for a “tower” feature to allow it to be located anywhere along the pedestrian street frontage (currently limited to just the corner of the building)
- Clarify that one per street frontage is allowed

Residential Transition Standards: Upper Story Stepbacks

- Revise the method for calculating this additional height restriction as follows:
 - Revise the starting location of measurement from the edge of the building to the zone transition line
 - Revise the starting height from 25 feet to 35 feet (the standard height limit for residential zones)

Off-Street Parking

- Revise the parking exemption for buildings within ten feet of the right-of-way on designated core pedestrian streets to include projects that provide commercial space within ten feet of the right-of-way on all designated pedestrian streets
- For extra parking provided by a project, increase the allowed maximum percentage of compact stalls from 30% to 50%

Note: These amendments show all of the changes to existing Land Use regulations. The sections included are only those portions of the code that are associated with these amendments. New text is underlined and text that has been deleted is shown as ~~striketrough~~. In cases where a section has been reorganized, the key changes are also **highlighted**.

13.06.300 Mixed-Use Center Districts.

* * *

D. Land use requirements.

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

2. Use table abbreviations.

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

3. District use table.

Uses	NCX	CCX	UCX	UCX-TD	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations ^{3,4,5} (also see footnotes at bottom of table)
* * *										
Warehouse, storage	N	N	N	N	N	P	N	N	N	
Wholesale or distribution	N	N	N	N	N	P	N	N	N	
<u>Work-Live</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>N</u>	<u>Not subject to minimum density requirements</u>
Wireless communication facility	P*/CU**	P*/CU**	P*/CU**	P*/CU**	P*/CU**	P*/CU**	P*/CU**	P*/CU**	P*/CU**	*Wireless communication facilities are also subject to Section 13.06.545.D.1. **Wireless communication facilities are also subject to Section 13.06.545.D.2.
Work release center	N	N	CU	N	N	CU	N	N	N	Permitted with no more than 15 residents in the UCX and no more than 25 residents in the CIX, subject to a Conditional Use Permit and the development regulations found in Section 13.06.550.
Uses not prohibited by City Charter and not prohibited herein	N	N	N	N	N	N	N	N	N	
Footnotes:										
<ol style="list-style-type: none"> 1. The floor area of any development in RCX must be at least 75 percent residential, unless otherwise noted. 2. For uses that are restricted from locating at street-level along designated pedestrian or core pedestrian streets, the following limited exception is provided. Entrances, lobbies, management offices, and similar common facilities that provide access to and service a restricted use that is located above and/or behind street-level uses shall be allowed, as long as they occupy no more than 50-percent or 75 feet, whichever is less, of the site's street-level frontage on the designated pedestrian or core pedestrian street. See Section 13.06.300.C. for the list of designated pedestrian and core pedestrian streets. 3. For historic structures and sites, certain uses that are otherwise prohibited may be allowed, subject to the approval of a conditional use permit. See Section 13.06.640.F for additional details, limitations and requirements. 4. Commercial shipping containers shall not be an allowed type of accessory building in any mixed-use zoning district. Such storage containers may be allowed as a temporary use, subject to the limitations and standards in Section 13.06.635. 5. Additional restrictions on the location of parking in mixed-use zoning districts are contained in the parking regulations – see Section 13.06.510.A.1 Table 2 										

TABLE 13.06.300.G: X-District Residential Yard Space Standards

1. Duplexes and Triplexes. At least 200 square feet of yard space is required for each dwelling unit. Required yard space could include a combination of front porches, private or shared rear yards, balconies, or rooftop decks. Vehicular access areas and required walkways and buffers shall not count as yard space and front yard areas may not be counted towards this requirement, except for those yard areas set back beyond the minimum requirement.

2. Townhouse Development. At least 200 square feet of yard space is required for each townhouse. Required yard space could include a combination of private front or rear yard space, porches, balconies, rooftop decks, or shared common yard space amongst groups of townhouses. Vehicular access areas and required walkways and buffers shall not count as yard space.

3. Multi-Family and Mixed-Use Development. At least 50 square feet of yard space is required for each dwelling unit. Required setback and buffer areas, vehicular access areas and required walkways and buffers shall not count towards the yard space requirement. This required yard space can be provided through any combination of the following types of areas/features:

a. Common Yard space. This includes landscaped courtyards or decks, front porches, community gardens with pathways, children's play areas, or other multi-purpose recreational and/or green spaces. Requirements for common yard spaces include the following:

- (1) No dimension shall be less than fifteen feet in width (except for front porches).
- (2) Spaces shall be visible from multiple dwelling units and positioned near pedestrian activity.
- (3) Spaces shall feature paths, landscaping, seating, lighting and other pedestrian amenities to make the area more functional and enjoyable.
- (4) Individual entries shall be provided onto common yard space from adjacent ground floor residential units, where applicable.
- (5) Space should be oriented to receive direct sunlight for part of the day, facing east, west, or (preferably) south, when possible.
- (6) Common yard space shall be open to the sky, except for clear atrium roofs and shared porches.
- (7) Shared porches qualify as common yard space provided no dimension is less than eight feet

b. Private balconies, porches, decks, patios or yards. To qualify as yard space, such spaces shall be at least thirty five square feet, with no dimension less than four feet.

c. Rooftop decks. To qualify, rooftop decks must meet the following standards:

- (1) Must be accessible to all dwelling units.
- (2) Must include amenities such as seating areas and landscaping.
- (3) Must feature hard surfacing appropriate to encourage residential use.
- (4) Must include lighting for residents' safety.
- (5) No dimension shall be less than 15 feet in width.

d. Exceptions:

- (1) Projects located within a quarter mile of a public park or public school that includes outdoor recreational facilities.
- (2) Projects with a minimum floor area ratio (FAR) of 3.
- (3) Projects that meet the ground floor retail/restaurant height bonus requirements.

G. Residential X-District Yard Space Standards. The following standards apply to all new duplex/triplex, townhouse, multi-family or mixed-use development in X-Districts. They are intended to provide yard space for residents of these developments.

1. Duplexes and Triplexes. At least 200 square feet of yard space is required for each dwelling unit. Required yard space could include a combination of front porches, private or shared rear yards, balconies, or rooftop decks. Vehicular access areas and required walkways and buffers shall not count as yard space and front yard areas may not be counted towards this requirement, except for those yard areas set back beyond the minimum requirement.

2. Townhouse Development. At least 200 square feet of yard space is required for each townhouse. Required yard space could include a combination of private front or rear yard space, porches, balconies, rooftop decks, or shared common yard space amongst groups of townhouses. Vehicular access areas and required walkways and buffers shall not count as yard space.

~~3. Multi-Family and Mixed-Use Development. At least 100 square feet of yard space is required for each dwelling unit. Required setback and buffer areas, vehicular access areas and required walkways and buffers shall not count towards the yard space requirement. Projects located within 300 feet of a public park or public school that includes outdoor recreational facilities are exempt from this requirement.~~

~~a. Common Yard space. Where accessible to all residents, common yard space may count for up to 100 percent of the required yard space. This includes landscaped courtyards or decks, front porches, community gardens with pathways, children's play areas, or other multi-purpose recreational and/or green spaces. Special requirements and recommendations for common yard spaces include the following:~~

~~(1) No dimension shall be less than fifteen feet in width (except for front porches).~~

~~(2) Spaces shall be visible from multiple dwelling units and positioned near pedestrian activity.~~

~~(3) Spaces shall feature paths, landscaping, seating, lighting and other pedestrian amenities to make the area more functional and enjoyable.~~

~~(4) Individual entries shall be provided onto common yard space from adjacent ground floor residential units, where applicable.~~

~~(5) Space should be oriented to receive direct sunlight for part of the day, facing east, west, or (preferably) south, when possible.~~

~~(6) Common yard space shall be open to the sky, except for clear atrium roofs and shared porches.~~

~~(7) Shared porches qualify as common yard space provided:~~

~~(a) No dimension is less than eight feet.~~

~~(b) It is open on at least two sides.~~

~~(8) Decks and courtyards located on the top of a portion of a building may count as common open space as long as they are visible from multiple dwelling units within the building (this is distinguished from rooftop decks that are not visible from multiple units, which are addressed separately under subsection e, below).~~

~~b. Balconies. Private balconies, porches, decks, patios or yards may be used to meet up to 50 percent of the required yard space. To qualify as yard space, such spaces shall be at least thirty five square feet, with no dimension less than four feet.~~

~~c. Rooftop decks may be used to meet up to 25 percent of yard space for all multi-family uses and up to 50 percent of the required yard space in mixed-use developments, provided they:~~

~~(1) Must be accessible to all dwelling units.~~

~~(2) Must include amenities such as seating areas and landscaping.~~

~~(3) Must feature hard surfacing appropriate to encourage residential use.~~

~~(4) Must include lighting for residents' safety.~~

~~4. All units shall have access to at least one qualifying yard space, either their own, a shared yard space, or both.~~

* * *

13.06.501 Building design standards.

H. X-District Mass Reduction Standards. The following requirements apply to all development located in any X-District, unless specifically exempted.

1. Façade Articulation: The following design choices are intended to help reduce the apparent mass of structures and achieve a more human scale environment by providing physical breaks in the building volume that reduce large, flat, geometrical planes on any given building elevation.

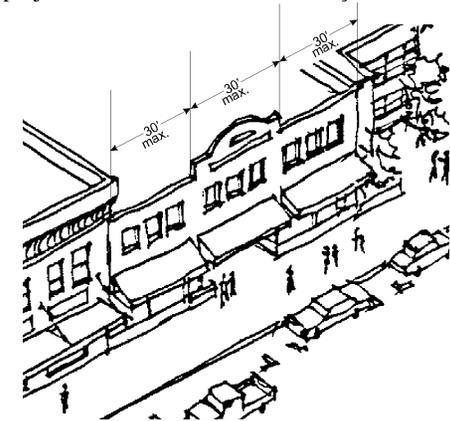
a. All building facades fronting directly on a Designated Pedestrian Street must include at least two of the following articulation features at intervals no greater than 40 feet to reinforce the desired pattern of small storefronts adjacent to the sidewalk. Buildings that have 60 feet or less of frontage on the designated pedestrian street are exempt from this standard.

- (1) Use of window and/or entries that reinforce the pattern of small storefront spaces.
- (2) Use of vertical piers to reinforce the pattern of small storefront spaces. Such piers must project at least 2 inches from the façade and extend from the ground floor to the roofline.
- (3) Use of weather protection features that reinforce the pattern of small storefronts. For example, for a business that occupies three lots, use three separate awnings to break down the scale of the storefronts. Alternating colors of the awnings may be useful as well.
- (4) Roofline modulation as defined in Section 13.06.501.I
- (5) Change in building material or siding style.

Example Figures

Right: This building uses roofline modulation, window configurations, and weather protection elements to reinforce the pattern of small storefronts.

Below: Other acceptable façade articulation examples. All use window configurations to reinforce the desired small storefront pattern. Other features used in these examples to meet the standards include:



Vertical piers

Roofline modulation

Different weather protection elements



<p>b. All non-residential facades fronting on a non-Pedestrian Designated Street or containing a pedestrian entrance must include at least three of the following articulation features at intervals no greater than 60 feet. Buildings that have 120 feet or less of frontage on the non-designated street are exempt from this standard. Buildings that employ brick as the siding material on a majority of the subject façade are required to only provide two of the articulation features instead of three.</p>	<ol style="list-style-type: none"> (1) Use of window configurations and/or entries that reinforce the pattern of storefront spaces. (2) Vertical building modulation. The minimum depth and width of modulation shall be 2 and 4 feet, respectively, if tied to a change in building material/siding style and/or roofline modulation as defined in Section 13.06.501.I. Otherwise, the minimum depth and width of modulation shall be 10 and 15 feet, respectively. (3) Use of separate weather protection features that reinforce the pattern of storefront spaces. (4) Roofline modulation as defined in Section 13.06.501.I (5) Horizontal modulation (upper level step-backs). To qualify for this measure, the minimum horizontal modulation shall be 5 feet and the treatment must be used in increments at no greater than the articulation interval or provided along more than 75 feet of the façade. (6) Change in building material or siding style. (7) Use of vertical piers. Such piers must project at least 2 inches from the façade and extend from the ground floor to the roofline. (8) Providing a trellis, tree, or other landscape feature within each interval. Such feature must be at least one-half the height of the building (at planting time for any landscaping element).
<p>c. All residential buildings and residential portions of mixed-use buildings shall include at least three of the following articulation features at intervals of no more than 30 feet along all facades facing a street, common open space, or common parking areas. Buildings that have 60 feet or less of frontage on the street or façade width facing the common open space or common parking area are exempt from this standard. Buildings that employ brick as the siding material on a majority of the subject façade are required to only provide two of the articulation features instead of three.</p>	<ol style="list-style-type: none"> (1) Repeating distinctive window patterns at intervals less than the required interval. (2) Vertical building modulation. Minimum depth and width of modulation is 2 feet and 4 feet, respectively, if tied to a change in building material/siding style and/or roofline modulation as defined in Section 13.06.501.I. Otherwise, minimum depth and width of modulation is 10 and 15 feet, respectively. Balconies may not be used to meet modulation option unless they are recessed or projected from the façade at least 18 inches. (3) Horizontal modulation (upper level step-backs). To qualify for this measure, the minimum horizontal modulation shall be 5 feet and the treatment must be used in increments at no greater than the articulation interval or provided along more than 75 percent of the façade (4) Roofline modulation as defined in Section 13.06.501.I (5) Vertical articulation of the façade. This refers to design treatments that provide a clear delineation of the building’s top, middle and bottom. <ol style="list-style-type: none"> (a) Top features may include a sloped roofline or strong cornice line as defined in Section 13.06.501.I. For facades utilizing upper level stepbacks, the “top” design treatment may be applied to the top of the front vertical plane of the building or the top of the building where it is set back from the building’s front vertical wall (provided the top of the building is visible from the centerline of the adjacent street). (b) Middle features: provide consistent articulation of middle floors with windows, balconies, exterior materials, modulation, and detailing (c) Bottom: provide a distinctive ground floor or lower floors design that contrasts with other floors through the use of both contrasting window design/configuration and contrasting exterior materials (d) Façade reduction elements including balconies and bay windows may project into street rights-of-way, where allowed by the Public Works Department, but not into alley rights-of-way

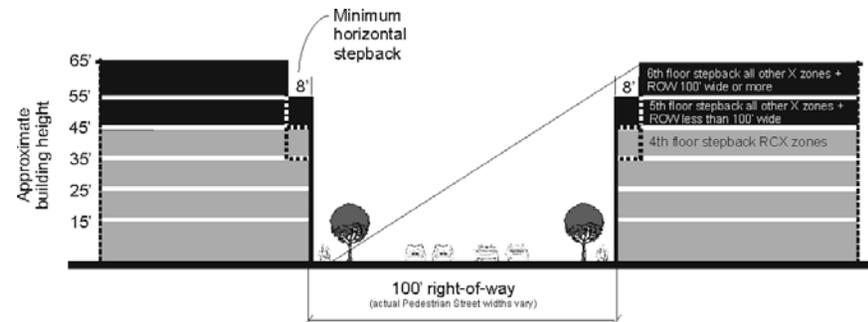


Above: Residential building articulation at 30-foot or less intervals. Below: Articulation examples of mixed-use buildings containing residential uses on upper floors. These examples include vertical and horizontal modulation and changes in building materials at no more than 30-foot articulation intervals.



2. Mass Reduction: Upper Floor Streetfront Stepbacks. The following standards are intended to reduce the appearance of bulk and reduce the potential for shade and shadow impacts on pedestrian streets. They apply to all development along designated pedestrian streets, unless specifically exempted.

- a. 8' minimum stepback along the streetfront façade for 4th floor and above in RCX Districts.
- b. 8' minimum horizontal stepback along for 5th floor and above in X Districts other than RCX, where the ROW width is less than 100'.
- c. 8' minimum horizon stepback for 6th floor and above in X zones other than RCX, where the ROW width is 100' or greater.
- d. Exceptions to b and c, above: Portions of buildings adjacent to street corners along designated pedestrian streets can depart from this standard to incorporate distinctive street corner design elements such as a turret. Such corner building features shall be no more than 25 feet in width along both streets and other portions of the building shall meet applicable stepback standards. One distinctive design element of no more than 25 feet in width is allowed to extend vertically without these required stepbacks for each façade along a designated pedestrian street



3. **Mass Reduction: Maximum Façade Widths.** The following standards are intended to incorporate a significant modulation of the exterior wall through all floors except the ground floor. They apply to the upper story façades of multi-story buildings that are greater than 120 feet in width. Such buildings shall include at least one of the following features to break up the massing of the building and add visual interest:

- a. Provide vertical building modulation at least 20 feet deep and 30 feet wide. For multi-story buildings the modulation must extend through more than one-half of the building floors.
- b. Use of a contrasting vertical modulated design component that extends through all floors above the first floor fronting on the street (upper floors that are stepped back more than 10 feet from the façade are exempt) and featuring at least two of the following:

- (1) Utilizes a change in building materials that effectively contrast from the rest of the façade.
- (2) Component is modulated vertically from the rest of the façade by an average of 6 inches.
- (3) Component is designed to provide roofline modulation per 13.06.501.I, below.

- c. Façade employs building walls with contrasting articulation that make it appear like two distinct buildings. To qualify for this option, these contrasting façades must employ the following:

- (1) Different building materials and/or configuration of building materials.
- (2) Contrasting window design (sizes or configurations).



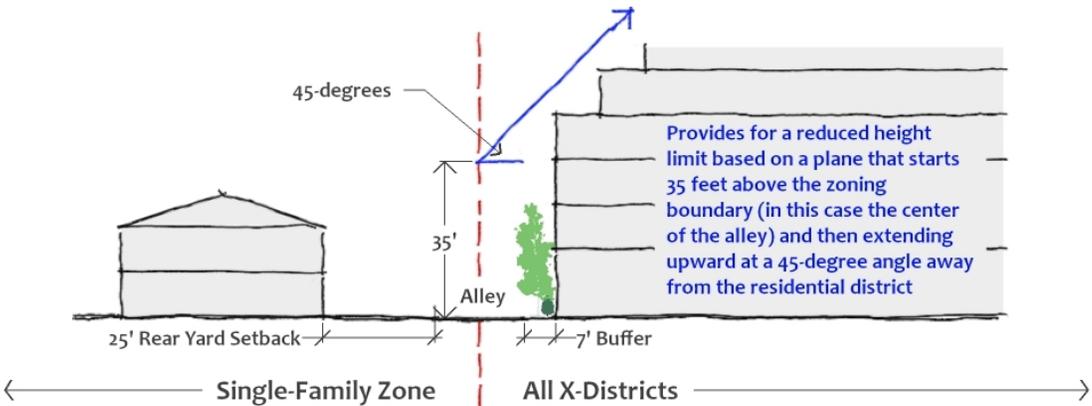
Examples of façades wider than 120 feet that effectively use techniques to reduce the apparent bulk and scale of the structure. The image on the left uses street and upper level courtyards whereas the right image uses both vertical building modulation and the use of contrasting building materials and articulation.

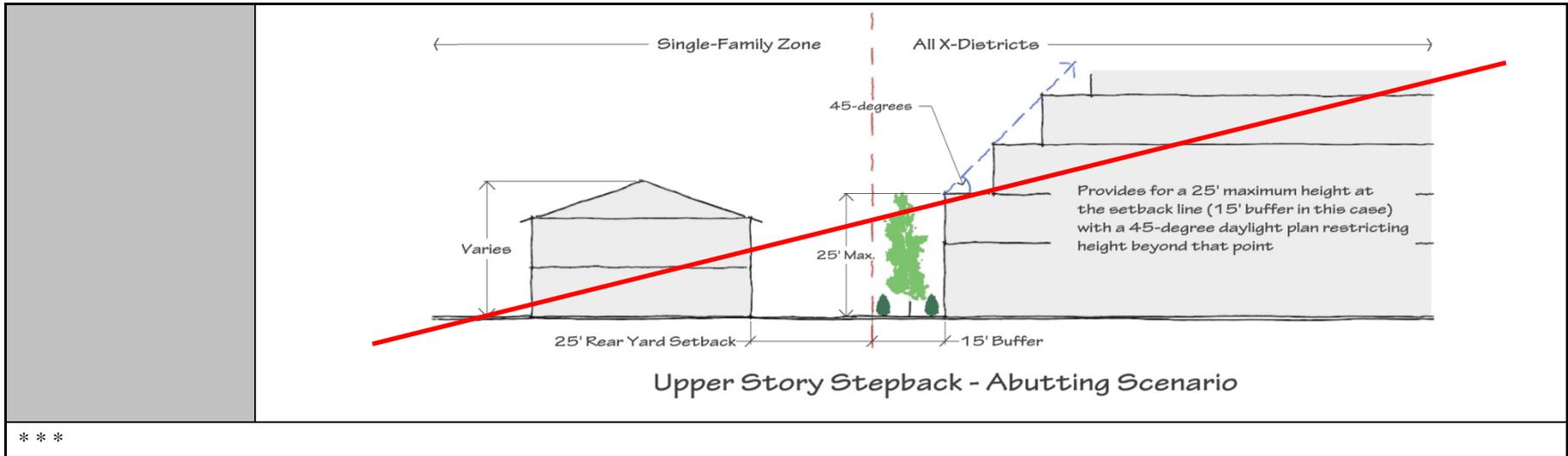
* * *

13.06.503 Residential transition standards.

The following items are required to help ensure appropriate transitions between non-residential and/or higher intensity development and adjacent residential districts, in terms of building bulk and scale, location of activity areas for privacy and noise reduction, provision of greenspace, and visual separation:

[See table below.]

<p>A. Upper Story Stepback</p>	<ol style="list-style-type: none"> 1. Structures shall not intercept a 25-degree daylight plane inclined into the C, T, PDB, HM, M, or PMI District from a height of 25<u>35</u> feet above existing grade at any R-District / C, T, PDB, HM, M, or PMI District boundaries, excluding boundaries with R-4 Districts, R-5 Districts, and/or non-residential uses in any R District. For purposes of this provision, vacant land located in an R-District shall be considered a residential use. 2. The following requirements apply in all X-Districts, where a Mixed-Use Center boundary is adjacent to single-family zoning (R-1, R-2 and R-2SRD Districts), except where the adjacent use within the single-family zone is a park, permanent open space, undevelopable steep slope, public facility or freeway. <ol style="list-style-type: none"> a. Projects abutting a single-family zone at a street, alley or rear or side property line shall not intercept a 45-degree daylight plane inclined into the X-District from a height of 25<u>35</u> feet above existing grade, measured from the inside edge of the required buffer or setback (example of abutting scenario below); <u>the zone transition line (example of the alley scenario below).</u> b. Projects abutting a single family zone at a street shall not intercept a 45-degree daylight plane inclined into the X District from a height of 35 feet above existing grade at the property line. <div style="text-align: center; margin-top: 20px;">  <p style="text-align: center;">Upper Story Stepback - Alley Scenario</p> </div>
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13.06.510 Off-street parking and storage areas.

TABLE 2 – Parking in Mixed-Use Center Districts	
Quantity	Residential Uses. Minimum 1.0 stall per unit. Commercial or Office Uses. Minimum 2.5 stalls per 1000 square feet of floor area. UCX-TD Commercial or Office Uses (including retail, service and eating and drinking establishments). Minimum 0 stalls per 1000 square feet of floor area. Other Uses. For uses not specifically listed above, the parking requirement in the Mixed-Use Center Districts shall be 70% of the parking requirement for that use identified in Table 1. See Section 13.06.510.B.2.f for use of compact stalls. For purposes of calculating parking quantity requirements, “floor area,” when used, shall not include space devoted to parking.
Exemptions	No parking is required for any structure in existence upon the date the Mixed-Use Center was created within which it exists (see Section 13.17.020). New development shall provide parking as required. In NCX and CCX Districts, no parking is required for buildings located within 10 feet of the right-of-way of the designated core pedestrian streets (see Section 13.06.300.C). In NCX, CCX, and UCX Districts, no parking is required for the first 3,000 square feet of each ground-level retail or eating and drinking establishment.

<u>Development Standards – Compact Stalls.</u>	
<u>Compact Stalls</u>	<u>A maximum 30 percent of the parking spaces provided may be composed of compact stalls, except that for any parking provided in excess of the minimum quantity requirements, up to 50% of those excess stalls may be composed of compact stalls.</u>

13.06.700 Definitions and illustrations.

For the purposes of this chapter, certain words and terms are defined as follows: words used in the present tense include the future, words in the singular number include the plural, and words in the plural number include the singular; the word “building” includes the word “structure”; the word “shall” is mandatory and not directory. For words that are not defined in this chapter, or that do not incorporate a definition by reference, refer to a Webster’s Dictionary published within the last ten years.

13.06.700.W

Wireless communication and wireless communication facilities. Facilities used in the transmission of information by wire, radio, optical cable, electromagnetic, or other similar means for communication, cellular phone, personal communication services, enhanced specialized mobile radio, and any other services licensed by the FCC and unlicensed wireless services. These types of facilities also include central office switching units, remote switching units, telecommunications radio relay stations, and ground level equipment structures. This classification does not include communication facilities.

Wireless communication tower. Any structure that is designed and constructed primarily for the purpose of supporting one or more antennas, including self-supporting lattice towers, guyed towers, or monopole towers. The term encompasses wireless communication facilities, radio and television transmission towers, microwave towers,

common-carrier towers, cellular telephone towers, wireless communication towers, and alternative tower structures, and the like.

Work-live. A non-residential use that includes a subordinate residential component consisting of at least a kitchen, bathroom and sleeping quarters.

Work release center. An alternative to imprisonment, including work and/or training release programs which are under the supervision of a court or a federal, state, or local agency. This definition excludes at-home electronic surveillance.

Works of art. Artist-produced creations of visual art, including, but not limited to, sculptures, murals, paintings, inlays, earthworks, mosaics, etc. Works of art can be both self-standing and/or integrated into the structure or its grounds. The reproduction of original works of art, mass-produced artwork, or architect-designed elements are not included. Also not included are directional signage or super graphics, maps, etc., except where an artist is employed.

* * *

Proposed Amendments and Staff Analyses

Application #2014-06: Affordable Housing Regulations (Phase 2)



2014 Annual Amendment Staff Analysis Report

Application No.:	2014-06
Proposed Amendment:	Affordable Housing Policy & Code Updates, Phase 2
Applicant:	Planning and Development Services
Location & Size of Area:	Citywide
Current Land Use & Zoning:	Various
Neighborhood Council Area:	Citywide
Staff Contact:	Elliott Barnett, Planning Services Division (253) 591-5389 elliott.barnett@cityoftacoma.org
Date of Report: (Planning Commission review date; draft or final)	February 19, 2014

I. Description of the Proposed Amendment:

1. Describe the proposed amendment, including the existing and proposed amendatory language, if applicable.

The intent of this proposal is to amend 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 (AHPAG), and referred by the City Council to the Planning Commission for analysis. The proposal includes two distinct components. First, amendments would strengthen the policy framework calling for the creation of bonuses and incentives targeting the development of affordable housing. Second, a package of code refinements would facilitate or remove barriers to the development of housing types which are likely to be affordable due to their small size, proximity to transit, and/or the fact that they are infill development in areas with existing infrastructure.

The Affordable Housing Incentives component of this proposal consists of amendments the Housing Element of the Comprehensive Plan. These proposed amendments include changes to one policy and the addition of four new policies, as well as the addition of three proposed Legislative/Regulatory implementation steps in the Housing Element (see Exhibit A). If adopted, the amendments would provide clear policy support for the future development of an Affordable Housing Incentives code and program. Staff will work with the AHPAG on the development of this initiative.

The code refinements consist of changes to the Land Use Regulatory Code that would facilitate and remove barriers to the creation of group housing, student housing, small multi-family housing, Accessory Dwelling Units, and small lot infill development. The proposed approach includes parking exemptions and reductions, refinements to the Accessory Dwelling Units (ADU) code, and additional lot size and width flexibility coupled with design standards to ensure residential compatibility. Together, these actions

are intended to promote affordable building design practices and infill housing, thus increasing housing choice and the range of affordability through market-based means.

Specifically, proposed code changes include the following:

- Create a new parking bonus for affordable and transit-oriented housing types: This item would promote the development of smaller, transit-oriented housing by creating a new Downtown and Mixed-Use Centers vehicular parking exemption for Group Housing, Student Housing, and small Multi-family Housing (250-450 square feet). Accessible parking would still be required. Bicycle parking would also be required in an indoor location. The total number of units within a single building that could use this exemption would be limited to 20 dwellings or 50 percent of the total dwellings in the building (whichever is greater).
- Update Accessory Dwelling Units (ADUs) requirements: ADUs offer an approach to increase residential densities and housing choices in a manner consistent with neighborhood character. ADUs are currently allowed in all zones where residential development is permitted (Detached ADUs are not currently allowed in single-family zoning districts). This year, a package of changes to ADU design standards and development requirements is proposed to increase flexibility and reduce the cost of development, while still providing for neighborhood compatibility. Specifically, the proposal would:
 - Increase Detached ADUs to 25 feet with design standards (currently requires a Conditional Use Permit)
 - Remove ADU parking requirement
 - Reduce minimum ADU size to 200 sf (currently 300 sf)
 - Allow ADUs on Small Lots meeting design standards (4,500-5,000 sf in R-2 Districts)
 - Allow Attached ADUs on substandard lots (with no increase to building footprint)
 - Allow Home Occupations (businesses) in both the main dwelling and ADU
 - Provide flexibility for pedestrian walkways
 - Relax design requirements for Detached ADUs (allow them to “complement” rather than “match” the main building)
 - Remove the current 10 percent limit on Detached ADU building footprints (rely instead on Accessory structure limits already in place)
 - Streamline the application process
- Update parking requirements for Group Housing and Multi-family Housing: This item would reduce parking requirements for these affordable housing types and create a new parking reduction bonus option. Currently, Group Housing in multi-family zones is required to provide 1 to 2 parking spaces per room/dwelling. The proposal would reduce that number to a baseline of 1 parking space per room/dwelling, with two bonus options available that could reduce required parking to a minimum of 1 space per 3 rooms/dwellings. One of the bonus options, allowing the use of the Mixed-Use Centers parking bonus palette (outside those districts), receiving 50 percent of the Mixed-Use Centers parking reduction would, also be available to Multi-family, Group Housing, and Student Housing.
- Update Small Lot standards: This item would add flexibility to the City’s Residential and Small Lots code provisions, in order to encourage infill development and promote housing affordability and choice, while adding design criteria to promote neighborhood compatibility. These changes would increase the potential for infill by adding flexibility, but would not increase the densities which are currently permitted in each zone. Key changes proposed include:

- Add flexibility and enhance design standards for Single-family Small Lot Residential Development:
 - Sliding scale for minimum average lot width from 35 feet in R-2 to 25 in R-5
 - Sliding scale for minimum lot size: 6,750 sf in R-1; 4,500 sf in R-2; down to 2,500 in R-5
 - Additional design standards for Small Lot development
- Add flexibility and enhance design standards for Two-family and Three-family Dwellings in multi-family districts
 - Make two- and three-family development more consistent with approach to townhouses
 - Sliding scale for minimum lot size for two-family and three-family in multi-family zones (from 6,000 sf to 3,500 sf)
 - Make two-family and three-family development subject to standards currently applicable in MUC Districts

2. Describe the intent of the proposed amendment and/or the reason why it is needed.

This proposal consists of a package of voluntary, market-based and incentive-based approaches to increase the development of affordable housing options in Tacoma. The intent is to help address the growing need for affordable housing. The AHPAG’s report includes a broad range of strategies to address this issue. This package consists of a selection of actions recommended by the report, and developed through the Planning Commission’s process.

According to the AHPAG’s 2010 report, “The City of Tacoma does not have enough housing affordable to many of its residents... Large portions of Tacoma’s population do not have enough income to afford the housing available in Tacoma’s private market at a cost of no more than 30% or even 50% or more of their income.” The report also states that, “...the City of Tacoma has an affordable housing crisis. It will only worsen as the City’s population grows and ages over the next two decades unless Tacoma takes immediate action to ensure an adequate supply of affordable housing for its existing and anticipated residents at all income levels.” These concerns are echoed in the City’s Housing Element, the region’s Vision 2040, and other policy documents.

3. Describe the geographical areas associated with the proposed amendment. Include such information as: location, size, parcel number(s), ownership(s), site map, site characteristics, natural features, current and proposed Comprehensive Plan land use designations, current and proposed zoning classifications, and other appropriate and applicable information for the affected area and the surrounding areas.

The various components of this proposal apply to different areas of the City. The policy changes provide guidance at the city-wide level. Generally, the changes applicable to single-family development and ADUs apply wherever residential development is permitted. And, the changes applicable to two-family, three-family and multi-family development apply only in the zones where those land uses are permitted.

4. Provide any additional background information associated with the proposed amendment.

This proposal is one step in a multi-year, multi-departmental effort, spearheaded by the Council-appointed AHPAG. In 2010, the AHPAG released its Policy Recommendations To The City Council,

which recommends a range of actions to meet affordable housing goals in Tacoma (available on the City's Housing webpage at www.cityoftacoma.org/housing). In 2012 the Council divided the recommendations into three groups: 1. Referred to the Neighborhood & Housing Committee (NHC) for additional policy development and discussion; 2. Forwarded to the City Manager for evaluation and implementation; and 3. Referred to the Planning Commission for the development of affordable housing regulations.

In regards to the Planning Commission tasks, on May 15, 2012 the City Council adopted Resolution Number 38489, which referred specific recommendations to the Commission for the development of policies and regulations. The resolution also divided the Commission's review items into four tasks. In 2012, the City Council adopted updates to the Comprehensive Plan to implement Task 1: "Comprehensive Plan Policy", with the adoption of the Affordable Housing Principles and Acknowledgments in the Housing Element. This year, the Planning Commission is asked to consider Task 2: "Incentive, Bonus, and Inclusionary Programs", and Task 3: "Rezoning". Task 4: "Affordable Housing Infill Development" recommendations will be considered as part of the 2015 Annual Amendment cycle.

The focus of this phase is voluntary and incentive-based approaches to achieve affordable housing goals. This package implements, in part, several categories of recommendations from the AHPAG's report, in particular Housing Incentive or Inclusionary Programs, and Affordable Building Design Practices recommendations.

II. Analysis of the Proposed Amendment:

1. How does the proposed amendment conform to applicable provisions of State statutes, case law, regional policies, the Comprehensive Plan, and development regulations?

The state Growth Management Act (GMA):

The GMA includes the following planning goal:

"Housing. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock." (RCW 36.70A.020).

As a city required to plan under the GMA, Tacoma must include a housing element in our Comprehensive Plan. The GMA also authorizes cities to create an Affordable housing incentive program, and provides specific guidance on its development (RCW 36.70A.540).

Vision 2040 includes the following:

"Housing Overarching Goal: The region will preserve, improve, and expand its housing stock to provide a range of affordable, healthy, and safe housing choices to every resident. The region will continue to promote fair and equal access to housing for all people."

Vision 2040 states the following on affordability: "Housing affordability continues to be a major challenge for the region. Housing costs are a greater burden for many households today than a decade ago, leaving less for other basic needs and amenities. Renters, in particular, face a considerable shortage of affordable housing opportunities." The plan calls for a range of strategies to help address this problem, including development of housing affordable to the workforce and to others with incomes lower than area median income (AMI).

Tacoma Comprehensive Plan:

The Housing Element includes policy direction strongly consistent with this proposal. The Element calls for housing choice for a broad range of households with diverse needs and incomes, and includes policy direction to increase the amount of housing that is affordable, especially for lower income families and special needs households. In 2012, the City Council adopted Affordable Housing Principles and Acknowledgements that specifically support this proposal, with the following key messages:

1. Affordable Housing is Vital to Important Civic Interests
2. Affordable Housing is Attractive, Innovative and Well Managed
3. The City Needs to Enlist the Engine of Private Development
4. Affordable Housing Developments Spur Other Investments
5. The City Should Welcome Affordable Housing Developments
6. Every City Neighborhood Needs Affordable Housing Developments
7. Affordable Housing as Innovative Design
8. Affordable Housing as a High City Priority amid Competing Interests

The proposal is consistent with the City's growth vision, as articulated in the Generalized Land Use Element. The GLUE calls for high density, mixed-use and multi-modal development within Downtown and Mixed-Use Centers. The proposal is also consistent with the policy intent to protect the character of single-family neighborhoods, and with the GLUE's density targets.

2. Would the proposed amendment achieve any of the following objectives?

- **Address inconsistencies or errors in the Comprehensive Plan or development regulations;**
- **Respond to changing circumstances, such as growth and development patterns, needs and desires of the community, and the City's capacity to provide adequate services;**
- **Maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern; and/or**
- **Enhance the quality of the neighborhood.**

The proposal would address the increasing need for additional housing affordability in the City of Tacoma. This need is increasing due to socio-economic and demographic trends. The proposal is intended to directly implement the policy direction of the Housing Element, and to enhance neighborhoods by allowing infill while providing standards to achieve compatibility with the character of the neighborhood.

3. Assess the proposed amendment with the following measures: economic impact assessment, sustainability impact assessment, health impact assessment, environmental determination, wetland delineation study, traffic study, visual analysis, and other applicable analytical data, research and studies.

This proposal would have a positive economic impact by creating additional opportunities for residential infill development to occur. This would have an economic benefit to property owners and developers. In addition, by providing a broad range of housing choices in multiple neighborhoods the proposal would increase neighborhood livability, health, and sustainability by reducing car dependency, making use of existing infrastructure, increasing opportunities to live and work in the same neighborhood, and providing opportunities to age in place.

4. Describe the community outreach efforts conducted for the proposed amendment, and the public comments, concerns and suggestions received.

The AHPAG, an inter-disciplinary group including both market-rate and subsidized-housing professionals, has collaborated with staff and the Planning Commission on this effort and continues to provide input. In addition, staff have worked closely with the City's Housing Division. Staff also received direction from the City Council Neighborhood and Housing Committee.

Input from the AHPAG resulted in significant revisions to the scope. Initially, this proposal was to include the development of an Affordable Housing Incentives Code. The AHPAG recommended that additional time be taken to work on that initiative, and recommended instead that the Planning Commission consider changes to the City's small lots provisions. This resulted in the final scope, as proposed here.

5. Will the proposed amendment benefit the City as a whole? Will it adversely affect the City's public facilities and services? Does it bear a reasonable relationship to the public health, safety, and welfare?

This proposal would benefit the City as a whole by promoting affordability, livability, neighborhood character, economic development opportunities, and by reducing car dependency.

III. Staff Recommendation:

Staff recommends that the proposed amendments to the Comprehensive Plan *Housing Element*, as depicted in Exhibit A, and to the *Tacoma Municipal Code*, as depicted in Exhibit B, be distributed for public review. Staff will continue to engage in public outreach and provide a summary to the Planning Commission prior to the public hearing process which is tentatively scheduled for February-March 2014.

IV. Exhibits:

- A. *Housing Element* (with proposed changes)
- B. *Tacoma Municipal Code* (with proposed changes)

Housing Element

Index:

Section I – Introduction

- H-HP-3 Housing Conditions Survey
- H-HP-4 Housing Improvement Legislation
- H-HP-5 Energy Conservation Assistance

Section II – Housing Needs

Trends in Population
Housing Stock
Land Capacity

Housing Choice (HC)

- H-HC-1 Innovative Development Techniques
- H-HC-2 Jobs-Housing Balance
- H-HC-3 Manufactured Housing
- H-HC-4 Adaptive Reuse for Housing
- H-HC-5 Low Impact Development
- H-HC-6 “Green” Housing Construction
- H-HC-7 Land Use Incentives
- H-HC-8 Other Construction Factors

Section III – Goal and Policies

Goal

To maintain and support vibrant and stable residential neighborhoods while promoting a variety of housing opportunities to meet the needs of all members of the community.

Policies

Housing Affordability (HA)

- H-HA-1 Affordable Housing Supply
- H-HA-2 Home Ownership
- H-HA-3 Public-Private Partnership
- H-HA-4 Special Needs Housing and Support Services
- [H-HA-5 Affordable Housing Incentive Program](#)
- [H-HA-6 Regulatory Assistance to Developers of Affordable Housing](#)
- [H-HA-7 Inclusionary Requirements for Voluntary Residential Upzones](#)
- [H-HA-8 Inclusionary Requirements for City Initiated Upzones](#)

Neighborhood Quality (NQ)

- H-NQ-1 Neighborhood Investment
- H-NQ-2 Neighborhood Infill Housing
- H-NQ-2A Vacant/Underutilized Sites
- H-NQ-2B Accessory Dwelling Units
- H-NQ-2C Small Lot Development
- H-NQ-2D Mixed-Use Centers
- H-NQ-3 Historic/Cultural Amenities
- H-NQ-4 Residential Zoning Protection
- H-NQ-5 Neighborhood Design Concepts

Housing Fairness (HF)

- H-HF-1 Housing Discrimination
- H-HF-2 Areawide Fair Share and Housing Dispersal
- H-HF-2A Sex Offenders
- H-HF-2B Housing and Service Facilities for High Risk Populations
- H-HF-3 Relocation Assistance and Replacement
- H-HF-4 Housing Accessibility

Housing Preservation (HP)

- H-HP-1 Existing Housing Stock
- H-HP-2 Substandard Housing

Section III – Goal and Policies

* * *

Housing Choice (HC)

Intent

The policy intent is to promote a range of housing types that meet the diverse needs of all households in the city. While the general housing preference continues to be single-family detached homes, future residential development must take into consideration less available land as well as the demands of a population that includes students, aging “baby boomers”, low income and persons with special needs. Specifically, the City will encourage a mixture of housing types ranging from higher density apartments and condominiums located in or near major employment centers such as downtown and within other mixed-use centers, to single family homes in neighborhoods. One consequence of this changing population has been a gradual reduction in the average household size with more people living alone. Many “baby boomers” that are approaching retirement are starting to reduce the size of their housing increasing the demand for smaller housing units that are located near transit, parks, shopping and many other conveniences. It is important the City begins to address this changing demographic and provide a variety of housing options for the community.

The City supports the provision of innovative housing types that help reduce housing costs while increasing the supply of housing. This innovation can take many forms including: “infill” housing, cottage housing, townhouses, zero lot line lots, “zipper” lots, accessory dwelling units (ADUs), conversion of nonresidential structures, Planned Residential Development (PRDs) as well as numerous variations in site, design and lot standards. It is also important that additional residential structures be compatible with overall density, intensity and character of established residential neighborhoods. The City’s designated mixed-use centers are a priority location for higher intensity, innovative housing types.

In particular, the use of ADUs is expected to become a significant option in the housing tool box. This type of housing is useful since it can address a number of needs such as (1) extra income for homeowners who wish to stay in their home; (2) housing for “mother-in-law” family situations; (3) added affordable housing and (4) a less visible accommodation of density.

The City also supports housing development that considers environmental factors such as critical areas (e.g. steep slopes, wetlands, gulches), minimizes the negative impacts on air, soil and water quality and considers factors as limited energy resources, “green” construction and sustainability in the design of new housing.

Policies

H-HC-1 Innovative Development Techniques

Promote innovative development techniques to better utilize land, promote design flexibility, preserve open space and natural features and conserve energy resources. Ensure new housing is compatible with the overall density, intensity and character of the area.

H-HC-2 Jobs-Housing Balance

Promote construction of housing units in the downtown, Tacoma Mall and other mixed-use centers to enable people to live near employment, shopping and other services.

H-HC-3 Manufactured Housing

Allow new manufactured homes on individual lots in all residential zones if the housing meets the building code and other residential development standards.

H-HC-4 Adaptive Reuse for Housing

Support the conversion of nonresidential buildings (e.g. schools, hotels, storage buildings) to residential uses.

H-HC-5 Low Impact Development

Promote housing development that considers environmental factors (e.g. steep slopes, wetlands, gulches) to minimize erosion and reduce negative impacts on air, soil and water quality.

H-HC-6 “Green” Housing Construction

Promote “green” housing construction methods that support more sustainable, affordable and healthier home design and landscaping through use of low toxic materials and better ventilation, especially in mixed-use centers.

H-HC-7 Land Use Incentives

~~Provide Consider~~ land use incentives (e.g. density or development bonuses, lot size reductions, transfer of development rights, height or bulk bonuses ~~increases~~, fee waivers, accelerated permitting, parking requirement reductions, and tax incentives) to facilitate the development of housing in designated areas, particularly within mixed-use centers.

H-HC-8 Other Construction Factors

Promote new housing that maximizes nuisance abatement techniques, is designed to provide safety and security from natural and manmade hazards, and encourages privacy from nearby units and public areas.

Housing Affordability (HA)

Intent

The policy intent is to increase the amount of housing that is affordable, especially for lower income families and special needs households. The generally accepted definition of affordability is for a household to pay no more than 30 percent of its annual gross income on housing. Families that pay more than 30 percent of their income for housing are considered cost burdened and may have difficulty affording necessities such as food, clothing, transportation and medical care. The challenge for Tacoma is that there is a mismatch between the cost of housing in the City and the incomes of Tacoma’s populations. Large portions of Tacoma’s population do not have sufficient income to afford the housing available in Tacoma’s private market at a cost of no more than 30 percent, or even 50 percent or more, of their income. Due to an aging population and other factors, this mismatch is likely to increase in the future, resulting in a significant increase in the need for additional affordable housing.

The City, through its policies and programs, is supportive of increasing the supply of housing that is affordable to its citizens. While the City

recognizes the ongoing need by government and nonprofit corporations to provide housing and community support services, especially for households who pay more than 30% of their income for housing, it also recognizes the need to enlist the engine of private market rate developments to include a measure of affordable units.

As a general rule, the need for affordable housing extends along a housing continuum that extends from basic emergency shelter for the homeless to temporary transitional housing to permanent rental housing and for some households to home ownership. Each segment of this continuum requires ongoing financial support for both public agencies and individuals. In addition, there are individuals and families with special needs (e.g. disabled, frail elderly, large families, female heads-of-household) that often require additional assistance.

It is the intent of the City to: (1) recognize the housing needs of, and provide housing programs for, low income and special needs households and (2) promote housing opportunities and the reduction of isolation of these groups by improving housing and community services delivery.

Further, it is the intent of the City to apply the following principles and acknowledgments to the formulation of policies and support of programs that will increase the amount of affordable housing available to the community.

Principles and Acknowledgements

1. Affordable Housing is Vital to Important Civic Interests

The City’s welfare requires an adequate supply of well built and well managed affordable housing serving the full range of incomes appearing among its residents. An adequate supply of this housing is vital to the following important civic needs or values:

- The City’s prosperity, economic development and growth of employment opportunities;
- The appropriate management of the City’s projected population growth and transportation needs;

- The City’s fulfillment of its legal obligations under the Growth Management Act to make “adequate provisions for existing and projected [housing] needs of all economic segments of the community” and to comply with the related directives of the Pierce County Countywide Planning Policies.
- The survival of green spaces throughout the City and Pierce County;
- The success of the City’s schools;
- The effectiveness of the City’s emergency services;
- The City’s ability to continue its accommodation of a population that is increasingly diverse by income, race, ethnicity, ability, disability and age;
- The City’s ability to accommodate a population that, in the aggregate, is getting older; and
- The City’s values of social justice.

2. Affordable Housing is Attractive, Innovative and Well Managed

Affordable housing developments by nonprofit developers, public and private, in the City, region and nation have been among the most attractively designed, most environmentally innovative and best managed in the market place.

3. The City Needs to Enlist the Engine of Private Development

Nonprofit developments of affordable housing will never likely be adequate to meet the City’s need. The City also needs a companion strategy to enlist the engine of private market rate developments to include a measure of affordable units. These strategies also provide the added benefit of economic and demographic integration.

4. Affordable Housing Developments Spur Other Investments

Affordable housing developments have spurred the revitalization of neighborhoods, encouraging both public and private investment, helping the City attain its desired density, and furthering a neighborhood’s economic development.

5. The City Should Welcome Affordable Housing Developments

Affordable housing is an asset to be encouraged and not a detriment to be tolerated and controlled.

6. Every City Neighborhood Needs Affordable Housing Developments

The City should promote the development of affordable housing in every City neighborhood.

7. Affordable Housing as Innovative Design

In seeking the appropriate balance, the City should not have to compromise important neighborhood design standards in order to promote affordable housing. Instead proper design should allow affordable housing to show the way for all developments serving all incomes toward a greener, more sustainable urban future that accommodates the appropriate density that the City’s planning documents anticipate to be necessary for the City’s projected population allocations.

8. Affordable Housing as a High City Priority amid Competing Interests

In a complex community like Tacoma, interests and policies often clash. Good governance is the effort to balance them appropriately. In doing so, the City should give a very high priority to the promotion of affordable housing development.

Policies

H-HA-1 Affordable Housing Supply

Support both public and private sector development and preservation of affordable housing (e.g. Section 8, LIHTC) especially for lower income and special need households.

H-HA-2 Home Ownership

Facilitate home ownership (both single-family homes and condominiums) for all segments of the community, including lower income households.

H-HA-3 Public-Private Partnership

Work in partnership with for-profit and non-profit housing developers to facilitate the provision of new permanent affordable rental and owner housing.

H-HA-4 Special Needs Housing/ Support Services

Encourage and support emergency and transitional housing as well as needed support services for persons with special needs (e.g. frailty, family size and disability).

H-HA-5 Affordable Housing Incentive Program

Offer incentives to for-profit and non-profit developers of new construction and rehabilitation of pre-existing housing so they include units affordable to a range of incomes. The incentives could include, but would not be limited to, the following:

- density bonuses;
- lot size reductions;
- height or bulk bonuses;
- fee waivers;
- accelerated permitting; and
- parking requirement reductions.

H-HA-6 Regulatory Assistance to Developers of Affordable Housing

Develop City capacity to support affordable housing development, through such measures as developing permit-ready residential plan sets, fee waivers, and designating staff to manage permit review process.

H-HA-7 Inclusionary Requirements for Voluntary Residential Upzones

Develop code provisions to condition rezoning proposals that would permit a higher residential density to include at least 10% affordable units in the market rate mix.

H-HA-8 Inclusionary Requirements for City initiated Residential Upzones

Consider an approach that would condition City-initiated residential upzones that would permit a higher residential density to include at least 10% affordable units in the market rate mix.

Housing Fairness (HF)

Intent

The policy intent is to expand the number and location of housing opportunities, both market rate and assisted, for families and individuals throughout the city, the county and the region. Currently, many households are limited to only a few locations for housing due to the higher cost of housing in some neighborhoods as well as discrimination based upon a number of factors. It is important that the City be proactive in expanding housing opportunities and also ensure that affordable housing opportunities are not concentrated in a few neighborhoods, but rather dispersed throughout the city.

Policies

H-HF-1 Housing Discrimination

Ensure the local housing market provides adequate housing opportunities to renters or purchasers of housing regardless of race, religion, color, national origin or ancestry, sex, gender identity, sexual orientation, age, marital status, familial status or the presence of any sensory, mental or physical disability.

H-HF-2 Area-wide Fair Share and Housing Dispersal

Disperse affordable housing opportunities, especially for lower income households and persons with special needs, throughout the city, the county and region. Discourage the concentration of facilities for “high risk” populations in any one geographic area. (Note: For the purposes of this document, “high risk” populations shall include individuals released and/or under supervision of adult and juvenile correctional institutions, mental hospitals and drug rehabilitation programs, homeless persons and other special needs persons residing in group homes not subject to application of the federal Fair Housing Act).

H-HF-2A Sex Offenders

Policy Intent Statement

Work in partnership with state agencies and other jurisdictions, using tools such as a communitywide plan, to achieve a well coordinated, fair and equitable distribution of registered adult sex offenders throughout

the city, county, region and the rest of the state of Washington. Encourage the placement of registered adult sex offenders under the supervision of the Department of Corrections in the community in which they resided when they committed their offenses. Explore methods to prevent the concentration of registered adult sex offenders residing in any one neighborhood within the city, particularly in areas already burdened with other high risk populations.

H-HF-2B Housing and Service Facilities for High Risk Populations

Policy Intent Statement

To promote safe and healthy neighborhoods in Tacoma, efforts should be made to equitably distribute and monitor the location of service facilities and housing for high risk populations. Many of these existing facilities are located in Tacoma and more specifically in the Upper Tacoma community. In addition, a coordinated and equitable distribution system is needed to better disperse housing opportunities for high risk populations throughout Tacoma, Pierce County and the region.

Policy Statements

1. Promote safe, healthy and livable residential neighborhoods by avoiding a concentration of service facilities and housing for high risk populations in any neighborhood;
2. Improve cooperation and communication between housing providers and affected neighborhoods through the use of tools such as Good Neighborhood Agreements (GNAs);
3. Give funding priority to housing providers that contribute to the deconcentration of service facilities and housing for high risk populations;
4. Support statewide fair share legislation which would require the placement of offenders, released under the supervision of the State Department of Corrections, in the community in which they resided prior to incarceration.
5. Investigate citizen complaints regarding facilities that violate City regulations

pertaining to service facilities and housing for high risk populations such as emergency and transitional shelters;

6. Strongly encourage service facilities and housing shelter providers, which serve high risk populations, to develop sound management practices including the provision of professional on-site staff and restrictions on negative behaviors. Establish neighborhood advisory committees to monitor the impact of a facility on the neighborhood and to address community concerns.

H-HF-3 Relocation Assistance and Replacement

Discourage the displacement of persons through government actions such as eminent domain or code enforcement unless fair and equitable relocation assistance is provided to the occupants or replacement housing is available.

H-HF-4 Housing Accessibility

Support barrier-free access for all housing consistent with the Americans for Disabilities Act (ADA). Consider additional actions to increase access such as implementation of visitability and universal design features.

Section IV – Recommended Actions to Implement Housing Policies

The overall housing goal and policies will be implemented by a combination of financial resources and local regulations which must be carefully coordinated with the Generalized Land Use Element to ensure that sufficient land is provided for all community uses. City staff along with the Planning Commission work closely to address the land use requirements. Likewise, three key organizations involved in providing affordable housing include the City of Tacoma, Tacoma Housing Authority (THA) and Tacoma Community Redevelopment Authority (TCRA). These three organizations work closely with the other groups to coordinate available public (e.g. federal Housing and Urban Development) and private financial resources.

The City's housing goal and policies will be implemented through a combination of the following actions classified as legislative or

regulatory, financial, administrative, and planning.

Legislative/Regulatory

This set of actions involves support or initiating enactment of and/or changes to state and federal laws and regulations as well as local ordinances, codes and standards to accomplish desired housing objectives.

1. *ADU Amendments* – Revise existing ADU standards to: (1) allow such units in detached buildings, (2) increase the ADU size; (3) reduce parking in unique situations, and (4) establish design requirements.
2. *Minimum Lot Size* – Reduce minimum lot standards in single family residential districts to support new infill housing subject to consistency with the comprehensive plan including the Neighborhood Element. Allow further reduction of the requirements subject to design and development standards.
3. *Section 8 Authorization* – Provide political support to continue funding the federal Section 8 rental subsidy program.
4. *Manufactured Housing* – Revise land use and building code regulations to permit new manufactured housing in all residential zones so long as the housing is in compliance with all applicable codes.
5. *Residential Zoning Code Update* – Update the residential section of the Land Use Regulatory Code to reflect housing and residential needs and conditions.
6. *Affordable Housing Incentive Program – Develop an affordable housing incentive program and supporting code provisions.*
7. *Inclusionary rezones – develop code provisions to include 10% affordable housing as part of residential upzones, and consider similar provisions for City initiated rezones.*
8. *Area-wide Environmental Review – Pursue SEPA programmatic EISs for specific areas of the City that need housing investment and revitalization to eliminate the need for projects in those areas that conform to the area wide EIS and associated regulations to conduct their own environmental review.*

Financial

This set of actions involves support for housing and housing-related projects, programs and services and for capital improvements to neighborhoods and mixed-use centers to facilitate residential development and housing preservation.

1. *Housing Trust Fund* – Support raising a minimum of \$5 million to further capitalize the local Housing Trust Fund established in 1999 for affordable housing activities.
2. *Emergency Shelter Funding* – Support increasing the amount of state and federal funds needed to support local shelter programs.
3. *ADU Financial Incentives* – Facilitate the provision of ADUs by reducing utility costs (e.g. hook-up fees) and charging both units at the single-family rate.
4. *Affordable Housing Incentives* – Continue to exempt subsidized housing projects from building permit fees and support property tax exemptions by the Pierce County Assessor.
5. *Community Land Trusts (CLT)* – Establish a private non-profit corporation to acquire and hold land for community development and housing. A key goal will be to facilitate affordable home ownership.
6. *Mixed Use Development* – Work with lenders to increase financing for upper story housing units. Continue use of the 10 year multifamily tax exemption for new and rehabilitated market-rate and affordable housing in mixed-use centers.
7. *Condominium Liability Insurance* – Work to remove barriers to condominium construction and support condominiums as a viable form of home ownership.
8. *Downpayment Assistance* – Increase the amount of local and federal (e.g. CDBG) funding to support first time home buyers with down payment assistance.



**2014 Annual Amendment Application No. 2014-6
Affordable Housing Regulations**

DRAFT LAND USE REGULATORY CODE CHANGES
February 19, 2014

These proposed amendments include modifications to the following Sections of the Land Use Regulatory Code (TMC Title 13):

Chapter 13.06 - Zoning

- 13.06.100 – Residential Districts
- 13.06.145 – Small-lot single-family residential development
- 13.06.150 – Accessory Dwelling Units
- 13.06.501 – Building design Standards
- 13.06.510 – Off-Street Parking and Storage Areas

Chapter 13.06A – Downtown

- 13.06A.065 – Parking Standards

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

Chapter 13.06 ZONING

13.06.100 Residential Districts.

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

- R-1 Single-Family Dwelling District
- R-2 Single-Family Dwelling District
- R-2SRD Residential Special Review District
- HMR-SRD Historic Mixed Residential Special Review District
- R-3 Two-Family Dwelling District
- R-4 Multiple-Family Dwelling District
- R-4-L Low-Density Multiple-Family Dwelling District
- R-5 Multiple-Family Dwelling District
- PRD Planned Residential Development District (see Section 13.06.140)

A. District purposes. The specific purposes of the Residential Districts are to:

1. Implement the goals and policies of the City’s Comprehensive Plan.
2. Implement the Growth Management Act’s goals and county-wide and multi-county planning policies.
3. Provide a fair and equitable distribution of a variety of housing types and living areas.
4. Protect and enhance established neighborhoods, and ensure that new development is in harmony with neighborhood scale and character.
5. Provide for predictability in expectations for development projects.
6. Allow for creative designs while ensuring desired community design objectives are met.
7. Strengthen the viability of residential areas by eliminating incompatible land uses, protecting natural physical features, promoting quality design, and encouraging repair and rehabilitation of existing residential structures.
8. Allow for the enhancement of residential neighborhoods with parks, open space, schools, religious institutions and other uses as deemed compatible with the overall residential character.

C. Land use requirements.

3. Use table abbreviations.

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

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

Uses	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5	Additional Regulations ¹
* * *									
Dwelling, single-family detached	P	P	P	P	P	P	P	P	No lot shall contain more than one-dwelling unless each dwelling complies with the use regulations, height regulations, area regulations, and parking regulations of the district.
Dwelling, two-family	N	N	P/CU	P/CU	P	P	P	P	In the R-2SRD and HMR-SRD districts, two-family dwellings are permitted if lawfully in existence at the time of reclassification to R-2SRD/HMR-SRD or only upon issuance of a conditional use permit. See Section 13.06.640. Subject to additional requirements contained in Section 13.06.501.N.
Dwelling, three-family	N	N	P/CU	P/CU	P	P	P	P	In the R-2SRD and HMR-SRD districts, three-family dwellings are permitted if lawfully in existence at the time of reclassification to R-2SRD or HMR-SRD. New three-family dwellings are permitted only upon issuance of a conditional use permit. See Section 13.06.640. For R-3, three-family dwellings are permitted, provided existing single- or two-family dwellings shall not be enlarged, altered, extended, or occupied as a three-family dwelling, unless the entire building is made to comply with all zoning standards applicable to new buildings; and, further provided such existing structures shall not be enlarged or extended, unless such enlargement, extension, or alteration is made to conform to the height, area, and parking regulations of this district. Subject to additional requirements contained in Section 13.06.501.N.
Dwelling, multiple-family	N	N	N	P/N	N	P	P	P	In the HMR-SRD district, only multiple-family dwellings lawfully in existence on December 31, 2005 are permitted. Such multiple-family dwellings may continue and may be changed, repaired, and replaced, or otherwise modified, provided, however, that the use may not be expanded beyond property boundaries owned, leased, or operated as a multiple-family dwelling on December 31, 2005.
Dwelling, townhouse	N	N	CU	N	P	P	P	NP	Subject to additional requirements contained in Section 13.06.100.G.
Dwelling, accessory (ADU)	P/N	P/N	P/N	P/N	P	P	P	P	In the R-1, R-2, R-2SRD and HMR-SRD districts, <i>detached</i> ADUs are prohibited while <i>attached</i> ADUs are permitted. Subject to additional requirements contained in 13.06.150.
* * *									

Table D. Lot size and building envelope standards.

	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5
Minimum Lot Area (in square feet, unless otherwise noted)								
single-family detached dwellings – <u>Standard Lots</u>	7,500	5,000	5,000	5,000	5,000	5,000	5,000	5,000
<u>single-family detached dwelling</u> – <u>Small Lots</u>	<u>6,750</u>	<u>4,500</u>	<u>4,500</u>	<u>4,500</u>	<u>3,500</u>	<u>3,000</u>	<u>2,500</u>	<u>2,500</u>
two-family dwellings			6,000	6,000	6,000	6,000 <u>4,250</u>	6,000 <u>3,750</u>	6,000 <u>3,500</u>
three-family dwellings			9,000	9,000	9,000	6,000 <u>5,500</u>	6,000 <u>5,000</u>	6,000 <u>4,500</u>
multiple-family dwellings						6,000 sq. ft. plus 1,500 sq. ft. for each unit in excess of four	6,000	6,000
Townhouse dwellings	-	-	3000	-	3000	1500	1000	-1000
Mobile home/trailer court						3.5 acres, provided at least 3,500 sq. ft. is provided for each mobile home		
Pre-existing lots	A lot which was a single unified parcel of land as indicated by the records of the Pierce County Auditor as of May 18, 1953 or a lot which was configured legally to conform to the applicable requirements but which became nonconforming as a result of subsequent changes to this chapter or other official action by the City, and which has been maintained in that configuration since, having an average width, frontage, or area that is smaller than the applicable minimum requirements may be occupied by a single-family dwelling; provided all other applicable requirements are complied with, including required setbacks, yards and design standards (see Sections 13.06.145 and 13.06.630).							
<u>Single-family Small Lots—</u> Exceptions to <u>Standard</u> Minimum Lot Area Requirements	Reductions to minimum <u>detached single-family dwelling</u> lot area requirements, <u>as shown above</u> , may be allowed pursuant to Section 13.06.145. <u>Single-family Small lot development must be oriented such that the lot frontage and the front façade of the house face the street.</u> <u>Small lot exceptions are not applicable to pipestem lots.</u>							
Lot Measurements (in feet)								
Minimum Average Lot Width – <u>Standard Lots</u>	50	50	50	50	50	50	50	50
	16 for townhouse dwellings; <u>32 for two-family dwellings</u>							
<u>Single-family Small Lots –</u> <u>Minimum Average Lot Width</u>	<u>45</u>	<u>35</u>	<u>35</u>	<u>35</u>	<u>30</u>	<u>25</u>	<u>25</u>	<u>25</u>

	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5
Minimum Lot Frontage	25	25	25	25	25	50 25	50 25	50 25
	The minimum lot frontage requirement does not apply to townhouse dwellings. Pipestem lots which only serve one single-family dwelling are not required to meet the minimum lot frontage requirements, provided the access easement or lot extension to such pipestem lot has a minimum width of 10 feet.							
<u>Small Lots</u> – Exceptions to Minimum <u>Average</u> Lot Width	Reductions to minimum lot width, <u>as shown above</u> , may be allowed pursuant to Section 13.06.145. <u>Small lot exceptions are not applicable to pipestem lots.</u>							
Lot Coverage (percentage)								
Maximum lot coverage	-	-	-	-	-	35	-	-
Max. Height Limits (in feet)								
Main Buildings	35	35	35	35	35	35	60	150
Accessory Buildings	15 feet							
Exceptions	Buildings within a View Sensitive Overlay district are subject to the additional height restrictions contained in 13.06.555. Certain specified uses and structures are allowed to extend above height limits, per Section 13.06.602. <u>Single-family Small Lot development on lots with an average width between 40 and 50 feet: Maximum height is 30 feet.</u> <u>Single-family Small Lot development on lots with an average width of less than 40 feet: Maximum height is 25 feet.</u>							
* * *								

13.06.145 Small-lot single-family residential development.

A. Purpose. These regulations are intended to supplement and amend the regulations pertaining to single-family detached residential development by providing criteria for small-lot single-family detached development in the R-1, R-2, R-2SRD, HMR-SRD, R-3, R-4, R-4-L and R-5 Districts. These regulations are intended primarily to promote residential infill development within the City to be consistent with the mandate of the State Growth Management Act and the City’s Comprehensive Plan, to encourage growth within urban areas, and to minimize sprawl. These provisions are designed to provide a mechanism to create new lots and develop existing lots that have a smaller area and/or width than the standard lot size requirements in the R Districts. However, in allowing for the creation of and development on these smaller lots, additional design standards are applied to better ensure that new single-family development on such lots is compatible with the desired character of the City’s residential areas.

B. Lot size standards.

1. New Small Lots that ~~are are up to 10%~~ smaller than the applicable standard minimum lot dimensions size and/or width requirements in Section 13.06.100.D, shall be allowed, without variance, in the R-1, R-2, R-2SRD, HMR-SRD, R-3, R-4, R-4-L and R-5 Districts, subject to the following Small Lot standards of that section, and provided that all new dwellings meet the design standards in Section 13.06.145.E.

	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4	R-4-L	R-5
Minimum Lot Area								
Min. Lot Area (in square feet) (These requirements are 10% smaller than the standard requirements for each zone).	6,750	4,500	4,500	4,500	4,500	4,500	4,500	4,500
Min. Lot Measurements								
Min. Average Lot Width (in feet) (These requirements are 10% smaller than the standard requirements for each zone).	45	45	45	45	45	45	45	45
Minimum Lot Frontage (in feet)	25	25	25	25	25	50	50	50

2. New lots that are ~~more than 10%~~ smaller than the applicable Small Lot minimum lot size and/or width dimensions requirements in Section 13.06.100.D shall only be allowed with approval of a variance (see Section 13.06.645), and provided that all new dwellings meet the design standards in Section 13.06.145.E and F.

3. New small lot development must be oriented such that the lot frontage and the front façade of the house face the street.

4. The provisions of this section are not applicable to pipestem lots, which are required to meet the applicable Standard Lot dimensions specified in Section 13.06.100.D. and any other applicable provisions.

C. Building envelope standards. New single-family detached dwellings on small lots shall be subject to the standard building envelope requirements for single-family dwellings in the applicable zoning district (see Section 13.06.100.D).

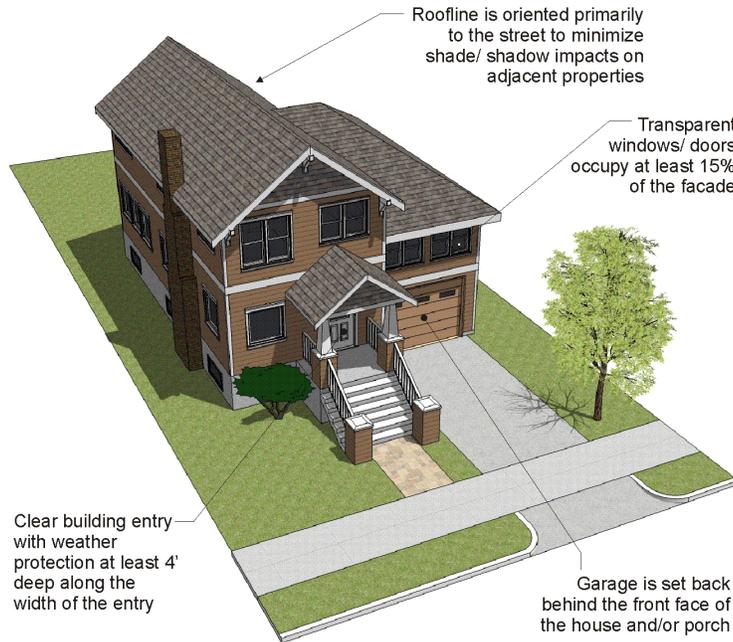
D. Design standards - Applicability.

1. New single-family dwellings on new lots that are up to 10% smaller than applicable standard minimum lot size and/or width requirements dimensions in Section 13.06.100.D (for example, 10% is 4,500 square feet and 45 feet average width in most zones) shall be subject to the design requirements found in Section 13.06.145.E.

2. New single-family dwellings on new lots that are more than 10% smaller than applicable standard minimum lot size and/or width requirements dimensions in Section 13.06.100.D (such lots can only be created by approval of a variance)-(where greater reductions are permitted, or a variance has been approved) shall be subject to the design requirements found in Sections 13.06.145.E and 13.06.145.F.

3. New single-family dwellings on pre-existing lots that are smaller than applicable standard minimum lot size and/or width requirements dimensions shall be subject to the design requirements found in Section 13.06.145.E.

E. Design Standards – Level 1. The following design standards shall be met for all new single-family dwellings on new **Small Lots** that are up to 10% smaller, than the applicable minimum lot size and/or width requirements in Section 13.06.100.D, and on all pre-existing lots that are smaller than the current, applicable minimum lot size and/or width requirements in Section 13.06.100.D:



1. Clear building entries. Dwellings shall provide a clearly defined building entrance that faces the street and provide weather protection that is at least 4 feet deep along the width of the building entry. A porch may serve to comply with this provision.

2. Garages:

a. The garage shall be located in the rear with rear access if suitable access is available, such as abutting right-of-way that is or can be practicably developed.

b. Where vehicular access is not available from an alley or side street, garages or carports shall be setback at least 5 feet behind the front facade of the house or the front of a covered porch (where the porch is at least 48 square feet and contains no dimension less than 6 feet). In addition, vehicular doors and carports (measurement based on width of canopy) shall not occupy more than 50% of the width of the front façade.

3. Façade transparency. At least 15% of any façade (excluding exposed foundations and unfinished attic space) facing a street shall be transparent. The façade shall include all vertical surfaces of the façade of the dwelling.

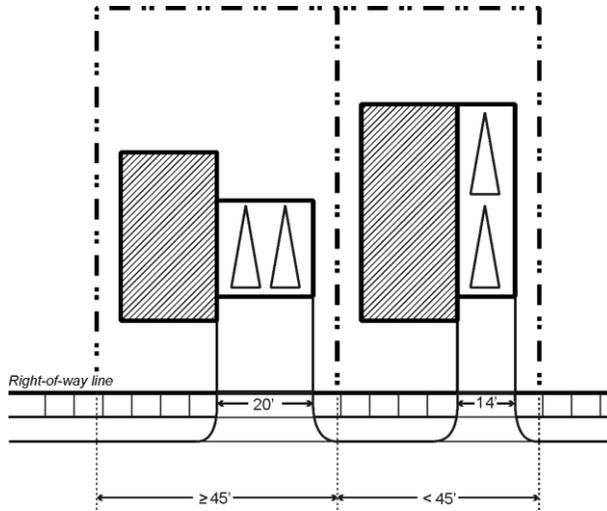
4. Rooflines. For houses with peaked roofs, pPrimary roofline(s) shall be oriented towards the front of the lot, with the tallest ridgelines running perpendicular to the street or front property line to minimize shade and shadow impacts to adjacent properties. An eExceptions to this standard is are allowed for projects involving multiple, adjacent single-family dwellings on small lots where alternating roofline orientation is being used to meet the Housing Style Variety requirement in Subsection 7, below, or for lots that measure less than 80 feet in depth.

5. Driveways.

a. The maximum width of driveway approaches shall be 20 feet.

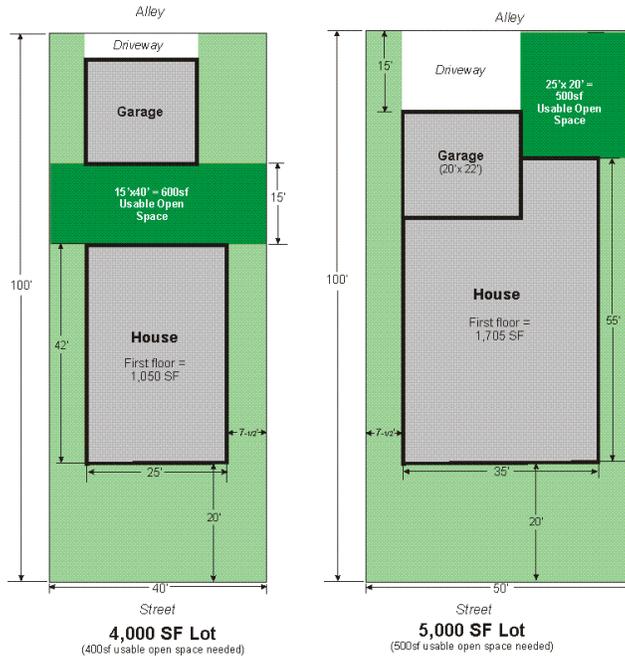
b. Driveway approach widths for lots less than 45 feet wide shall be no greater than 14 feet.

c. In no case shall a driveway approach occupy more than 50% of any lot frontage.



6. Functional yard space. All lots shall provide at least one contiguous yard space equivalent to at least 10 % of the lot size. (See examples below) This usable yard space shall:

- a. Feature minimum dimensions of 15 feet on all sides, except for lots that are less than 3,500 SF, where the minimum dimensions shall be no less than 12 feet.
- b. Not include alleys or driveway space
- c. Not be located within the required front yard



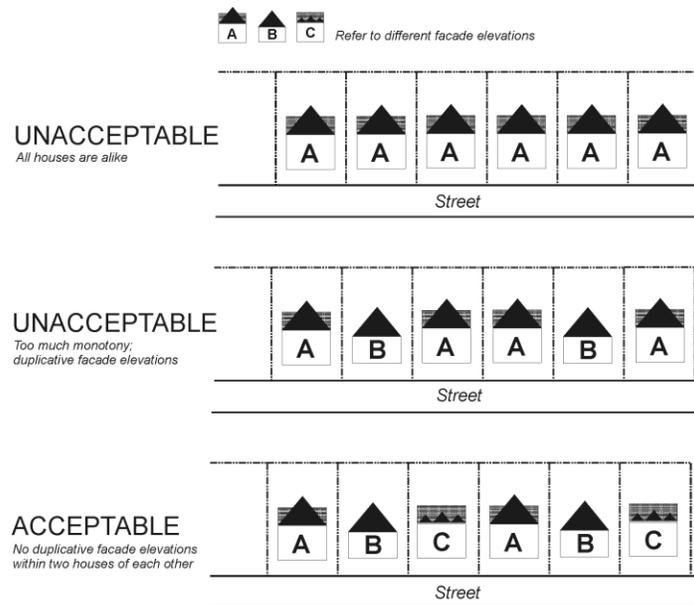
7. Housing style variety. Duplicative front façade elevations adjacent to each other are prohibited. In order to qualify as a different façade elevation, dwellings shall have different roofline configurations and different entry/porch designs. Simple reverse configurations of the same façade elevation on adjacent lots are not sufficient to meet this requirement. In addition, a minimum of two of the following alternatives shall be utilized:

- a. Different window opening locations and designs,
- b. One and two –story dwellings,

- c. Different exterior finish materials and finishes, or
- d. Different garage location, configuration and design.

Example Layouts:

These single-family dwellings employ different rooflines, material treatments, porch design, windows, and details to add visual interest and differentiate the dwellings from each other.



8. Prohibited materials. Plywood and other similar sheet siding materials, such as T1-11 siding, shall not be used for front facades and facades facing streets, except that board and batten siding shall be allowed for façade variation up to 40 percent of the front façade facing the street.

9. Street tree. One street tree shall be installed per small lot, per the provisions of TMC 13.06.502.

F. Design Requirements – Level 2. In addition to meeting all the design requirements listed in subsection E, above, all new single-family dwellings on new lots that are more than 10% smaller than the applicable standard minimum lot size and/or width requirements in Section 13.06.100.D (for which a lot size variance is required where greater reductions are permitted , or a variance has been approved), shall meet the following design standards:

1. Architectural details. At least three of the following architectural details shall be incorporated into the street-facing façades of the dwelling:

- a. Decorative porch or entry design, including decorative columns or railings,
 - b. Bay windows or balconies,
 - c. Decorative molding / framing details around all front facade windows and doors,
 - d. Decorative door design including transom and/or side lights or other distinctive feature,
 - e. Decorative roofline elements, such as brackets, multiple dormers, and chimneys,
 - f. Decorative building materials, including decorative masonry, shingle, brick, tile, stone, or other materials with decorative or textural qualities,
 - g. Landscaped trellises or other decorative elements that incorporate landscaping near the building entry, or
 - h. Other decorative façade elements or details that meet the intent of the criteria
2. At least one of the following must be provided:
- a. Dwelling(s) shall meet *Built Green* or other equivalent environmental certification for new construction, or
 - b. Dwelling(s) shall include a porch with a minimum area of 60 square feet and no dimension less than 6 feet.

13.06.150 Accessory dwelling units.

A. Intent. Accessory dwelling units (hereinafter referred to as “ADUs”) are intended to:

1. Provide homeowners with a means of providing for companionship and security.
2. Add affordable units to the existing housing supply.
3. Make housing units within the City available to moderate income people.
4. Provide an increased choice of housing that responds to changing needs, lifestyles (e.g., young families, retired), and modern development technology.
5. Protect neighborhood stability, property values, and the single-family residential appearance by ensuring that ADUs are installed in a compatible manner under the conditions of this section.
6. Increase density in order to better utilize existing infrastructure and community resources and to support public transit and neighborhood retail and commercial services.

B. Procedures. Any property owner seeking to establish an ADU in the City of Tacoma shall apply for approval in accordance with the following procedures:

1. Application. Prior to installation of an ADU, the property owner shall apply for an ADU permit with Planning and Development Services. A complete application shall include a properly completed application form, floor and structural plans for modification, and fees as prescribed in subsection B.2 below, ~~and an affidavit of owner occupancy as prescribed in subsection B.3 below.~~

2. Fees. Fees shall be required in accordance with Section 2.09.020. Upon sale of the property, a new owner shall be required to sign a new affidavit and to register the ADU, paying the applicable fee in accordance with Section 2.09.020.

~~3. Affidavit. The property owner shall sign an affidavit before a notary public affirming that the owner occupies either the main building or the ADU, and agrees to all requirements provided in subsection C.~~

~~4.3. Notice on title. The owner of any property containing an ADU shall record with the Pierce County Auditor a notice on title of the ADU. Such notice shall be in a form as specified by Planning and Development Services, and shall include as a minimum: (a) the legal description of the property which has been permitted for the ADU; (b) affirmation that the owner shall occupy either the main building or the ADU, and agrees to all requirements provided in subsection C.; and (bc) the conditions necessary to apply the restrictions and limitations contained in this section. The property owner shall submit proof that the notice on title has been recorded prior to issuance of an ADU permit by Planning and Development Services. The notice on title shall run with the land as long as the ADU is maintained on the property. The property owner may, at any time, apply to Planning and Development Services for a termination of the notice on title. Such termination shall be granted upon proof that the ADU no longer exists on the property.~~

~~5.4. Permit. Upon receipt of a complete application, application fees, a notarized affidavit, proof of recorded notice on title, and approval of any necessary building or other construction permits, an ADU permit shall be issued.~~

~~6.5. Inspection. The City shall inspect the property to confirm that minimum and maximum size limits, required parking and design standards, and all applicable building, health, safety, energy, and electrical code standards are met.~~

~~7.6. Violations. A violation of this section regarding provision of ownership shall be governed by subsection C.8, and a violation of provision of legalization of nonconforming ADUs shall be governed by subsection C.14. Violations of any other provisions shall be governed by Section 13.05.100.~~

C. Requirements. The creation of an ADU shall be subject to the following requirements, which shall not be subject to variance.

1. Number. One ADU shall be allowed per residential lot as a subordinate use in conjunction with any new or existing single-family detached dwelling in the City of Tacoma. ~~The lot must meet the standard minimum lot size requirement for a single family detached dwelling in the applicable zoning district (for example, in the R-2 zoning district a single family lot must be at least 5,000 square feet to be eligible to have an ADU).~~

2. Occupancy. The maximum number of occupants in an ADU shall be 4 persons. Maximum occupancy may be further limited by the Minimum Building and Structures Code in Title 2.

~~3. Location. The ADU shall be permitted as a second dwelling unit added to or created within the main building or, when allowed, permitted as a detached unit preferably located in the rear yard and/or adjacent to alleys. A detached ADU shall not be located in front of the main building or in the side yard setback area.~~

~~34. Composition. The ADU shall include facilities for cooking, living, sanitation, and sleeping.~~

~~5. Size. The ADU, excluding any garage area and other non-living areas, such as workshops or greenhouses, shall not exceed 40 percent of the total square footage of the main building and the ADU combined, after modification or construction. In addition, the maximum square footage of a detached ADU shall not exceed 10% of the square footage of the lot. An ADU shall not contain less than 300 square feet or more than 1,000 square feet.~~

~~6. Height. The maximum height limit for detached ADUs shall be the same as for other detached accessory structures (see Section 13.06.100.D); provided that two-story structures, where a detached ADU is located on the second floor, may be allowed up to 25 feet in height with the approval of a conditional use permit.~~

~~7. Setbacks. Detached ADUs shall be setback a minimum of 5 feet from the side and rear property lines, except when the detached ADU abuts an alley where no setback along the alley shall be required.~~

~~48. Ownership. The property owner (i.e., title holder or contract purchaser) must maintain his or her occupancy in the main building or the ADU. Owners shall sign an affidavit record a notice on title which attests to their occupancy and attests that, at no time, shall they receive rent for the owner-occupied unit. Falsely attesting owner-residency shall be a misdemeanor subject to a fine not to exceed \$5,000, including all statutory costs, assessments, and fees. In addition, ADUs shall not be subdivided or otherwise segregated in ownership from the main building.~~

~~9. Design Attached ADUs. An attached ADU shall be designed to maintain the architectural design, style, appearance, and character of the main building as a single-family residence. If an attached ADU extends beyond the current footprint or existing height of the main building, such an addition must be consistent with the existing facade, roof pitch, siding, and windows. Only one entrance for the main building is permitted to be located in the front facade of the dwelling. If a separate outside entrance is necessary for an attached ADU, it must be located either off the rear or side of the main building. Such entrance must not be visible from the same view of the building which encompasses the main entrance to the building and must provide a measure of visual privacy. For units with a separate exterior entrance, a pedestrian walkway, which shall be at least 4 feet wide and composed of materials that are distinct from any adjacent vehicle driving or parking surfaces, shall be provided between the ADU and the nearest public sidewalk, or where no sidewalk exists, the nearest public street right-of-way.~~

~~10. Design Detached ADUs. A detached ADU shall be designed to match the architectural design, style, appearance, and character of the main building by utilizing complimentary colors and finish materials, window styles, and a roof design similar to the main building. The entrance door to a detached ADU shall not face the same property line as the entrance door to the main building except when the entrance door to the ADU is located behind the rear wall of the main building. A pedestrian walkway, which shall be at least 4 feet wide and composed of materials that are distinct from any adjacent vehicle driving or parking surfaces, shall be provided between the detached ADU and the nearest public sidewalk, or where no sidewalk exists, the nearest public street right-of-way.~~

~~544. Parking. No additional One-off-street parking space ~~is~~ shall be required for the ADU, ~~in addition to the off-street parking required for the main building, pursuant to Section 13.06.510.~~ If additional ADU parking is provided, such parking shall be located in the rear portion of the lot and shall not be accessed from the front if suitable access to the rear is available, such as an abutting right-of-way that is or can practicably be developed. If access is not practicably available to the rear yard, subject to determination by the City Engineer, then vehicular access to the front may be developed subject to the limitations in Section 13.06.510.A.6.~~

~~642. Home occupations. Home occupations shall be allowed, subject to existing regulations, ~~in either the ADU or the main building, but not both.~~ However, if both the main building and the ADU contain home occupations, only one of the two is permitted to receive customers on the premises.~~

13. Legalization of Nonconforming ADUs. Nonconforming ADUs existing prior to the enactment of these requirements may be found to be legal if the property owner applied for an ADU permit prior to December 31, 1995, and brings the unit up to Minimum Housing Code standards. After January 1, 1996, owners of illegal ADUs shall be guilty of a misdemeanor and, upon conviction thereof, subject to a fine not to exceed \$1,000, including all statutory

costs, assessments, and fees, plus \$75 per day after notice of the violation has been made. All owners of illegal ADUs shall also be required to either legalize the unit or remove it.

D. Bulk, Location and Design Requirements. The creation of an ADU shall be subject to the following requirements.

1. The lot must meet the standard minimum lot size requirement for single-family detached dwellings in the applicable zoning district (for example, in the R-2 zoning district a single-family lot must be at least 5,000 square feet, or 4,500 with Small Lot Design Standards, to be eligible to have an ADU). Attached ADUs that do not increase the building envelope of the existing structure are exempt from this requirement.

2. Size. The ADU, excluding any garage area and other non-living areas, such as workshops or greenhouses, shall not exceed 40 percent of the total square footage of the main building and the ADU combined, after modification or construction. An ADU shall not contain less than 200 square feet or more than 1,000 square feet. In addition, detached ADUs shall meet the standards of 13.06.100.F. Accessory building standards.

3. Height. The maximum height limit for detached ADUs shall be the same as for other detached accessory structures (see Section 13.06.100.D). Alternatively, two-story detached ADUs may be allowed up to 25 feet in height provided the following: The structure shall not intercept a 45-degree daylight plane inclined into the ADU site from a height of 15 feet above existing grade, measured from the required 5 foot setback line; and, second story windows facing abutting properties, and within 10 feet of the property line, shall be constructed in a manner to prevent direct views into the neighboring property, through such methods as clerestory windows, or semi-translucent glass.

4. Location. The ADU shall be permitted as a second dwelling unit added to or created within the main building or, when allowed, permitted as a detached structure located in the rear yard.

5. Setbacks. Detached ADUs shall be setback a minimum of 5 feet from the side and rear property lines, excepting that no setback from the alley shall be required.

6. Design - Attached ADUs. An attached ADU shall be designed to maintain the architectural design, style, appearance, and character of the main building as a single-family residence. If an attached ADU extends beyond the current footprint or existing height of the main building, such an addition must be consistent with the existing facade, roof pitch, siding, and windows. Only one entrance is permitted to be located in the front facade of the dwelling. If a separate outside entrance is necessary for an attached ADU, it must be located either off the rear or side of the main building. Such entrance must not be visible from the same view of the building which encompasses the main entrance to the building and must provide a measure of visual privacy.

7. Design - Detached ADUs. A detached ADU shall be designed to complement the architectural design, style, appearance, and character of the main building by utilizing complementary colors and finish materials, window styles, and roof design to the main building. The entrance door to a detached ADU shall not face the same property line as the entrance door to the main building except when the entrance door to the ADU is located behind the rear wall of the main building.

8. Walkways. For ADUs with a separate exterior entrance, a pedestrian walkway shall be provided between the ADU and the nearest public sidewalk, or where no sidewalk exists, the nearest public street right-of-way. The walkway shall be at least 4 feet wide and composed of materials that are distinct from any adjacent vehicle driving or parking surfaces. The walkway may function as a shared pedestrian/vehicle space provided that it is constructed of distinct materials, is located along an exterior edge of a driving surface, and vehicles are not permitted to park on the walkway.

* * *

TMC 13.06.501 Building design standards

<p>N. X-District Single, Two, and Three-Family Dwelling Standards. The following requirements apply to all single, two, and three-family dwellings in X-Districts, <u>and to all two and three-family dwellings in all districts.</u> They are intended to emphasize pedestrian access, compatibility with residential neighborhoods, building orientation to the street, and to minimize impacts of vehicular access.</p>	
<p>1. Covered entries are required for each common entry or individual dwelling unit entry with minimum dimensions of 4 feet by 6 feet.</p>	
<p>2. Windows on the street. At least 15 percent of the street-facing facades (all vertical surfaces facing the street) shall be comprised of transparent windows and/or doors. Rough openings are used to calculate this requirement.</p>	
<p>3. Garage design standards.</p> <p>a. Vehicular access and garages for all units shall be placed off of the alley, where suitable access, such as an abutting right-of-way that is or can be developed, is available.</p> <p>b. For garages that include vehicular doors facing the front property line, the building or portion of the building with such doors shall be setback at least 20 feet from the property line or private road easement.</p> <p>c. The garage face or side wall shall occupy no more than 50 percent of the length of a ground-level facade facing a street.</p> <p>d. Where the garage faces the side, but is visible from the frontage, the garage shall incorporate a window on the front-facing facade so that it appears to be a habitable portion of the building. The window size and design must be compatible with the windows on habitable portions of the dwelling.</p> <p>e. Driveway approaches shall also be consistent with the standards in Section 13.06.510.</p>	
<p>4. Corner duplexes. Duplexes located on corner lots shall be designed with pedestrian entries located on opposite street frontages so that the structure appears to be a single-family dwelling from each street. Where no alley is available for vehicular access, separate driveways for each unit may be placed on opposite streets.</p>	
<p>5. Building design, duplexes and triplexes. Duplexes and triplexes shall be articulated to either look like two or three distinct dwelling units from the street or to look like one single-family dwelling. Specifically:</p> <p>a. Buildings articulated to look like distinct dwelling units shall include individual covered entries plus one of the following:</p> <p>(1) Roofline modulation consistent with Section 13.06.501.I.1 to distinguish one unit from another (or the appearance of separate units) as viewed from the street; or</p> <p>(2) Vertical building modulation to help distinguish between the different units in the building. The minimum depth and width of modulation shall be 2 and 4 feet, respectively, if tied to a change in building material/siding style. Otherwise, the minimum depth and width of modulation shall be 10 and 15 feet, respectively.</p> <p>b. Buildings designed to look like one large single-family dwelling shall feature only one entrance visible from the street. This could be a common entrance for all units, or the entrances for additional units could be provided at the side or rear of the building.</p>	

- | |
|---|
| <p>6. Building design, single-family detached. Single-family detached dwellings shall not use front facades that are duplicative with adjacent single-family detached dwellings. In order to qualify as a different façade elevation, dwellings shall have different roofline configurations and different entry/porch designs. Simple reverse configurations of the same façade elevation on adjacent lots are not sufficient to meet this requirement. In addition, a minimum of two of the following alternatives shall be utilized:</p> <ul style="list-style-type: none">a. Different window opening locations and designs,b. One and two-story dwellings,c. Different exterior finish materials and finishes, ord. Different garage location, configuration and design. |
| <p>7. Utilities.</p> <ul style="list-style-type: none">a. Utility meters, electrical conduit, and other service utility apparatus shall be located and/or designed to minimize their visibility from the street. If such elements are mounted in a location visible from the street, common open space, or shared auto courtyards, they shall be screened with vegetation or by architectural features.b. Service, loading, and garbage areas. Developments shall provide a designated area for service elements (refuse and disposal). Such elements shall be sited along the alley, where available. Such elements shall not be located along the street frontage. Where there is no alley available, service elements shall be located to minimize the negative visual, noise, odor, and physical impacts and shall be screened from view from the street and sidewalk. |
| <p>8. Fencing.</p> <ul style="list-style-type: none">a. Chain link fencing, with or without slats, is prohibited for required screening.b. Barbed or razor wire. The use of barbed or razor wire is limited to those areas not visible to a public street or to an adjacent residential use.c. Chain link. Chain link or similar wire fencing is prohibited between the front of a building and a public street, except for wetland preservation and recreation uses.d. Electrified. The use of electrified fencing is prohibited in all zoning districts.e. The maximum height of free-standing walls, fences, or hedges between any public street and building shall be 3 feet. Exception: Decorative fences up to 8 feet in height may be allowed between a public street and any residential use provided such fence is at least 50 percent transparent and features a planting strip at least 5 feet wide with Type C or D landscaping to soften the view of the fence and contribute to the pedestrian environment. |

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13.06.510 Off-street parking and storage areas.

* * *

TABLE 1 – Required Off-Street Parking Spaces ^{9,14}		
Use	Unit	Required parking spaces
		Min.
Residential		
Single-family detached dwelling, Adult family home, Staffed residential home ^{1, 2, 12}	Dwelling.	2.00
Two-family dwelling in all districts ^{1, 2, 12}	Dwelling.	2.00
Townhouse dwelling in R-2SRD, R-3, R-4L and R-4 Districts.	Dwelling	1.00
Three-family in R-2SRD, HMR-SRD and R-3 ^{1, 2, 12}	Dwelling.	2.00
<u>Group housing – up to 6 residents</u>		<u>2.00</u>
<u>Group housing – 7 or more residents ^{1, 16}</u>	<u>Room, suite or dwelling.</u>	<u>1.00</u>
Lots not conforming to area/width ³	Dwelling.	1.00
<u>Mobile home park ^{1, 2, 12}</u>		
Multiple-family dwelling and mobile home park ^{1, 2, 12, 16}		
Located in R-4-L, T, HMR-SRD, and PRD Districts ¹²	Dwelling.	1.50
Located in R-4, C-1, C-2, HM, and M-1 Districts ¹²	Dwelling.	1.25
Located in R-5 District ¹²	Dwelling.	1.00
Mixed-Use Center District	See TABLE 2 (next table).	
Retirement homes, apartment hotels, residential hotels, residential clubs, fraternities, sororities, and group living quarters of a university or private club ¹	Guest room, suite, or dwelling.	Same as for multiple-family.
Residential in DR, DCC, DMU, and WR Districts	See Chapter 13.06A.	
* * *		

TABLE 1 Footnotes
<p>1. Guest rooms, <u>dwelling</u>s or suites in <u>group housing</u>, retirement homes, apartment hotels, residential hotels, and residential clubs shall be construed to be dwelling units for purposes of determining the number of off-street parking stalls required. The parking requirements may be reduced to one parking space every three dwelling units; provided, the following conditions exist:</p> <ol style="list-style-type: none"> The use will provide residency for retirement age persons with an estimated average persons-per-dwelling unit factor of 1.5 or less, or low-income elderly persons <u>individuals or households</u>, or a combination thereof; Yard space is available on the same lot the use is to be located upon or an adjoining lot, where off-street parking at a future time could be provided should the use be converted to an apartment or for other reasons additional parking is needed to serve the premises. <p>If these conditions do not exist, a variance of the number of parking spaces to be provided is required.</p>
* * *
<p><u>16. Parking requirements may be reduced through provision of one or more of the Parking Quantity Reduction options offered in Mixed-Use Center Districts (Table 2), up to a minimum of 1 stall per 2 rooms, suites or dwellings. Each parking reduction option provided shall receive 50 percent of the credit available in Mixed-Use Center Districts. This reduction may not be utilized in combination with the bonus offered through Footnote 1 of this table (Table 1).</u></p>

TABLE 2 – Parking in Mixed-Use Center Districts	
Quantity	<p>Residential Uses. Minimum 1.0 stall per unit.</p> <p>Commercial or Office Uses. Minimum 2.5 stalls per 1000 square feet of floor area.</p> <p>UCX-TD Commercial or Office Uses (including retail, service and eating and drinking establishments). Minimum 0 stalls per 1000 square feet of floor area.</p> <p>Other Uses. For uses not specifically listed above, the parking requirement in the Mixed-Use Center Districts shall be 70% of the parking requirement for that use identified in Table 1.</p> <p>See Section 13.06.510.B.2.f for use of compact stalls.</p> <p>For purposes of calculating parking quantity requirements, “floor area,” when used, shall not include space devoted to parking.</p>
Exemptions	<p>No parking is required for any structure in existence upon the date the Mixed-Use Center was created within which it exists (see Section 13.17.020). New development shall provide parking as required.</p> <p>In NCX and CCX Districts, no parking is required for buildings located within 10 feet of the right-of-way of the designated core pedestrian streets (see Section 13.06.300.C).</p> <p>In NCX, CCX, and UCX Districts, no parking is required for the first 3,000 square feet of each ground-level retail or eating and drinking establishment.</p> <p><u>Small, affordable housing types: Group housing; student housing; and, efficiency multi-family dwellings (250-450 sf in size) are exempt from vehicular parking requirements (with the exception of required accessible parking), provided the following:</u></p> <ul style="list-style-type: none"> <u>A minimum of 0.75 bicycle spaces per dwelling or unit are provided in an indoor, locked location.</u> <u>Within a single building, no more than 20 dwelling units, or 50 percent of the total dwelling units (whichever is greater), may utilize this bonus.</u>
Parking Quantity Reductions. The parking requirements for mixed-use, multi-family, <u>group housing</u> , commercial, institutional and industrial developments within X-Districts may be reduced as follows:	
Transit Access	<p>Parking requirement shall be reduced by 25% for sites located within 500 feet of a transit stop and 50% for sites located within 500 feet of a transit stop at which a minimum of 20-minute peak hour service is provided (routes which serve stops at least every 20 minutes during peak hours). Applicants requesting this reduction must provide a map identifying the site and transit service schedules for all transit routes within 500 feet of the site.</p>
Trip Reduction Plan	<p>Parking requirement shall be reduced by 25% for developments that create and implement a site-specific Trip Reduction plan and program that includes features such as employer-provided transit passes, telecommuting, ridesharing, carpooling, car-sharing, bicycling, flexible work schedules, etc. The trip reduction plan shall be reviewed and approved by the City’s CTR Coordinator and yearly reports shall be provided to evaluate the effectiveness of the program and ensure its continued maintenance and operation.</p>
Car-Sharing Stalls	<p>Parking requirements shall be reduced by one stall for each stall that is dedicated and designated for use by a locally-operating car sharing program, such as “Zipcar.”</p>
Mixed-Use/Shared Parking Credit	<p>No parking shall be required for the residential units in a mixed-use project where at least 50 percent of the floor area is designed for commercial or institutional use.</p>

On-Street Parking Credit	Parking requirements shall be reduced ½ stall per each new public, on-street parking stall provided as part of the project (through the installation of angled or perpendicular spaces with bulb-outs and curbs or other methods). Any modifications to the right-of-way are subject to the acceptance and approval of the Public Works Department. This one-time credit applies at the time of the development and shall not be affected by any future changes to the right-of-way configuration, design or alignment.
Bicycle Parking Credit	For every five non-required bicycle parking spaces provided on the site (beyond the standard requirements, as found in Section 13.06.512.D), the automobile parking requirement shall be reduced by one space. This credit is limited to a maximum of 5 automobile spaces, or 15% of the standard parking requirement for the development, whichever is less.
Motorcycle/Scooter Parking Credit	For every 4 motorcycle/scooter parking spaces provided, the automobile parking requirement shall be reduced by one space. Each motorcycle/scooter parking space must be at least 4 feet wide and 8 feet deep and may be located in areas that are otherwise unusable for automobile parking (such as in corners, at aisle ends and near pillars). This credit is limited to a maximum of 5 automobile spaces, or 5% of the standard automobile parking requirement for the development, whichever is less.
The Director or designee shall have the authority to require any and all necessary agreements or documentation, as they deem appropriate, to ensure that projects utilizing this parking quantity reduction program maintain all required features for the life of the project. Any such agreements or documentation shall be in a format acceptable to the City Attorney and shall be recorded on the title of the property.	

* * *

Chapter 13.06A
DOWNTOWN TACOMA

13.06A.065 Parking Standards

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C. Parking Quantity Standards Outside of the RPA

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6. Group housing; student housing; and, efficiency multi-family dwellings (250-450 sf in size) are exempt from vehicular parking requirements (with the exception of required accessible parking), provided the following:

a. A minimum of 0.75 bicycle spaces per dwelling or unit are provided in an indoor, locked location.

b. Within a single building, no more than 20 dwelling units, or 50% of the total dwelling units (whichever is greater), may utilize this bonus.

Proposed Amendments and Staff Analyses

Application #2014-07: Container Port Element



2014 Annual Amendment Staff Analysis Report

Application No.:	2014-07
Proposed Amendment:	Container Port Element
Applicant:	Planning and Development Services Department
Location & Size of Area:	Port of Tacoma / Tideflats area – Approximately 5,600 acres
Current Land Use & Zoning:	PMI, M1, M2, S9 and S10
Neighborhood Council Area:	New Tacoma
Staff Contact:	Ian Munce, Planning Services Division (253) 573-2478, imunce@cityoftacoma.org
Date of Report: (Planning Commission review date; draft or final)	October 16, 2013 (draft)

I. Description of the Proposed Amendment:

1. Describe the proposed amendment, including the existing and proposed amendatory language, if applicable.

This amendment will create a new element in the Comprehensive Plan that specifically addresses and provides goals and policies relative to the 'Port Industrial Area'. The Container Port Element will establish a policy framework that will ensure that local land use decisions consider the needs of container ports and ensure that container ports and freight corridors continue to function effectively alongside vibrant city waterfronts and adjacent areas.

2. Describe the intent of the proposed amendment and/or the reason why it is needed.

By adding a new Container Port Element to the Comprehensive Plan, the City seeks to: (1) define and protect the core areas of port and port-related industrial uses within the city; (2) provide reasonably efficient access to the core area through freight corridors within the city limits; and, (3) identify and resolve key land use conflicts along the edge of the core area, and minimize and mitigate, to the extent practicable, incompatible uses along the edge of the core area. This work is mandated by a 2009 addition to the Growth Management Act relating to land use and transportation planning for marine ports in Seattle and Tacoma, and is being accomplished in collaboration with the Port of Tacoma.

3. Describe the geographical areas associated with the proposed amendment. Include such information as: location, size, parcel number(s), ownership(s), site map, site characteristics, natural features, current and proposed Comprehensive Plan land use designations, current and proposed zoning classifications, and other appropriate and applicable information for the affected area and the surrounding areas.

The Draft Container Port Element (September, 2013), attached to this Staff Analysis Report, includes the following:

Figure 1: Container Port and Intermodal Rail Facilities

Figure 2: Tacoma Comprehensive Plan -- Designated Centers

Figure 3: City of Tacoma Zoning Designations

Figure 4: Port Container Core and Transitional Areas

4. Provide any additional background information associated with the proposed amendment.

This application is a carry-over from the 2011 Annual Amendment package. Basically, the consultant work was completed in 2012 and the discussions between the City and the Port were placed on hold while the Shoreline Master Program update was finalized.

II. Analysis of the Proposed Amendment:

1. How does the proposed amendment conform to applicable provisions of State statutes, case law, regional policies, the Comprehensive Plan, and development regulations?

The proposed amendment is mandated by the Growth Management Act. Tacoma and Seattle are required to develop and adopt this new element into their respective Comprehensive Plan.

2. Would the proposed amendment achieve any of the following objectives?

- **Address inconsistencies or errors in the Comprehensive Plan or development regulations;**
- **Respond to changing circumstances, such as growth and development patterns, needs and desires of the community, and the City's capacity to provide adequate services;**
- **Maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern; and/or**
- **Enhance the quality of the neighborhood.**

The proposed amendment seeks to protect the Port's Core Area from encroachment by excluding uses that are incompatible with the basic container port function and establishing a Transition Area around the Core Area that includes a broad array of uses; this array of uses does not include uses, such as residential, that are incompatible with the Core Area. The proposed amendment also seeks to establish a framework for maintaining and upgrading infrastructure and transportation facilities in the Tideflats.

3. Assess the proposed amendment with the following measures: economic impact assessment, sustainability impact assessment, health impact assessment, environmental determination, wetland delineation study, traffic study, visual analysis, and other applicable analytical data, research and studies.

The proposed amendment advances the City's economic development objectives and advances the region's sustainability, environmental, and health goals by avoiding low density sprawl through a structured approach to concentrating major new investments in Manufacturing and Industrial Centers (MIC), such as the Port of Tacoma MIC.

3. Describe the community outreach efforts conducted for the proposed amendment, and the public comments, concerns and suggestions received.

The City and Port have conducted some community outreach and used this feedback in developing the specifics of the Draft Container Port Element.

The Department will conduct an extensive community outreach for the 2014 Annual Amendment Package, including this proposal. Staff has scheduled presentations and briefings with groups such as the Neighborhood Councils, and Chamber of Commerce, through March 2014.

4. Will the proposed amendment benefit the City as a whole? Will it adversely affect the City's public facilities and services? Does it bear a reasonable relationship to the public health, safety, and welfare?

Yes. The Container Port Element will establish a policy framework that will ensure that local land use decisions consider the needs of container ports and ensure that container ports and freight corridors continue to function effectively alongside vibrant city waterfronts and adjacent areas.

No. To the contrary, the proposed amendment seeks to establish a framework for maintaining and upgrading infrastructure and transportation facilities in the Tideflats.

Yes. The proposed amendment advances the region's sustainability, environmental, and health goals by avoiding low density sprawl through a structured approach to concentrating major new investments in Manufacturing and Industrial Centers (MIC), such as the Port of Tacoma MIC.

III. Staff Recommendation:

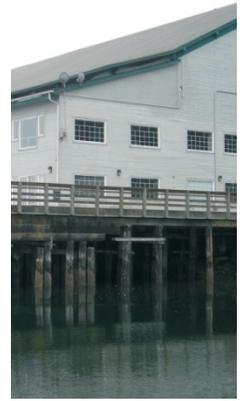
Staff recommends that the proposed amendment to the Comprehensive Plan as depicted in Exhibit A be distributed for public review and subsequent discussion during the public hearing process (tentatively scheduled to occur in February-March 2014).

IV. Exhibits:

- A. Draft Container Port Element, September 2013

CONTAINER PORT ELEMENT

Draft Container Port Element
October 2013



City of Tacoma



DRAFT CONTAINER PORT ELEMENT

City of Tacoma Comprehensive Plan

Prepared for:

City of Tacoma



Prepared by:

EA|Blumen
Heffron Transportation, Inc.
BST Associates
Grette Associates
Moffat & Nichol

October
2013

Introduction

In 2009, the Washington State Legislature amended the Growth Management Act to include a requirement for a Port Element in the GMA Comprehensive Plan for cities that contain a marine container port with annual operating revenues in excess of \$60 million. The City of Tacoma falls into this category. The legislative intent is "... to ensure that local land use decisions are made in consideration of the long-term and widespread economic contribution of our international container ports and related industrial lands and transportation systems and to ensure that container ports continue to function effectively alongside vibrant city waterfronts." (RCW 36.70A.085).

A container port is a shipping port specially equipped to handle containerized cargo. Containerized cargo is a system of freight transport using standardized containers that can be loaded and transported onto container ships, railroad cars and trucks.

Accordingly, the City of Tacoma, in collaboration with the Port of Tacoma, has prepared this Container Port Element. Consistent with state requirements, the element provides policy guidance to achieve the following:

- Protection of core areas of container port and port-related industrial areas within the City;
- Efficient access to the core area through freight corridors within the city limits;
- Protection against potential land use conflicts along the edge of the core area; and
- Identification of key transportation corridor improvements.

Preparation of this element began with an existing conditions analysis¹ that provided the land use, plans and policies and transportation context for the element. Based on the existing conditions, potential goals and policies were described in a second white paper². In addition, a review of draft goals and policies contained in the preliminary Seattle and Tacoma port elements was conducted.³ Together, these background papers provided the basis for development of this draft Comprehensive Plan element.



Port of Tacoma container terminal directional sign

This element begins with an overview that provides the context for planning in the City of Tacoma container port area. This discussion is followed by goals and policies that address land use, capital facilities and transportation.

Tacoma's Port

Where is the container port area located?

Port of Tacoma container port activities are concentrated in the Commencement Bay tideflats area, located in Tacoma's central waterfront. This area has an established history of maritime industrial activity, dating back to the 1800s. Early uses included lumber and shingle mills, as well as shipyards, flour mills, electrometallurgy and electrochemical companies.

¹ City of Tacoma. Container Port Element White Paper #1: Existing Conditions. (draft) 2010.

² City of Tacoma. Container Port Element White paper #2: Potential Goals and Policies. 2010

³ Memo: Review of Tacoma and Seattle Draft Container Port Elements. April 1, 2011.

In 1918, the Port of Tacoma was created and began development on 240 acres of tideflats. Docks and warehouses were primary components of early Port facilities. Container handling and shipping facilities were attracted to the location by the natural deepwater conditions provided by Commencement Bay. Over time, industrial and commercial uses associated with maritime industries have become the primary use in this area.

Currently, the Port is home to a wide mix of industrial uses, including cargo terminals, manufacturers, warehouses, repair facilities, rail yards and others. Some of the largest cargo terminals, especially the container terminals, are owned by the Port of Tacoma, but there are also numerous private facilities that transfer cargo to and from ships and barges. The Port also owns terminals handling bulk products, auto imports, breakbulk cargoes, and heavy-lift cargoes.

Breakbulk cargo – cargo packed in packing units, such as boxes, bales, drums and others, but not containerized.

Heavy lift cargo – oversized cargo typically transported and lifted or installed into place. Transport is not standardized.

What are the Port of Tacoma facilities?

With ownership of approximately 2,725 acres, the Port of Tacoma is a major landowner in the Commencement Bay Tideflats area operating and leasing significant piers, docks, wharfs, cargo handling equipment, and related upland facilities. Ownership also includes shoreline public access sites, habitat mitigation sites and open space.

Currently, the Port of Tacoma Comprehensive Scheme of Harbor Improvements does not include plans to significantly add to its operational areas. Accordingly, this element envisions that use of existing facilities will be maximized and that the Port will continue to pursue strategic opportunities to consolidate existing holdings, with no major new acquisitions. In order to provide future flexibility, Policy CP-9 in this element supports ongoing monitoring of cargo market demand, developing technologies and other key factors affecting port and port-related industrial needs.



APM Terminal facility on the Sitcum Waterway

Major container and intermodal rail facilities in the Tideflats area are shown in Figure 1 and include:

Facilities	Notes
Deep water terminals for containerized cargo	
APM Terminal	2 berths; 5 container cranes
Olympic Container Terminal	1 berth; 4 container cranes
Husky Terminal	2 berths; 4 container cranes
Pierce County Terminal	2 berths; 7 container cranes
Washington United Terminal	2 berths; 6 container cranes
TOTE Terminal	3 piers; Roll on/Roll off (Ro/Ro) operation
Deep water terminals for bulk and breakbulk cargo	
Terminal 7	Non-containerized cargo
Blair Terminal	Autos
East Blair One (EB1)	Non-containerized cargo

Facilities	Notes
(add to: Deep water terminals for bulk and breakbulk cargo)	
Grain Terminal (TEMCO Cargill)	Grain
Log Export Terminal	Logs
Intermodal Rail Facilities	
North Intermodal Yard	Near-dock
Pierce County Intermodal Yard	On-dock
Hyundai Intermodal Yard	On-dock
South Intermodal Yard	Off-dock

Source: Port of Tacoma, EA | Blumen, 2011

The terminals in Tacoma handle a variety of waterborne and intermodal cargo, and this diversity helps to reduce the volatility of individual cargo types. For example, in 2010, container traffic was at a low point due to the economic downturn, but grain exports were near record volumes. Log exports disappeared from Tacoma for several years, but are now strong again.

Economic Impact of Container Port Activities

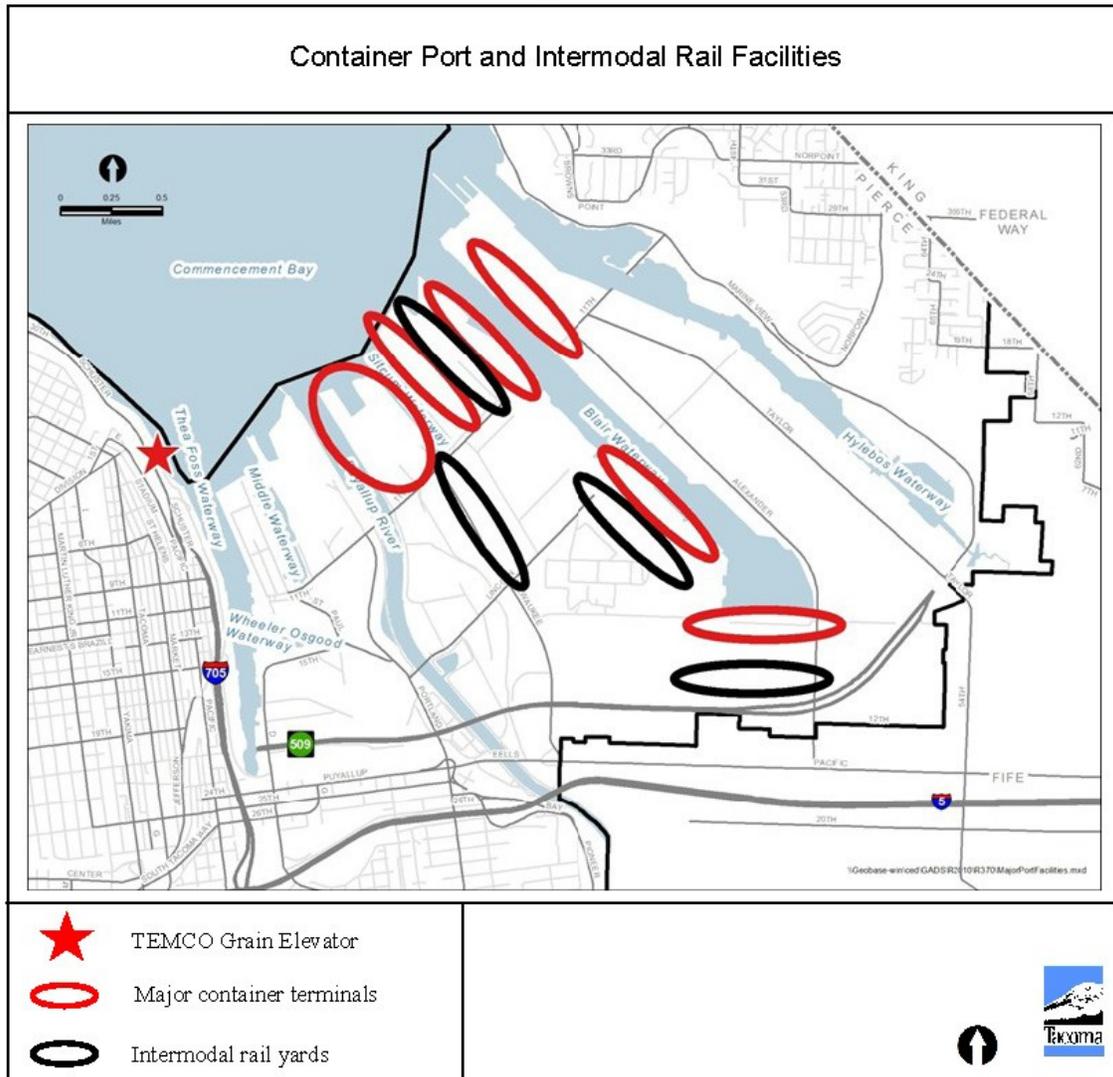
What is the level of cargo activity at the Port?

In 2009, Tacoma's total cargo tonnage equaled 17.4 million tons, making it 32nd largest among all U.S. ports. Tacoma's role in foreign exports is especially important; in 2009 Tacoma's export tonnage ranked 10th in the U.S. According to Port of Tacoma statistics, containerized trade accounts for over half of the total tonnage moving through the Port.



Typical container yard

DRAFT
Figure 1



Source: EA|Blumen, 2011

Manufacturers and farmers from throughout Washington import and export a wide variety of products through the Port of Tacoma, generating jobs in Tacoma and throughout the state. The major export commodities include agricultural products, food products, machinery, petroleum products, waste/scrap, paper, chemicals, transportation equipment, other forestry products, fish and seafood products, among others. Imports include electronic components, components for equipment manufacturing, retail goods, and goods and equipment for Joint Base Lewis McChord, as well as other installations in the region.

How does the Port contribute to the economy?

The marine cargo terminal trade plays a vital role in the Tacoma and Pacific Northwest economy, contributing thousands of jobs and millions of dollars in revenues and state and local

taxes to the region. A 2005 Port of Tacoma economic impact study⁴, provides specific data describing the magnitude of the economic impact of the Port on the local and regional economy. As described in this report, economic impacts associated with container port activity can be summarized in terms of employment, income, revenue and taxes. Key findings described in this report are listed below.

- Marine terminal activities at the Port of Tacoma generated approximately 9,400 jobs. Of this total, more than 6,600, or 70% of direct port jobs, were related to containers.
- When induced and indirect jobs were included, the total number of jobs generated by marine terminal activities was estimated at more than 16,000. In addition, an estimated 97,000 related jobs relied on or use the marine terminals.
- The marine terminal activities at the Port of Tacoma generated more than \$421 million in direct payroll, at an average of approximately \$47,000 per worker. For every \$1.00 in direct payroll, there was an estimated additional \$1.19 associated with indirect and induced impacts in Washington State.
- Cargo movement at the Port of Tacoma was estimated to generate nearly \$1.5 billion in direct revenue. Of this total, an estimated \$1.25 billion was generated by containerized cargo.
- Estimates of the annual state and local taxes generated by the Port of Tacoma totaled \$107.5 million with approximately \$82.4 was collected by the state, \$11.5 million by the county and \$13.6 million by local government.

Indirect impacts are expenditures by the port tenants on outside goods and services. Induced impacts are purchases made by employees from their earnings.

Preservation of these important economic benefits through a collaborative planning process is a key goal for the City and the Port of Tacoma.

Goals and Policies

As vital as container port economic activity is, it could be vulnerable to pressure for land use conversion, and currently is negatively affected by traffic congestion. Infrastructure needs and larger economic conditions are also issues of concern. Preservation of valuable natural features and habitat are also key to the health of Commencement Bay. The Container Port element provides land use policies to promote land use consistency and to minimize and mitigate land use conflicts along the edges of the core area; economic development policies to promote continued economic vitality; natural environment policies to support continued preservation of the environment; capital facilities policies to ensure adequate facilities and services are provided within and beyond the Core Area; and transportation policies to ensure continued efficient freight access and mobility.

Core Area Vision and Principles

For the Core Area, this element envisions a strong and vibrant container port and port related industrial center in Tacoma's Commencement Bay, supported by appropriate levels of service for capital facilities and other infrastructure and an efficient truck and rail transportation

⁴ Martin Associates. *The Economic Impact of the Port of Tacoma*. 2005.
<http://www.portoftacoma.com/page.aspx?cid=420>

network. Key planning principles that guide the goals and policies for the Core Area are as follows:

- Uses should be prioritized as follows: (1) cargo facilities and activities, (2) water dependent port uses, (3) water related port uses, and (4) other uses permitted in Port Maritime Industrial zoning
- The Port of Tacoma should have the opportunity to work cooperatively with the City of Tacoma in setting level of service standards for utilities and transportation
- The Port of Tacoma should take the lead in ensuring that future developments pay for the costs of those capital improvements necessary for the proper functioning of the Core Area

Transition Area Vision and Principles

For the Transition Area, this element envisions a healthy and attractive industrial and commercial area that provides a buffer between the Core Area and the surrounding area. By providing a buffer, the Transition Area protects the Core Area from land use conflicts and ensures its long-term continued viability. Key Transition Area planning principles that guide the goals and policies include:

- Uses shall complement, and not impede the development of, Core area functions and uses
- Industrial uses shall continue to be recognized as a vital part of the Transition Area
- Land use and development standards shall be designed so as to accommodate the utilities and transportation needs of the Core Area

Land Use

The Commencement Bay Tidelands area is regionally and locally recognized as an important industrial center. In 2002, the Puget Sound Regional Council designated the Tidelands area a regional Manufacturing/Industrial Center (MIC).

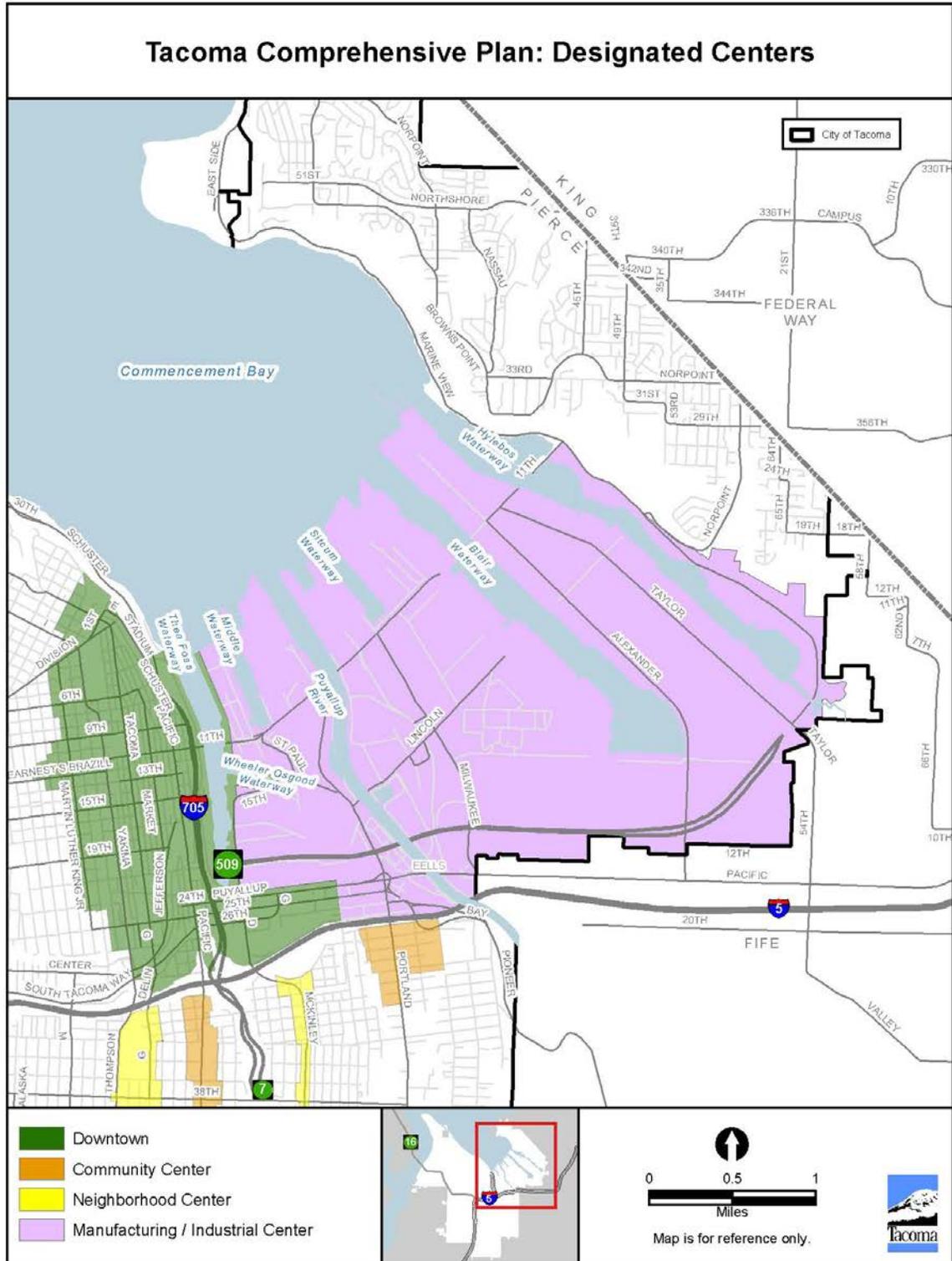
Consistent with the regional designation, the Comprehensive Plan Growth Strategy and Development Concept element designates the tidelands area as an MIC, defined as an area of high intensity development, high activity patterns and high traffic generation (see Figure 2).

The City's Land Use Regulatory Code (Tacoma Municipal Code, Title 13) implements the MIC land use designation through the Port Maritime and Industrial (PMI) zoning designation (see Figure 3). The PMI zone provides for "...uses which rely on the deepwater berthing to transport raw materials for processing or manufacture, or transport of finished products; and freight mobility infrastructure, with the entire area served by road and rail corridors designed for large, heavy truck and rail loads "(TMC 13.06.400.B).



Typical port-related industrial land use

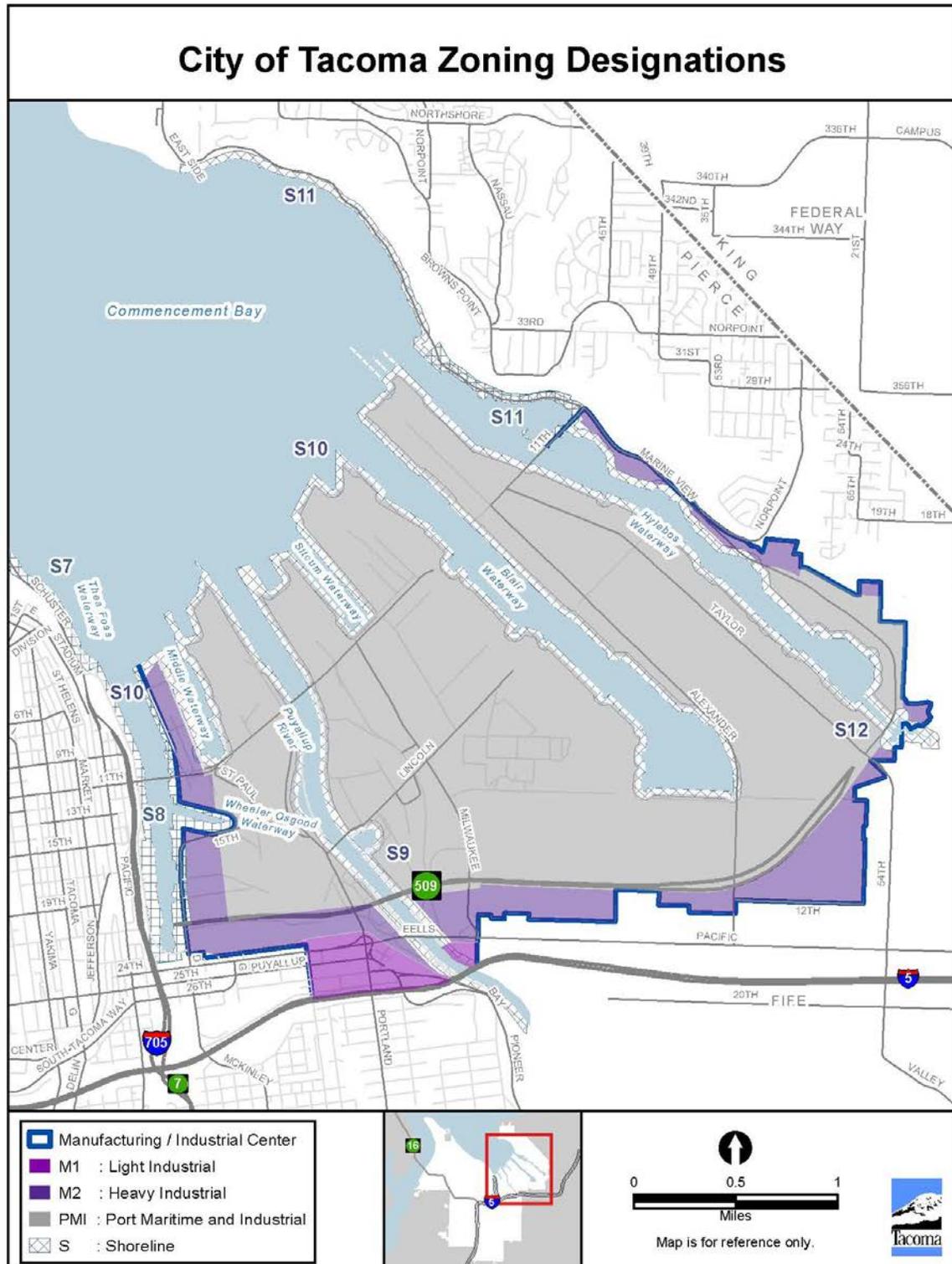
Figure 2



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Figure 3



Document Path: \\geobase-wincel\GAD\SR2013R323\Zoning_lettersize.mxd © City of Tacoma, All Rights Reserved | Community & Economic Development Department | GIS Analysis & Data Services | 8/28/13

The policies contained within the Container Port element are consistent with and supplement related policies in the City's Comprehensive Plan and implementing regulations. Goals and policies are also consistent with the Port of Tacoma Comprehensive Scheme of Harbor Improvements.

The land use goals and policies are organized into two sections to address (1) the core area and (2) the transition area. Goals and policies for the core area identify an area in which cargo activities are the primary use and focus on protecting port-related cargo and industrial uses and rail-related uses within this area. Transition area goals and policies identify an area immediately adjacent to the core area and provide for a compatible transition to the larger surrounding area.

Core Area Goal

Identify the core port and port-related container industrial area and protect the long-term function and viability of this area.

The City recognizes the important role that the Port of Tacoma plays in regional employment and economic development. Identification and long-term preservation of the Core Area ensures that the Port of Tacoma facilities and related industrial uses will have room to thrive in the City.

Figure 4 shows the Core Area, which contains current port, current port-related cargo and industrial uses, and those areas recognized by both the City and the Port as likely to be needed for these uses within the next 20 years. The designated Core Area consists of the following areas:

- Existing Port Maritime Industrial (PMI) zoning designation;
- Those portions of the S-9 and S-10 shoreline districts adjacent to the PMI zoning designation; and
- The TEMCO grain terminal, located on a narrow shelf of land between Schuster Parkway and Commencement Bay.

Other than the TEMCO grain terminal site, the Core Area does not include any portions of the S-7 Shoreline District.

The following policies are intended to make sure that Core Area is preserved now and in the future for port maritime and related industrial uses while respecting the rights of all property owners.

Core Area Policies

CP-1 Port and Port-Related Cargo and Industrial Uses

Within the designated Core Area, prioritize, protect and preserve existing and planned port uses, port-related container and industrial uses and rail-related uses. Uses should consist primarily of cargo port terminal, port-related container and industrial activity, compatible manufacturing, industrial-related office, cargo yard, warehousing, transportation facilities, and other similar uses.



Typical port-related industrial land use

CP-2 Port and Port-Related Cargo and Industrial Land

Preservation of available industrial waterfront land for port and port-related container and industrial activity is vital to the City's economy. Prohibit uses that would negatively affect the availability of land for the primary port and port-related cargo and industrial function of the Core Area. Encourage aggregation of industrial land for future development as cargo port terminals and supporting uses.

CP-3 Incompatible Core Area Uses

Clearly identify and prohibit uses that are entirely incompatible with the Core Area uses. Examples may include those that attract people to the area for non-industrial purposes or that would be incompatible with typical industrial area impacts (noise, truck movement, etc.). These may include residential, general retail, temporary lodging or other similar uses.

CP-4 Land Use Buffers

Reduce the potential for land use conflicts between industrial development and surrounding non-industrial uses by providing for buffers, adequate transition areas, and clear public commitment to continuation of Port and port-related cargo and industrial uses in the designated Core Area.

To the west, the railroad tracks and steep bluff rising above Dock Street to the neighborhoods to the west provide a clear transition and buffer to the industrial area. Similarly, to the east, the steep bluff rising above Marine View Drive provides a clear transition from the industrial area to the residential development at the top of the bluff. In both these areas, the existing geography provides a very effective buffer and no additional transition area is necessary.

CP-5 Core Area Boundary

Do not allow unrelated uses to gradually encroach on the Core Area through incremental development and modifications of the Core Area boundary. Consider boundary adjustments only in collaboration with the Port of Tacoma and as part of a comprehensive review of long-term port and port-related cargo and industrial land needs.

CP-6 Noise, Odor, and Visual Character

In the Core Area, allow for localized impacts associated with industrial activities, including noise, odor and visual character, that are appropriate and expected in heavy industrial areas but would not be allowed in other parts of the city. Noise and odor may be associated with transportation and manufacturing facilities. Visual character may include outdoor storage, relatively large building mass and impervious surface area. While localized impacts are permitted, continue to require Core Area industrial uses to be developed in a manner that protects the environment and preserves public health and safety from a citywide and regional perspective.



Container cranes

CP-7 Collaboration

Continue to work in close collaboration with the Port of Tacoma to ensure that port and port-related cargo and industrial uses remain viable and that land use development along the edges of the Core Area is thoughtfully planned to avoid land use conflicts and incompatibility. Consider collaborative efforts to develop landscape and street standards that recognize the special working character of the Core area.

CP-8 Public Service Standards

Within the Core Area the Port should assume a greater role in setting level of service and concurrency standards under City Comprehensive Plan Policies CF-APFS-1, 2, and 3 and in addressing funding responsibilities under City Comprehensive Plan Policy CF-FCF-2. This could be achieved through a stand-alone Port Comprehensive Plan, and/or a City sub-area plan.

CP-9 Maritime Industrial Planning

In order to ensure that the Core Area continues to serve future port needs, encourage the Port of Tacoma to develop and periodically update a comprehensive long-range maritime development program that assesses future cargo market demand, developing technologies, geographic constraints and other factors affecting future intermodal cargo opportunities, and land and capital investment necessary to permit Tacoma to continue to serve port and port-related cargo and industrial needs.

Transition Area Goal

Establish a transition area around the Core Area that will protect the continued viability of the Core Area while providing for a compatible transition to development in the larger surrounding area.

The transition area shown in Figure 4 provides a protective buffer around the core area, helping to ensure the continued long-term viability of the core maritime industrial uses and providing a compatible transition to the larger surrounding area. Existing zoning of the transition area is sufficient to protect the core area functions.

Transition Area Policies

CP-10 Transition Area Collaboration

The City of Tacoma should work in collaboration with adjacent jurisdictions, including Pierce County and the City of Fife, to ensure a good transition from the Core Area to larger surrounding areas.

CP-11 Transition Area Function

In general, natural buffers, such as change in topography, vegetated areas and water bodies are preferred as a means to transition and separate incompatible uses (see Policy CP-4). The Transition Area designation is needed only where the existing geography does not provide an effective buffer.



Steep bluff west of the TEMCO grain elevator

The City should ensure that unrelated uses in the Transition Area are not allowed to gradually encroach on the Core Area boundary. The Transition Area should remain of sufficient size to provide a long-term buffer for the Core Area.

CP-12 Transition Area Uses

The Transition Area contains a mix of industrial, auto-oriented commercial and retail uses that will provide an appropriate transition between the Core Area and nearby residential or pedestrian-oriented commercial zones. Development standards for industrial and commercial activities in the Transition Area should ensure compatibility with the activity levels and physical character of adjacent less intensive community character.

CP-13 Retention of Industrial Uses

Industrial activity and development is an essential component of the transition area. Recognizing the importance of industrial activity to the local and regional economy, industrial uses in the transition area should be preserved and promoted. Industrial uses, including non-water related industry, is compatible with and can support maritime industrial uses in the core area, as well as contributing to the region's economy as a whole.

CP-14 Incompatible Transition Area Uses

While the Transition Area provides for a wider range of uses than the Core Area, incompatible uses that would be impacted by the potential noise, odor and visual character of industrial areas should continue to be prohibited. This may include residential or other sensitive uses.

CP-15 Transition Area Character

Establish development or performance standards to allow for continued viability of the industrial/commercial area, while protecting the livability of adjacent areas.

Economic Development

Port and port-related industrial activities play a vital role in the Tacoma and Pacific Northwest economy, contributing thousands of jobs and millions of dollars in revenues and state and local taxes to the region. The Comprehensive Plan Economic Development Element provides broad guidance for container port activities, noting the role of the City of Tacoma as "...an internationally competitive business center located in the Puget Sound region." Consistent with this vision, the economic development goal and policies listed below provides additional guidance for the port and port-related industrial area. The goal and policies are consistent with and supplement the Comprehensive Plan Economic Development Element.

Promote the continued growth and vitality of port and port-related industrial activity.

CP-16 Partnership with the Port of Tacoma

Work in partnership with the Port of Tacoma to target and recruit new businesses that support port and port-related industrial activity.

CP-17 Incentives for Port and Port Related Industry

Identify and consider opportunities to remove obstacles to development and to incentivize businesses that support container port and port-related industrial activity.

CP-18 Workforce Program

Consider coordinating an industrial development workforce program for local citizens. Act as a facilitator between businesses, educational institutions, trade associations and residents in order to reduce the workforce development burden of individual businesses and expand employment opportunities for citizens.

CP-19 Port Area Promotion

In order to build on the port area's reputation as a prime location of port related industry, seek opportunities, such as speaking engagements, articles and others, to highlight economic development success stories in the port area.

Environment

The Commencement Bay area is a unique environment containing shoreline, river deltas, tidal creeks, freshwater and salt marshes, naturalized creeks and river channel corridors. Major water features include Commencement Bay, Puyallup River, Hylebos Waterway, Hylebos and Wapato Creeks and numerous wetland areas. These areas provide valuable habitat for many species of birds and fish, including the marbled murrelet and the White River spring run Chinook salmon. The goal and policies below supplement the Comprehensive Plan Environment Policy Element, providing additional guidance for the Commencement Bay core port area.

Goal

Work in partnership with the Port of Tacoma and other property owners to promote protection, restoration and enhancement of native vegetative cover, waterways, wetlands and buffers.

CP-20 Low Impact Development Standards

Encourage the use of low impact development standards and stormwater features.

CP-21 Commencement Bay Environmental Improvement

Partner with the Port of Tacoma and other interested stakeholders to establish environmental improvement goals for Commencement Bay, including providing for greater baywide diversity of ecosystems, restoration of historic functions and improvement of physical conditions. Support efforts to identify funding mechanisms and legislative support for strategies to achieve these goals.

CP-22 Greenhouse Gas Emissions

Consider development of measures, such as LID development standards, energy efficient lighting technologies, and transportation design features, to reduce greenhouse gas emissions in the port area.

Capital Facilities

The Comprehensive Plan Capital Facilities Element addresses overall capital facility needs in Tacoma, including the container Tidelands area. Facilities and services to ensure efficient movement of cargo and support for industrial and manufacturing services are critical to ensure a thriving port area. In addition, multiple public and private agencies overlap in the provision of transportation and utility services to this area. In order to ensure adequate and efficient provision of services to this area, active consultation and coordination amongst the multiple agencies is critically important.

The Funding for Capital Facilities section of the Capital Facilities Element recognizes that funding to provide adequate facilities and services can be limited and seeks to pursue all available revenue sources, including partnering with existing and future developments to cover necessary costs of the services and facilities that support them. Specifically, CF-FCF-1 requires review of existing revenue sources and pursuit of all available funding sources for the development of capital improvement projects in order to optimally use limited City resources and meet existing and future needs. CF-FCF-2 requires that the City ensure that existing and future developments pay for some or all of the costs of capital improvements or new facilities that are deemed necessary, by reason of their respective developments, to reduce existing deficiencies or replace obsolete facilities.

The following goal and policies are intended to supplement general policies in the Capital Facilities Element with specific capital facility policy guidance in the container port area.

Goal

Provide, protect and preserve the capital facilities and essential public services needed to support activities within and beyond the Core Area.

High quality and reliable physical systems and facilities are a necessary component of both Port and City operations. The following policies supplement the guidelines and direction provided in the Capital Facilities element, specifically to achieve quality maintenance and improvement of capital facilities and services within and beyond the Core Area.

Policies

CP-23 Capital Facilities within the Core Area

Partner with the Port to identify required new infrastructure, facilities and services needed to support port activities within the Core Area, as well as priorities for maintenance and preservation of existing infrastructure, facilities and services. By partnering with the Port, the City can make sure that future infrastructure investments are targeted and prioritized to meet the needs of the Port and the Core Area.

CP-24 Utility access within the Core Area

Coordinate with the Port to identify the location and jurisdiction of major utility easements that are located in the Core Area; and develop and implement a utility access plan to ensure that utility providers have access at all times to all major utilities.

CP-25 Standards for New Utilities in the Core Area

Establish and implement design standards for new roadway infrastructure and developments in the Core Area that will include utility corridors and utility access plans.

Transportation

Provision of an effective multimodal transportation system is of vital importance for port operations and for port-related activities. Reliable systems of roadways and railways, as well as connections between them, accommodates a variety of cargo types and destinations, and allows for flexibility in the Port's cargo base as demand for different types of cargoes rises or falls.



Roadway construction in the port area

Roadways and railways that support port operations are owned and maintained by numerous agencies in addition to the City of Tacoma, including the Port, other cities, counties, Washington State, and private providers such as Burlington Northern Santa Fe and Union Pacific railroads. Cooperation and coordination between jurisdictions is essential for preservation and efficient utilization of existing infrastructure that supports port and port-related operations, and also for future expansion of infrastructure needed support these activities as they grow.

Planning, design and construction of transportation facilities typically takes years, so future land use planning is essential to ensure that infrastructure will be in place at the time it is needed. In addition, transportation infrastructure can be costly, and often requires a variety of funding sources. Identification of future transportation needs through a comprehensive planning process provides a sound basis for identifying projects before they are needed, aids inter-jurisdictional coordination, and greatly enhances the ability for a project to receive funding from sources such as state and federal grants.

Goal

Identify, protect and preserve the transportation infrastructure and services needed for efficient multimodal movement of goods within and between the Core Area, Transition Area, and the regional transportation system.

An efficient multimodal transportation system is vital to the operation and economic viability of the Port. It is important that existing infrastructure and services that support Port activities be maintained, and that adequate resources are available to improve the transportation system as needed to support future growth. The following policies supplement the guidelines and direction provided in the Transportation element, specifically to achieve the goal of continued development and improvement of transportation facilities and services needed to support port-related freight access and mobility.

Policies

CP-26 Regional Freight Truck Corridors

Figures 5 and 6 identify Regional Freight Truck Corridors, which the City has identified as critical to efficient movement of goods between the Core Area, Transition Area, and the regional highway system outside the city limits. Coordinate with state and local agencies to emphasize the importance of these corridors to state and local economic health, and support improvements planned on these corridors that enhance freight mobility. These corridors are those designated with a T-1 tonnage classification (carrying over 10 million tons of freight per year) by the Washington State Department of Transportation (WSDOT)⁵ as well as the roads that connect the Port to the regional road System, i.e. first/last mile connector routes.



At-grade rail crossing

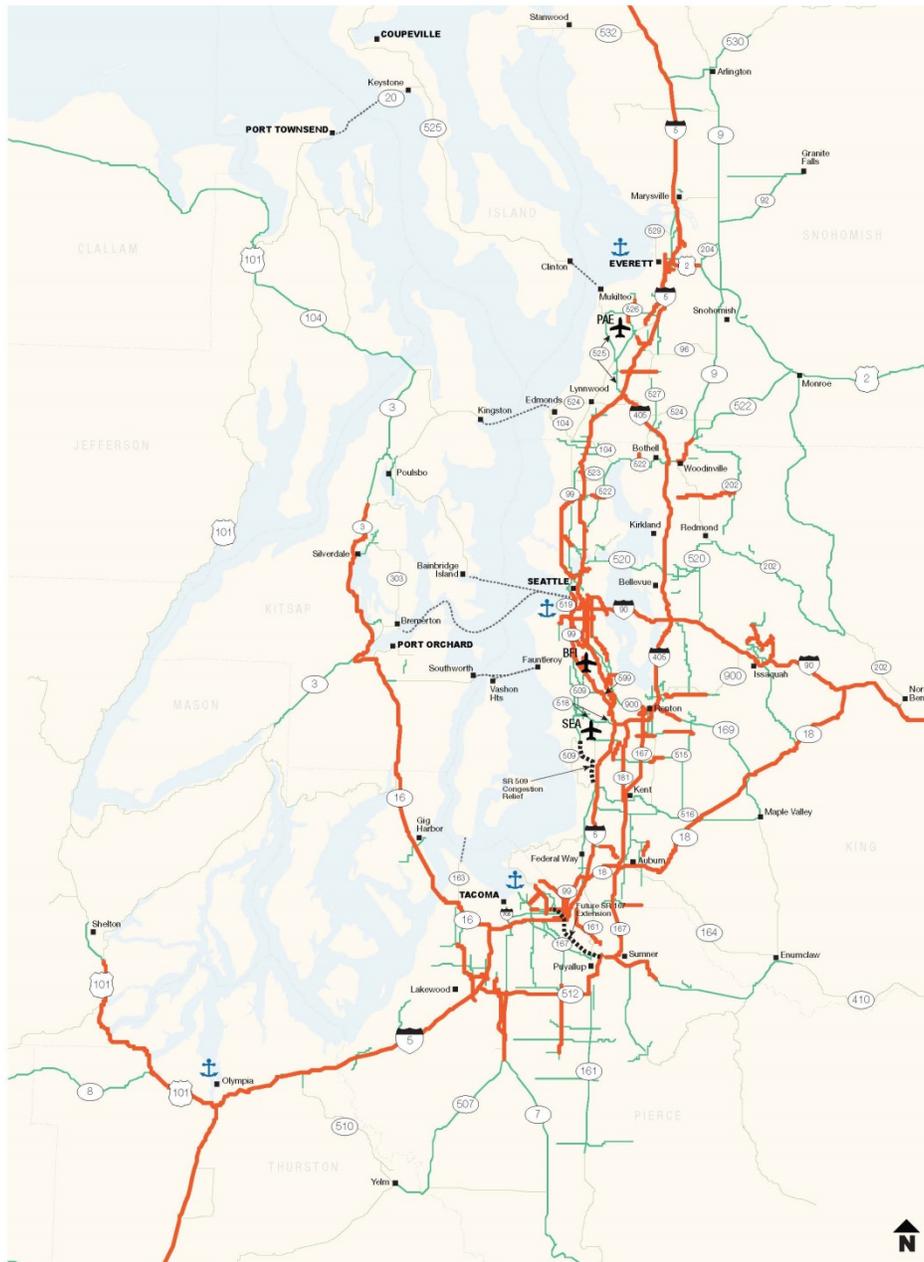
CP-27 Heavy Haul Routes

Figure 6 identifies the freight truck corridors that are designated as Heavy Haul Routes, as they are critical to efficient movement of goods within and between the Core Area and Transition Area. Improvements that are planned in these corridors will receive additional priority scoring under the “Enhance Freight Mobility” project prioritization criterion described in the Transportation element.

⁵ Washington State Department of Transportation (WSDOT). 2007. Freight and Goods Transportation System 2007 Update

Figure 5

Puget Sound region truck freight economic corridors



LEGEND

T1 Truck Freight Economic Corridors: Freight corridors carrying more than 10 million tons per year.

T2 Truck Freight Economic Corridors: Freight corridors carrying 4 million to 10 million tons per year. Also includes corridors serving as alternatives to primary freight routes (US 2, SR 7).

Major air cargo airport (Airplane icon)

Major marine port (Anchor icon)

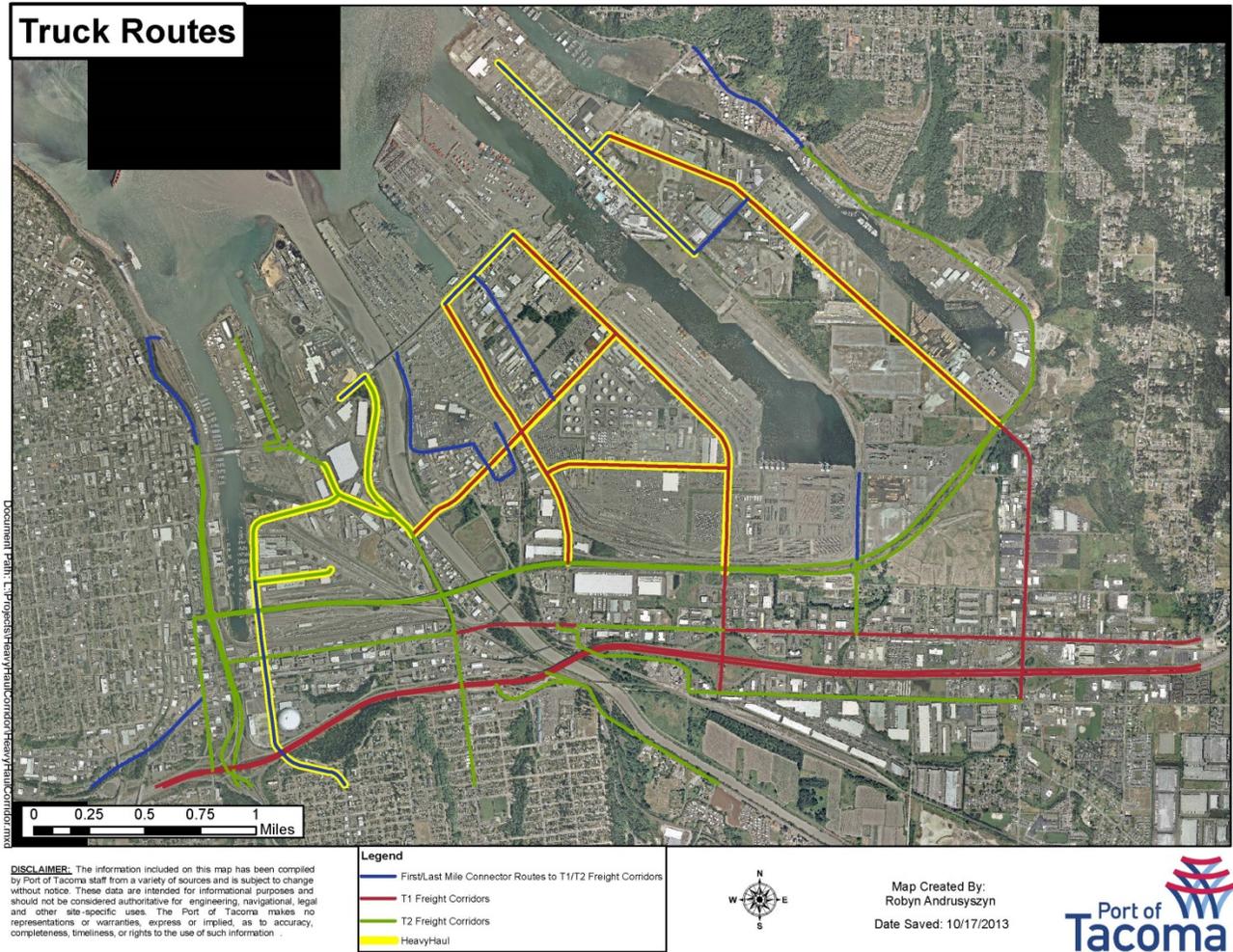
Other state roads (Thin grey line)

Ferry route (Dashed grey line)

County line (Dotted grey line)

February 2013 Source: 2011 Freight and Goods Transportation System.

Figure 6



CP-28 Intermodal Connections

Support and encourage intermodal facilities and the transport of cargo via rail to help minimize the roadway traffic impacts related to growth in Port throughput.

CP-29 Mobility on Heavy Haul Routes

Emphasize freight truck mobility on Heavy Haul Routes (see Figure 6). Coordinate with the Port to develop strategies to minimize truck queues and other traffic elements that could interfere with mobility along these routes.

CP-30 Pavement Maintenance

Place high priority on preservation of existing roads that serve freight movement within the Core Area and Transition Area; and encourage the use of reinforced Portland Cement Concrete pavement along Heavy Haul Routes to maintain improved roadway conditions over longer periods of time.



Roadway under construction

CP-31 Freight Transportation System Management

Identify and prioritize improvements in efficiency to the roadway system, such as traffic signal timing and phasing improvements, which will improve roadway freight operations without requiring major capital investment.

CP-32 Key Freight Transportation Corridor Improvements

Support recommendations from the Tideflats Area Transportation Study (TATS), for improvements that will preserve and enhance freight mobility in the region.

CP-33 Intergovernmental Funding of Transportation Projects

Coordinate with state, regional and adjacent local jurisdictions to seek joint funding opportunities for projects that enhance freight mobility in the region, including the completion of SR 167 and the I5 – Port of Tacoma Road Interchange Reconfiguration project.

Proposed Amendments and Staff Analyses

Application #2014-08: Open Space Element Update



2014 Annual Amendment Staff Analysis Report

Application No.:	2014-08
Proposed Amendment:	Open Space Element Update
Applicant:	Planning and Development Services
Location & Size of Area:	Citywide
Current Land Use & Zoning:	Various
Neighborhood Council Area:	Citywide
Staff Contact:	Elliott Barnett, Planning Services Division (253) 591-5389 elliott.barnett@cityoftacoma.org
Date of Report: (Planning Commission review date; draft or final)	February 19, 2014

I. Description of the Proposed Amendment:

1. Describe the proposed amendment, including the existing and proposed amendatory language, if applicable.

The proposed amendment would update the *Open Space Habitat and Recreation Element* of the Comprehensive Plan pursuant to ensuring that the Element reflects the community's park, recreation and open space priorities, and provides consistent and effective guidance on implementation. The amendments would reaffirm the vision and goals as developed in 2008, reflect progress and changing circumstances since its adoption, update inventories, and provide enhanced guidance on implementation. In addition, this update will provide a forum for interested stakeholders to help refine the City's park and open space vision, goals and objectives.

Specifically, updates are proposed to various sections of the Element, including the following: Open Space Definition; Open Space System; Vision; Community Gardens; Waterfront Open Spaces and Shoreline Access; Habitat Areas; Strategic Action Program; Partnerships; Acquisition and Management of Land and Facilities; and, Implementation, as well as minor refinements to other sections. In addition, the proposal would create a new section titled *Plans for Specific Areas*, which will summarize recreation and open space plans that have been developed for specific locations or sites. Finally, the proposal would refine the City's lists of Open Space Projects and Open Space Inventories, and incorporate them into the Element (these are currently contained in the City's Capital Facilities Program).

In addition, changes are proposed to *TMC 1.37 Transfer of Development Rights Program Administrative Code*. The changes would refine the code's guidance on Tacoma Habitat Areas Sending Site qualification criteria and on determining the number of credits to be allocated for such areas.

2. Describe the intent of the proposed amendment and/or the reason why it is needed.

The City of Tacoma has a strong policy commitment to parks, recreation and open space. The *Open Space Habitat and Recreation Element* is one of multiple policy documents that recognize the many quality of life and environmental benefits these assets provide. The City partners with Metro Parks Tacoma (MPT), the Tacoma School District and other agencies to provide a range of active and passive parks, recreation and open space programs, lands and facilities.

The development of the *Open Space Habitat and Recreation Element*, adopted in 2008, was a major policy initiative over the course of two years. The Element provides the City's primary policy direction on the full range of park and open space issues (generally grouped into two categories—habitat and recreation). The primary focus of the 2008 policy effort was on conservation and stewardship of natural open space areas, in conjunction with Metro Parks Tacoma's *Strategic Parks and Program Services Plan*, recently updated with MPT's *Green Vision 2030*, which provides thorough policy guidance related to recreation and park facilities.

One of the key strategies is to incorporate recent policy direction and implementation objectives from several City planning efforts. Over the past several years, a number of policy initiatives have refined parks and open space goals and objectives for specific areas of the City, including major updates to plans for shoreline areas and Downtown. In addition, the City's Open Space Program has undergone a transition with new and reallocated roles, responsibilities and resources based on the nexus between natural open space and surface water goals. By reflecting these developments, this update will ensure consistency, consolidate relevant policy direction, and help set the stage for ongoing consideration of park and open space issues during the 2015 Annual Amendment cycle, as part of the major Growth Management Act (GMA) review.

In addition, the changes are intended to enhance the Element as a decision-making tool for policy-makers. Specifically, incorporating open space projects lists into the Element is intended to create a forum for policy-makers to understand options and direct the City's resources according to community priorities.

The TDR Code, adopted in 2012, is an important tool to achieve the City's open space conservation goals. The proposed changes to *TMC 1.37 Transfer of Development Rights Program Administrative Code* are intended to refine the TDR Code's guidance on determining eligibility of sites as Tacoma Habitat sending areas, and on determining how many TDR credits are appropriate for each sending area. These proposed refinements reflect experience in discussions with the City's first potential sending area property owner.

State grant program timelines are one of the drivers for conducting this update in 2014. In order to maintain City eligibility for a range of grant programs administered by the Washington State Recreation and Conservation Office (RCO), local governments must update their park and open space plans on a six year cycle, per the substantive, process and timeline requirements of WAC 286-13. The City of Tacoma adopted the *Open Space Habitat and Recreation Element* on December 9, 2008, and current grant eligibility ends on December 9, 2014. RCO provides guidelines for conducting a robust analysis and public outreach process.

Policy update objectives:

1. Reaffirm the vision, goals and policies
2. Improve and update inventories

3. Reflect recent policy initiatives and implementation progress
4. Enhance guidance on implementation
5. Prepare for the 2015 Comprehensive Plan update
6. Maintain grant eligibility

3. Describe the geographical areas associated with the proposed amendment. Include such information as: location, size, parcel number(s), ownership(s), site map, site characteristics, natural features, current and proposed Comprehensive Plan land use designations, current and proposed zoning classifications, and other appropriate and applicable information for the affected area and the surrounding areas.

The *Open Space Habitat and Recreation Element* provides citywide policy guidance. The Element places particular emphasis on Tacoma’s Open Space System—the City’s existing and planned system of open space lands and facilities. The system includes public open spaces valuable for their habitat and/or recreation benefits, including recreation lands, habitat areas, schools, community gardens and trails. The system also recognizes large private open spaces. The Element designates Tacoma’s Habitat Corridors—the City’s most valuable undeveloped natural areas—and calls for their conservation and the restoration of their habitat functions.

4. Provide any additional background information associated with the proposed amendment.

The current proposal is the latest in multi-year, ongoing efforts to define and implement Tacoma’s vision for parks, recreation and open space. The City of Tacoma and MPT together developed the *Recreation and Open Space Facilities Plan*, adopted in 1983 and amended multiple times through the 2000s. In 2006, MPT adopted its own stand-alone Strategic Plan, and the City’s 2008 adoption of the *Open Space Habitat and Recreation Element* reflected the evolving partnership and working relationships. The 2008 Element greatly refined the City’s guidance on natural open spaces, designating the City’s Habitat Corridors and helping to launch the Green Tacoma Partnership—a multi-agency cooperative framework to support volunteer habitat restoration efforts.

II. Analysis of the Proposed Amendment:

1. How does the proposed amendment conform to applicable provisions of State statutes, case law, regional policies, the Comprehensive Plan, and development regulations?

The state Growth Management Act (GMA) encourages recreation and habitat conservation planning in several ways, and includes the following goal:

“Open space and recreation. Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities” RCW 36.70A.020(9).

Comprehensive Plans are required to designate areas for recreation and open space as part of the land use element (RCW 36.70A.070), and local jurisdictions must identify open space corridors within and between UGAs (RCW 36.70A.219).

Under the GMA, Tacoma is required to complete a thorough review and update of the entire Comprehensive Plan in 2015. This 2014 open space update will help set the stage for that effort. In

turn, the Element will likely be modified again in 2015 as part of that broader process. For example, the Element has significant overlap with the Environmental Policy and Urban Forest Policy Elements. Some reorganization and consolidation is likely to occur in 2015.

This update will include public outreach and stakeholder consultation to reaffirm the vision and goals of the 2008 Element, and to update its policies to ensure they reflect the vision and goals. The current vision is:

Create an integrated system of habitat and recreation lands and facilities in Tacoma that defines and enhances the built and natural environment, supports and nurtures plant and wildlife habitat, offers a well-balanced range of recreation opportunities and enriches the lives of Tacoma's current and future citizens.

The Element (OSHRE) both implements and integrates with policies from multiple elements of the Comprehensive Plan. In particular, the OSHRE is closely tied to the Generalized Land Use Element (GLUE) and the Environmental Policy Element. In addition, strong linkages exist with the Transportation, Neighborhood, Urban Forest Policy, Capital Facilities, Downtown and Shoreline Elements.

Generalized Land Use Element: The GLUE provides Tacoma's overall vision for growth and development, and includes policies emphasizing the importance of parks and open space. The OSHRE builds upon this vision by designating lands appropriate for open space purposes. The OSHRE and GLUE together create the policy framework in support of Tacoma's Transfer of Development Rights (TDR) Program.

Environmental Policy and Urban Forest Policy Elements: The habitat-related policies of the OSHRE are closely connected with these elements, which call for a broad range of conservation and habitat restoration actions. The OSHRE refines these Elements with policy guidance to support habitat conservation and restoration efforts and improve habitat functions citywide.

Transportation Element: The OSHRE interfaces with transportation policies most significantly in terms of trails and environmental stewardship policies. Both elements recognize the importance that active transportation plays in supporting health and active living.

Neighborhood Element: Each of Tacoma's neighborhoods' visions incorporates open space as a vital component defining and enhancing neighborhood character.

Capital Facilities Element: The City's open space lands and facilities are inventoried within the Capital Facilities Program (CFP), which adopts Level of Service (LOS) standards for various types of open space.

Shoreline Master Program: The SMP Public Access Alternatives contains the City's vision for recreation, open space and shoreline public access. The OSHRE provides city-wide open space policy direction which complements the SMP's guidance on shoreline areas.

Downtown Subarea Plans: Similarly, the South Downtown, Hilltop and North Downtown Subarea Plans each refine the City's vision for these areas and contain chapters detailing the parks, recreation and open space goals and priorities.

In summary, the proposed updates will bring the OSHRE into greater consistency with the policies of multiple other elements of the Comprehensive Plan, and will make the element more effective in guiding implementation.

2. Would the proposed amendment achieve any of the following objectives?

- **Address inconsistencies or errors in the Comprehensive Plan or development regulations;**
- **Respond to changing circumstances, such as growth and development patterns, needs and desires of the community, and the City's capacity to provide adequate services;**
- **Maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern; and/or**
- **Enhance the quality of the neighborhood.**

Though its overall vision and goals remain relevant, there has been significant progress and updated policy direction since the adoption of this Element. The City's adoption of the Shoreline Master Program and South Downtown Subarea Plan and EIS, as well as the development of the Hilltop and North Downtown Subarea Plans (yet to be adopted) have significantly refined the City's open space policy framework. This proposal seeks to ensure consistency by reflecting these efforts.

Since 2008, significant progress on implementation has been made. The Green Tacoma Partnership has been in place for over 7 years, and the City has acquired and placed over 30 acres into permanent conservation. Community Gardens have been a major initiative, with a current 35 gardens up and running citywide. Progress has been made on signature open space projects citywide, particularly downtown and in shoreline areas. In terms of active transportation, progress has been made on the Water Ditch Trail, Pipeline Trail, Prairie Line Trail, Schuster Parkway Trail, Foss Esplanade, Ruston Way Promenade, and other enhancements citywide.

To support implementation of this Element, the City has adopted significant code updates to the Critical Areas Preservation Ordinance, and adopted two new code sections providing review criteria for parks and open space developments, and enacting a Transfer of Development Rights program. The City has facilitated planning efforts for several large open space areas including the First Creek corridor and Wapato Hills. To improve effectiveness, the City's Open Space Program has undergone a transition with new and reallocated roles, responsibilities and resources based on the nexus between natural open space and surface water goals.

The Element continues to provide effective guidance for these efforts. However, one result of the progress is that some of its policies are now out of date. In 2015, staff anticipate opportunities for further policy development through the GMA update.

3. Assess the proposed amendment with the following measures: economic impact assessment, sustainability impact assessment, health impact assessment, environmental determination, wetland delineation study, traffic study, visual analysis, and other applicable analytical data, research and studies.

Parks, recreation and open space assets are considered to be significant factors in the overall economic competitiveness of a City, and can positively affect households' and businesses' locational choices. Conserved and restored urban greenspaces benefit the environment and provide a range of benefits to residents. Recreation and active transportation amenities contribute to transportation choices and promote active lifestyles. Parks, recreation and open space amenities can be significant catalysts for neighborhood investment and engagement, and often serve as centers of community.

4. Describe the community outreach efforts conducted for the proposed amendment, and the public comments, concerns and suggestions received.

This update reflects public outreach and stakeholder consultation to reaffirm the vision and goals of the Element, and to update its policies to ensure they reflect the vision and goals. Staff have engaged with key stakeholders including the Green Tacoma Partnership, the Port of Tacoma and MPT in developing these proposed updates. In addition, staff will consult with the City of Tacoma's Sustainability Commission, and will hold an open house in March, as a complement to the Planning Commission's public outreach process. To date, no significant concerns or issues have been raised with the proposed approach.

In addition, staff have consulted with RCO staff on the proposed approach. According to their schedule, plan updates intended to comply with RCO's grant review timeline are due in March of a given year. This timeline does not conform to the City's Annual Amendment timeline, which concludes in June. As a result, there may be a period of time in which the City is not eligible to apply for specific RCO grant programs. However, staff are pursuing options to avoid that outcome.

5. Will the proposed amendment benefit the City as a whole? Will it adversely affect the City's public facilities and services? Does it bear a reasonable relationship to the public health, safety, and welfare?

A compelling vision and an effective plan to enhance parks, recreation and open space lands and facilities can contribute significantly to achieving the City of Tacoma's vision as a livable, attractive, healthy and competitive city.

III. Staff Recommendation:

Staff recommends that the proposed amendments to the Comprehensive Plan *Open Space Habitat and Recreation Element*, as depicted in Exhibit A, and to *TMC 1.37 Transfer of Development Rights Program Administrative Code*, as depicted in Exhibit B, be distributed for public review. Staff will continue to engage in public outreach in conjunction with the Planning Commission public outreach process, as well as through consultation with key stakeholder groups.

IV. Exhibits:

- A. *Open Space Habitat and Recreation Element* (with proposed changes)
- B. *TMC 1.37 Transfer of Development Rights Program Administrative Code* (with proposed changes)

Open Space Habitat and Recreation Element

Index:

Vision

Create an integrated system of habitat and recreation lands and facilities in Tacoma that defines and enhances the built and natural environment, supports and nurtures plant and wildlife habitat, offers a well-balanced range of recreation opportunities and enriches the lives of Tacoma’s current and future citizens.

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APPENDICES:

- I: Parks, Recreation and Open Space Projects List**
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Section I – Introduction

Open Space Vision

The following is the purpose of the Open Space Habitat and Recreation [Plan-Element](#) (OSHRPE). The policies and other guidance contained in the Plan are intended to support achievement of this vision:

Create an integrated system of habitat and recreation lands and facilities in Tacoma that defines and enhances the built and natural environment, supports and nurtures plant and wildlife habitat, offers a well-balanced range of recreation opportunities and enriches the lives of Tacoma’s current and future citizens.

The OSHREP is both a plan for an environmentally “green” Tacoma, and for a livable and active Tacoma. As Tacoma’s green plan, the [OSHRPOSHRE](#) envisions the conservation, restoration and stewardship of the City’s invaluable habitat areas and enhancement of habitat functions city-wide. As Tacoma’s recreation and active living plan, the [OSHRPOSHRE](#) envisions a system of recreation lands and facilities that meet community expectations and promote healthy living. A balanced and well-developed system of habitat and recreation lands and facilities is an essential component of a prosperous, livable and sustainable Tacoma.

An Integrated Open Space Habitat and Recreation System

Tacoma benefits from invaluable natural assets including extensive shorelines, distinctive steep slopes and gulches, wetlands and streams and upland habitat areas, as well as a well-developed system of parks, playgrounds and recreational facilities. The City of Tacoma, Metro Parks Tacoma, other public and private organizations and Tacoma’s citizens have a long history of planning for the acquisition, conservation, enhancement and management of these assets.

The plan you are reading represents the latest update to a long line of parks and open space plans. In recognition of the need for a comprehensive guide for open space and recreation, the City of Tacoma and the Metropolitan Park District of Tacoma (in short, Metro Parks Tacoma or MPT) worked together to formulate the *Recreation and Open Space Facilities Plan*, which was adopted in 1983 and amended in 1989, 1994 and 2000. In 2006, Metro Parks Tacoma adopted its own stand-alone Strategic Plan, and the City amended the *Recreation and Open Space Facilities Element* of the Comprehensive Plan. This *Open Space Habitat and Recreation [Plan-Element](#) (OSHRPOSHRE)* is an element of the Comprehensive Plan which replaces and supersedes the *Recreation and Open Space Facilities Element*.

The [OSHRPOSHRE](#) was developed in close collaboration with MPT and in harmony with the MPT’s *Strategic Parks and Program Services Plan*, with active participation by community groups including the Green Tacoma Partnership. Metro Parks Tacoma and the City of Tacoma have long been partners and key providers of open space habitat and recreational lands and facilities. From the outset of this effort participants have recognized that, while playing a central role, the City, Metro Parks and other public agencies cannot bring about Tacoma’s open space vision by themselves. This plan seeks to build the framework for ongoing and broadening collaboration to bring about Tacoma’s open space goals.

The [OSHRPOSHRE](#) is Tacoma’s vision and plan for an integrated network of open space lands and facilities, including parks, habitat areas, trails, community gardens, shorelines and landscaped boulevards, as well as habitat connections provided by trees planted city-wide. The key premise of the [OSHRPOSHRE](#) is that, irrespective of their ownership, Tacoma’s open space lands and facilities are complementary to each other, serve multiple functions, provide numerous community benefits and form a cohesive system. The many public agencies, private parties and citizens managing open space in Tacoma can benefit from an integrated open space planning perspective.

The plan’s name was chosen to emphasize the importance of two key open space functions in Tacoma—space for recreation and for habitat.

These purposes are mutually supportive. Most open space lands provide habitat value as well as serving other open space functions. While some lands contain habitat for rare or endangered species, many lands with habitat value can also appropriately serve other open space functions. Likewise, lands being managed for other functions, such as stormwater retention or recreation, can also provide valuable habitat functions.

Parks, facilities and trails are more attractive, aesthetically pleasing and environmentally healthy when they are near or integrated with natural features and lands. Habitat areas, in turn, can benefit from appropriate access and low-impact recreation through increased community stewardship, safety, and a heightened sense of community ownership. The numerous functions provided by open space are a fundamental benefit contributing to a complete and livable urban environment.



Plan Objectives

This OSHRE^P is intended to be used in harmony with other elements of the City's Comprehensive Plan, as well as Metro Parks Tacoma's *Strategic Parks and Program Services Plan (as updated)*, and will serve as a blueprint for achieving the vision and goals of Tacoma open space and in particular, the following objectives:

- Identify and communicate the City's vision, goals and policy direction for open space.
- Call for development of coordinated strategies a **Strategic Action Program** to guide implementation, support partnerships and monitor progress.

- Provide a consistent and well-developed guide for future identification, acquisition, restoration and maintenance of public open space.
- Provide a clear basis to direct future capital projects and funding allocations intended to acquire, manage, maintain or restore a variety of open space lands and facilities.
- Foster active citizen involvement and community stewardship of habitat areas.
- Aid citizens in understanding the important issues, challenges and opportunities related to Tacoma's habitat and recreation lands and facilities.
- Promote active living and foster livability through recreation lands and facilities that serve the needs and preferences of the citizens of Tacoma.
- Set a city-wide goal not only to reverse the decline of habitat functions and values, but to achieve the greatest possible net gain over the next 20 years.
- Designate Tacoma's most valuable open space habitat areas as Habitat Corridors.
- Create a framework for wetland and stream mitigation required under the Critical Areas Preservation Ordinance to achieve greater positive habitat outcomes.
- Call for city-wide strategies that support healthy habitats, including planting and maintaining trees and low impact development stormwater techniques.
- Meet the intent and requirements of the Growth Management Act related to open space, recreation and environmental protection and restoration.
- Provide a plan which is compatible with the Washington State Comprehensive Outdoor Recreation Plan and satisfies the Washington State Recreation and Conservation Office requirement to update the plan every six years to maintain eligibility for state funding.
- Maintain eligibility and improve competitiveness for funding sources including:
 - Pierce County – Conservation Futures Program
 - Department of Ecology – Hazardous Waste, Wetlands,

- Coastal Zone Management, and Water Quality
- Department of Natural Resources – Urban Forestry
- Recreation and Conservation Office -Salmon Recovery Funding Board, Washington Wildlife and Recreation Program, Aquatic Lands Enhancement Account, and Land and Water Conservation Fund
- National Oceanic and Atmospheric Administration – Coastal Lands and Estuarine Protection Program



Section II – Open Space Definition, System and Functions

Open Space Definition

The term “open space” evokes a variety of connotations to different people. In its simplest, broadest definition, it is land which is unoccupied by buildings. For the purposes of this plan, and in collaboration with Metro Parks Tacoma’s *Strategic Parks and Program Services Plan*, “**Open Space**” refers to lands which are uncovered, unoccupied or undeveloped which perform one or more of the following functions:

- **Open Space for the Conservation of Natural Resources:** includes, but is not limited to, most natural areas regulated under the City’s Critical Areas Preservation Ordinance; areas used for the conservation of plant and animal life, including habitat for fish and wildlife species; areas used for ecologic and other scientific study purposes; rivers, streams, wetlands, bays and estuaries; forested areas, oak woodlands, meadows; areas providing important habitat connectivity, including utility easements and unimproved rights-of-way; and marine beaches, lake shores, banks of rivers and streams, and watershed lands.
- ~~Open Space for Public Health & Safety: includes, but is not limited to, areas which require special management or regulation because of hazardous or special conditions such as steep slopes and unstable soil areas, floodplains and watersheds; areas required for the protection of water quality and water reservoirs; and areas required for the protection and enhancement of air quality.~~
- **Open Space for Outdoor Recreation:** includes, but is not limited to, areas of outstanding scenic, historic, cultural, scientific and/or educational value; areas offering a wide spectrum of high and low-impact recreation opportunities, including play and sports facilities; areas providing access to lake shores, marine beaches, and rivers and streams; areas providing a natural separation or buffer between land-uses;

areas serving as links between major recreation and open-space sites, including banks of rivers and streams, trails, and scenic highway corridors.

~~Open Space for the Managed Production of Resources: includes, but is not limited to, areas of importance for the production of food or fiber; areas required for recharge of groundwater aquifers; and, bays, estuaries, marshes, rivers and streams which are important for fisheries.~~

Open Space System

Functioning within a highly urbanized setting, the City of Tacoma and Metro Parks Tacoma together offer a system of open spaces ranging from low-impact, natural resource-driven habitat areas to recreation-oriented, high-impact parks and sport complexes. ~~The open space system is integrated into the overall community fabric to provide recreation, conservation, aesthetic benefits and relief from urban development and the built environment. Though open space sites can be categorized according to this system, most of Tacoma's open space sites provide a range of benefits and support the City's integrated open space system.~~

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, the Tacoma School District owns school properties that serve residents' recreation needs during non-school hours. This spectrum of publicly-owned open space is complemented by lands managed by private landowners, with whom the City will continue to partner.

Included below are the types of open space that make up the City's open space system, ranging from low-impact to high-impact recreational use:

- **Open Space Habitat Areas:** Lands that support, nurture and preserve natural and wildlife habitats and native vegetation. Habitat lands usually contain natural resources, such as wetlands, streams, wildlife, native and forested habitats, that are managed for stewardship and conservation via best management practices. These lands often provide opportunities for

environmental research and interpretative programs, in addition to low-impact recreational activities. Aside from the gulches, wetlands and other habitat areas managed by the City of Tacoma, Metro Parks Tacoma also manages "greenspace", a sub-component of open space habitat, used mainly for conservation, environmental education and low-impact recreation purposes, such as walking and nature viewing.

- **Community Gardens:** Land gardened by a community group for food, plant or fiber production, either for personal or charitable uses. Community gardens provide access to fresh produce; encourage a connection to the environment; support general health and wellbeing through outdoor activity and the therapeutic benefits of gardening; include safety and beautification benefits; create healthy soil, which helps with stormwater management; and add to a neighborhood's livability. Properly designed and managed, community gardens can greatly enhance a neighborhood's vitality and can be created on their own or in coordination with neighborhood parks, playgrounds, housing developments or apartment complexes. Community gardens generally depend on local governmental support in terms of ownership, access and management.
- **Neighborhood Parks:** Neighborhood parks provide daily convenient, walking access to basic recreational opportunities for nearby residents living within a ¼-mile radius of the park. Generally small in size, neighborhood parks are a combination of playground and other amenities/ facilities designed primarily for spontaneous, non-organized recreation activities. Properly designed and managed, these parks can enhance neighborhood identity, preserve neighborhood natural space, and improve the quality of life of nearby residents. Schoolyards offering playground opportunities often function as neighborhood parks to meet the recreational needs of the nearby residents.
- **Community Parks:** Designed to serve those residents living within a 1.5-mile radius of the park, community parks provide a wider range of recreational opportunities to accommodate large group activities, structured recreation programs, and major

outdoor recreation facilities, such as sports facilities. Community parks can enhance neighborhood and community identities, preserve natural and green space, and enhance the quality of life of community residents. Some community parks portray a design theme. These “signature community parks” have a wider community appeal and contribute to the identity of the larger community as a whole.

- **Regional Parks:** Regional parks provide visitors with access to unique features and attractions that will draw visitors from throughout the District and beyond. Regional parks often accommodate large group activities and have infrastructure to support special events and festivals. Regional parks enhance the economic vitality and identity of the entire City or region.
- **Urban Parks:** Urban parks provide visitors with access to open space in the downtown area, mixed-use centers and corridors, and high-density residential areas. Examples of urban parks include public squares, promenades, urban plazas and landscaped courtyards. Urban amenities, a subset of urban parks, include features such as landscaped boulevards, prominent public staircases, mini parks and enhanced sidewalk and landscaping features. Urban parks sometimes serve the neighborhood park needs of surrounding residents and often provide opportunities for community events. Urban parks can enhance the quality of life of the urban dwellers and workers, create an identity for the urban core and mixed-use districts, as well as promote tourism and economic development for the entire City. Open spaces on private property, such as downtown plazas associated with an office building, can serve roles similar to those of publicly owned urban parks.
- **Recreation Facilities:** Outdoor or indoor facilities offer opportunities for programmed activities to promote active living, an appreciation for nature and the environment, and to foster respect for culture and heritage amongst all ages. These facilities can be free-standing or sited within a community or regional park and are usually managed by

Metro Parks Tacoma. Examples of recreational facilities include:

- Multi-purpose centers
- Mission-led specialty centers, such as sports complexes, athletic fields, golf courses, outdoor and indoor pools, boathouse marinas, nature centers, zoos and aquariums, wildlife parks, botanical conservatories, and historic interpretative centers.

- **Active Transportation and Trails:** Trails, sidewalks, bicycle facilities and other active transportation facilities are part of Tacoma’s recreation and active living system. Walking, bicycling, skateboarding and other non-motorized activities play a vital role in health and well-being. Furthermore, many recreation and open space areas serve a dual role as active transportation links. The City’s Open Space System links with multiple other systems and ownerships to provide this important service.



Section III – Open Space Vision and Goals

Vision: ~~20-Year and 100-Year~~

~~The following statements are intended to articulate Tacoma’s open space vision. The OSHRP plan horizon is 20 years, and the 20 year vision incorporates the specific strategies and objectives of the Plan. Progress in achieving the 20 year vision is, to a greater extent, measurable, and will be incorporated in ongoing monitoring and reporting. By contrast, the hundred year vision is beyond the current planning period and not tied to specific actions. However, the long term vision informs and motivates our actions today.~~

20-Year Vision: By the year ~~2028~~2034, Tacoma will be a more livable and green City through implementing the policies in this Plan. Significant progress will have been made toward conserving Tacoma’s habitat areas. Habitat restoration efforts will be well-established and active community stewardship will play a major role. The City as a whole will have more vegetation, supporting a healthy tree canopy coverage, while achieving a decrease in invasive species. Tacoma will have achieved a net gain in overall habitat health and a reduction in the City’s environmental footprint over 20 ~~1408~~ conditions. Tacoma’s parks and recreation facilities will be assets within each neighborhood, including the downtown business district and shoreline areas. The City will have developed and improved its trail system and established links with regional trails. Tacoma’s parks and open spaces will support a high quality of life, a healthy environment and a vital economy.

~~**100-Year Vision:** One hundred years from now, Tacoma’s citizens will enjoy the benefits resulting from long-term sustained efforts to enhance our livability and environment. Tacoma’s habitat corridors will have been conserved and restored through ongoing stewardship, providing mature, high quality habitat. New habitat connections will have been established between previously isolated areas. Natural ecological functions will be integrated into each neighborhood, reducing Tacoma’s~~

~~impact on the environment and positioning Tacoma to respond to evolving expectations and conditions. A high quality of life, supported by excellent recreational opportunities, environmentally sound practices and a healthy urban forest will make Tacoma an excellent place to live and work and help to minimize the City’s environmental footprint.~~

~~Though it is unknown what opportunities and challenges will arise over the next century, the City of Tacoma, its partners and its citizens will continue to work toward this vision, ensuring that Tacoma remains a vibrant, sustainable and beautiful community today and for the generations to follow.~~



Tacoma’s Open Space Goals

The ~~OSHRP~~OSHRE Management Team conducted a needs assessment, including an analysis of plan assumptions, the community benefits provided by open space and Tacoma’s Strengths, Weaknesses, Opportunities and Threats related to open space. The policies of the ~~OSHRP~~OSHRE were developed in order to achieve Tacoma’s open space vision, based upon this needs assessment. A summary of the needs assessment is included below under Supporting Documents.

1. **Create an interconnected system of open space lands and facilities**
 - A. Conserve corridors of habitat areas
 - B. Create trails through, between and among open space areas
 - C. Create efficiency of scale for land management

- D. Provide recreational and educational benefits to citizens
- E. Improve recreation lands and facilities to meet community needs

2. Protect environmentally significant areas

- A. Conserve contiguous habitat areas and protect wildlife corridors
- B. Protect habitat and species diversity
- C. Protect significant natural features
- D. Preserve shoreline, wetlands and streams
- E. Achieve a city-wide net gain in habitat functions

3. Foster active citizen involvement in Tacoma’s open spaces

- A. Provide education about the values, benefits, and opportunities of conservation
- B. Provide technical assistance and conservation incentives to landowners
- C. Keep citizens informed of conservation programs and opportunities
- D. Support community restoration activities

4. Promote citywide green infrastructure

- A. Engage in and promote tree and vegetation planting and maintenance
- B. Utilize and promote sustainable development practices
- C. Integrate open space and environmental considerations into design and development of public infrastructure

Section IV – Policies

Recreation Lands and Facilities

Intent

Recreational lands and facilities provide invaluable benefits to the citizens of Tacoma. The **OSHRPOSHRE** goal is to locate, acquire, and manage or improve an equitable and optimal distribution of both neighborhood and communitywide recreational lands and facilities, which provide for a variety of recreational opportunities that are easily accessible. The City will continue to partner with Metro Parks Tacoma and others to plan, develop and manage Tacoma’s parks and recreational facilities.

The improvement or development of both neighborhood parks with features including open turf and informal play fields, play equipment, picnic facilities, pathways and trails, providing residents with close-to-home recreation opportunities, as well as of regional parks, major urban parks, athletic complexes, pools, indoor multi-purpose facilities, and signature attractions which draw users from across and outside the city, both greatly improve quality of life for Tacomans. Special events such as parades, and public events such as farmers’ markets, also add greatly to community vitality.



OS-R-1 Develop and Improve Recreation Opportunities

Acquire, improve and maintain land and facilities valuable for recreation purposes that support the goals of the ~~OSHRPOSHRE~~, other elements of the Comprehensive Plan and Metro Parks Tacoma's Strategic Parks and Program Services Plan.

OS-R-2 Meet Community Needs

Work with partners to provide a broad range of recreation opportunities to serve all citizens. Adopt a proactive approach to adapting to changing community preferences, while emphasizing key long term priorities such as enhancing waterfront access and Tacoma's parks. Customize park design to address the diverse demographic needs of the community.

OS-R-3 Recreational Distribution

Design and locate appropriate recreational developments, facilities and services within areas demonstrating a need for such facilities and services taking care to serve all people fairly and equitably.

OS-R-4 Design and Development

Promote design and development of recreation and open space facilities that provide for play that will enhance Tacoma's natural setting and that complement the ecology and unique features of the site or area.

OS-R-5 Multiple Use

Encourage compatible, multiple use of open space and recreation facilities.

OS-R-6 Scenic Sites and Vistas

Develop and maintain a system of scenic view sites and vistas in order to take advantage of the natural beauty of Tacoma and its siting in the Puget Sound Region, while respecting and conserving natural features and habitat areas.

OS-R-7 Bicycle Facilities

Locate and develop bicycle and pedestrian facilities that provide on- and off-road recreation for the community.

OS-R-8 Skating Corridors and Facilities

Develop new corridors and facilities for rollerbladers and skateboarders that do not conflict with other recreational uses.

OS-R-9 Public Events and Festivals

Partner with public and private entities to encourage, sponsor and support a range of public activities and events within appropriate open spaces, as well as within temporarily closed streets, such as markets, festivals and parades.



Multi-purpose Trails

Intent

Trails serve both a recreation and an ~~non-~~non-motorized active transportation function. The ~~OSHRPOSHRE~~ incorporates planning for trails inasmuch as they are recreational facilities contributing to the City's parks and open space system. ~~The A non-motorized active issues associated with trails are is~~ discussed in the Transportation Element.

Walking and bicycling provide many benefits to individuals as well as to the community. In Tacoma, trails provide opportunities for walking, bicycling, jogging, in-line skating, dog walking and wildlife watching. An integrated, safety-oriented multi-purpose trail increases mobility choices, reduces reliance on single-occupant vehicles, provides convenient access to schools, centers, transit, parks and other destinations, and encourages regular physical activity to enhance health and wellness.

The ~~OSHRPOSHRE~~ Map shows existing and planned trails within the City, as well as missing trail links that would provide valuable connections. Tacoma trails include both low-impact habitat area access trails and non-motorized corridors such as the Scott Pierson and Water Ditch Trails. In addition, the City will support development of segments of regional trails within Tacoma. More discussion of trails

and non-motorized policies can be found in the Transportation Element of the Comprehensive Plan.

OS-T-1 Trail Corridors

Develop or partner with others to provide trails and trail corridors both within open space lands and connecting destinations across the City, and create trail linkages with regional trail systems. Coordinate trail planning efforts with public agencies to ensure that city and regional trails connect with major destinations, such as community and regional parks, habitats areas, schools, libraries, business districts and Mixed-use Centers.

OS-T-2 Non-Motorized Active Transportation System

Design trails to support and link with the City's non-motorized transportation system, whenever feasible and appropriate to habitat area sensitivity. Design multi-purpose trails to encourage walking, hiking, bicycling, skateboarding, rollerblading and similar modes of travel.

OS-T-3 Trail Design

Design specific trails according to the purposes served and the location. Trails developed primarily for low-impact access to or through habitat areas should be developed to minimize their impact to the environment through location choices, narrower width, and use of pervious surfaces. Pervious pavement and low impact development techniques are preferred, especially within habitat areas. Trails developed as non-motorized transportation corridors should be wide enough for the projected use and developed with a durable hard surface.

OS-T-4 Hillside Pedestrian Pathways

In areas where streets are separated by steep slopes which are not ideal for the development of streets, and where public rights-of-way are available, consider development of staircases or paths to create pedestrian connectivity while minimizing the impact on the slope and any natural features present. When appropriate, within downtown and mixed-use centers, pursue opportunities to incorporate urban amenities such as landscaping, plazas or architectural features and/or to incorporate such pedestrian connections as part of an urban park.



Urban Parks in Downtown and Mixed-use Centers

Intent

As the areas planned for the most intense and dense development within the City, downtown and the other mixed-use centers are home to many of Tacoma's residents as well as where Tacoma residents work, shop, dine and recreate. Attractive, well-designed public parks and open spaces are essential assets to the community and economic vitality of these areas.

Urban parks should be well-designed and fitted to their unique locations. Urban parks and facilities are among the defining characteristics of their neighborhoods and the City as a whole. New recreational facilities in downtown and the centers should be designed to use land efficiently. Small but well-designed parks, plazas, gardens or other open spaces can provide invaluable relief from the built environment, as well as recreational and social opportunities.

Urban parks and open spaces serve multiple purposes and should be designed for flexible and creative uses. Open spaces in dense urban neighborhoods serve as parks, as well as providing viewpoints (such as Fireman’s Park in downtown), extensions of the pedestrian system (such as mid-block staircases or hill-climb assists), gathering places for public events like farmers markets, theatrical events and other functions. Urban park design should integrate building, landscaping, indoor, and outdoor pedestrian areas with easy access to the pedestrian network of the center, and should accommodate a diversity of activities.

Downtown and the centers also provide opportunities to pursue innovative approaches to parks and open space development. Because of the higher land values of land downtown and in centers, public-private partnerships may be a possibility. Given the complexity of issues within the centers, such projects should typically address multiple goals. In the downtown area, one significant issue is the separation from the waterfront caused by State Route 705. Some innovative examples of multi-functional open spaces include the open space and pedestrian connection between downtown and the Thea Foss Waterway via the Bridge of Glass and Seattle’s Convention Center which is built on top of Interstate 5.

Landscaped sidewalks and widened boulevards are important open spaces for pedestrians, shoppers, diners and others and should be developed attractively according to complete streets principles. Linear parks within streetscapes can be developed and improved with street furniture, gardens, court games, water features, public art and other amenities. Streets are also valuable temporary open space areas for special events such as parades and farmers’ markets.

Private open spaces such as courtyards, balconies and rooftop gardens play a vital role. The City’s zoning regulations encourage private open space by offering development incentives for the private provision of open space and public amenities. Further discussion of downtown and Mixed-use Centers can be found in the Growth Strategy, Generalized Land Use and Downtown Elements.

OS-UPMUC-1 Open Space within Centers

Ensure open space is provided in the Mixed-use Centers as the population in the center increases.

OS-UPMUC-2 Siting and Design

Recognize the primary importance of urban parks and open spaces, and invest in well-chosen designs and locations. Provide a range of urban parks suited to their unique locations and accommodating a broad range of activities and park users, ranging from small plazas and gardens to large urban attractions. Park designs should connect with and provide easy access to the pedestrian network of the center.

OS-UPMUC-3 Identify Open Space Needs within Centers

Work with the Green Tacoma Partnership, Metro Parks Tacoma, Neighborhood Councils, business district associations, property owners, and residents to identify open space, park, and recreation needs within Mixed-use Centers. Identify potential locations and opportunities for further action and use innovative methods and partnerships to fund the identified needs.

OS-UPMUC-4 Partner with Public Institutions and Private Landowners

Recognize and collaborate with public and private organizations, including schools, universities and colleges, utilities, hospitals, churches, businesses and private landowners, some of which have a large footprint incorporating open space and pedestrian features. Explore options for public-private partnerships and other innovative approaches to providing open spaces within centers.

OS-UPMUC-5 Mechanisms to Create Urban Parks

Develop zoning incentives, controls and/or funding mechanisms, such as Transfer of Development Rights, to create highly functional urban parks and amenities within Mixed-use Centers, downtown and Planned Residential Developments.

OS-UPMUC-6 Fee In Lieu Program

Consider adopting a fee-in-lieu program that would allow development to contribute toward open space, park, community garden, or recreation space within a Mixed-use Center rather than providing on-site open space.

OS-~~UPMUC~~-7 Streets and Sidewalks as Temporary Open Space

Support and encourage the use of streets and sidewalks within centers as open space on a temporary or intermittent basis for a range of activities such as markets, festivals, shopping, dining and recreation, while ensuring safety and balancing street and sidewalk use for transportation.

OS-~~UPMUC~~-8 Public Streets as Linear Urban Parks

Seek opportunities, including joint ventures with public or private partners, to create a park-like environment within public rights-of-way, incorporating features such as widened sidewalks, street amenities and furniture, and landscape planting. Engage in a collaborative process to identify appropriate streets for such treatment, based upon factors including current uses and travel demand, maintenance issues, adjacent land uses and partnership opportunities.

OS-~~UPMUC~~-9 Reconnect the Waterfront

Seek opportunities to re-connect the waterfront to abutting neighborhoods, in particular downtown and the Thea Foss Waterway, through developing multi-functional open spaces, trails and/or recreational facilities that provide or enhance pedestrian connectivity between downtown or other centers and the waterfront.



Green Infrastructure

Intent

To achieve a greener Tacoma, the ~~OSHRPOSHRE~~ calls for restoring and enhancing environmental functions throughout the City through planting and maintaining trees and landscaping, and reducing impacts from stormwater and environmental pollution. Enhanced vegetation along streets and freeways, as well as on private land, can help create habitat connections that support and expand the habitat areas. Vegetation, such as trees and shrubs, filter air pollutants, help to counteract climate change, produce oxygen, buffer noise, improve pedestrian safety and comfort, and provide beauty and shade. In addition, street trees add a human scale to the built environment and help soften affects of urbanization.

These strategies promote the overall health of the urban forest within which we live and improve the aesthetic experience and image of the City. Habitat areas provide cleaner air and water but their health is in turn affected by runoff, pollutants and other impacts. The benefits are very important to the health and well-being of Tacoma residents, the Puget Sound and the greater region.

~~These strategies require cooperation among various City departments and public agencies, as well as voluntary actions by businesses and individuals. In publicly owned areas such as streets and utility easements, the City and its partners will lead by example. Volunteers can play a major role in planting, maintenance and habitat restoration.~~

Public streets and sidewalks constitute a large percentage of the City's impervious surface, generating runoff and pollutants. Reducing the amount of impervious surface, implementing low-impact development (LID) stormwater techniques and increasing vegetation planting within City rights-of-way can assist in creating a greener Tacoma. Techniques to accomplish this include reducing the amount of pavement, utilizing pervious pavement, installing rain gardens, and installing traffic circles and medians which can be planted with vegetation. These techniques can also help to achieve traffic calming goals and a better balance

between vehicles, pedestrians and bicycles, and are part of a “complete streets” approach.

“Complete streets” is a term used to describe streets designed to enable safe, attractive and comfortable access for all users. The City of Tacoma defines “green streets” as a subset of complete streets where implementation of green infrastructure practices such as reducing road widths, utilizing low impact development stormwater techniques and vegetation planting will be prioritized.

Interstate 5 and State Route 16 provide many visitors to Tacoma with their first impressions of the City. Attractive landscaping will greatly improve this impression by signaling to visitors the importance Tacoma places on the environment. Landscaping will provide a buffer from traffic impacts to nearby neighborhoods, as well as provide invaluable habitat functions. In addition to their primary function as transportation corridors, these routes can serve as green corridors connecting habitat areas across the City and beyond.

Other opportunities include engaging in habitat restoration on utility properties and corridors, and trail corridors. Often, utility properties can be maintained in a largely undeveloped state and still serve their utility function. Trail corridors may also include room for vegetation.

Additional discussion can be found in the Environmental Policy, Transportation, Land Use, Neighborhood and Capital Facilities Elements.



OS-GI-1 Green Neighborhoods

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. Determine the existing canopy coverage and develop a process to monitor progress toward achieving the identified goal. Amend the Comprehensive Plan to adopt the specific canopy goal once it is established.

OS-GI-2 Green Streets

Designate specific streets, trails and other public rights-of-way which are the most appropriate for implementation of green infrastructure practices, based on their location, width, traffic volumes, adjacent uses, prominence, potential to enhance habitat connectivity, contiguity with open space areas and/or other considerations. Prioritize those streets for implementation of such measures.

OS-GI-3 Green Corridors

“Green” Tacoma through citizen mobilization, outreach, and education working to identify, designate, and green corridors throughout the city. Provide connections between habitat areas and recreational opportunities through neighborhood green corridors. Use incentives and innovation to achieve canopy cover goals. Partner with local farms and nurseries to offer options for local residents to increase tree plantings in yards.

OS-GI-4 City Leadership

The city will lead by example and seek opportunities for pilot projects and innovative designs that reduce the footprint of construction or infrastructure projects and/or green the city.

OS-GI-5 Tree Planting and Maintenance

Actively engage in tree planting, maintenance of native and climate-adapted trees and plants, and preservation of large trees city-wide. Encourage and work with partners to conserve, plant and maintain trees and landscaping. Prioritize street and freeway rights-of-way, and include utility rights-of-way, parks, school sites, and other public property when appropriate. Trees and landscaping should be appropriate to the location and conditions, and seek to avoid or minimize conflicts with existing public infrastructure and/or utility facilities.

OS-GI-6 Encourage Voluntary Plantings

Develop an incentive and/or outreach program to encourage voluntary plantings of native and climate-adapted trees and plants on private property.

OS-GI-7 Sustainable Development Practices City-wide

Encourage and support sustainable development practices throughout the City, such as low impact development stormwater management, green building and complete streets. Review and update City regulations on an ongoing basis, as new information and opportunities become available, to better achieve outcomes in terms of green infrastructure goals.

OS-GI-8 Streetscape Improvements

Recognize that streets and sidewalks provide a vast amount of public space, and develop complete streets standards and low impact development street sections for creating a balance between pedestrians, bicycles and automobiles, making sidewalks pleasant and functional public spaces, and accommodating low impact development stormwater management.

OS-GI-9 Highway Planting

~~Partner Engage~~ with the Washington State Department of Transportation (WSDOT) to ~~initiate and convey the high priority Tacoma sets on the quality and timeliness of installing maintain~~ landscape plantings along interstate and highway routes within the City. ~~It is very important that landscape installation, and ongoing maintenance, be effective in beautifying these vital gateways to Tacoma; enhancing natural function and connectivity within Habitat Corridors; providing effective screening from freeways for sensitive neighborhoods; and, making substantial progress to achieve Tacoma's urban forestry goals through planting a mix of tree sizes and species, including large height and canopy trees. Prioritize highway planting as it offers a large opportunity for carbon sequestration as well as city beautification.~~

OS-GI-10 Stormwater Nexus

~~Recognize and leverage the role that natural open spaces play in achieving stormwater management and water quality goals.~~

Community Gardens

Intent

Community gardens are locations for individuals to grow food on public or communally held land—an innovative approach to incorporating small-scale agriculture into the lives of city dwellers. Such practices can support Tacoma's open space goals in a number of ways, including bringing a positive community use to underutilized urban open spaces, adding to the City's vegetation and green canopy, preventing undesired or illegal activities through fostering community ownership of open spaces, aiding stormwater management by improving soil quality, raising awareness of both urban open space and regional farmland issues, creating a sense of community, and improving health. Community gardens provide residents with access to fresh produce while supporting physical activity and general well-being. ~~The affects of bringing residents together at a literal grassroots level results in a more closely knit, safer and more visually pleasing neighborhood.~~

~~Metro Parks Tacoma currently manages three community gardens — Kandle, Franklin and North 21st & Proctor — which at the time of this writing are filled to capacity. Other community gardens, such as Neighbors Park, are run by community groups, nonprofits or educational institu~~

~~Tacoma is now (2014) home to more than 35 community gardens, including 11 on City-owned property. Gardens are managed by MPT, churches, community groups, schools and other organizationstions — and the interest continues to grow.~~

OS-CG-1 Community Gardens

~~Make Tacoma a model for city and community-supported Community Gardens.~~ Support and develop existing and new community gardens within parks and on appropriate public and private lands. ~~Consider Continue to enhance Tacoma's existing gardens, and support~~ creative approaches to managing community gardens, such as support by education institutions or volunteer management by community organizations.



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.~~ Further discussion and policies and regulations for shorelines are contained within the City's Shoreline Master Program (SMP).

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.

OS-SH-6 Shoreline Public Access Alternatives

[Implement the priority actions identified in the Shoreline Master Program Public Access Alternatives.](#)

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 terms. Many open space habitat areas are

undeveloped because they are inherently less developable. Steep slopes are not only more expensive to build on, but are also susceptible to slope failure. Wetlands and riparian corridors are periodically subject to flooding. Leaving geologically hazardous and flood-prone areas undeveloped improves public safety, as well as allowing the natural systems to perform functions which benefit the environment. Vegetation stabilizes steep slopes, reducing erosion and slope failure. Plants absorb carbon dioxide and supply oxygen, thus counteracting human-caused climate change. Foliage captures dust and airborne pollutants, cleaning the air. The shade and transpiration of vegetation cools air and stream temperatures.

Habitat areas, especially in highly developed urban areas, are often treasured and can be the focus of community building activities. Undeveloped places within urban areas often have groups loosely organized to advocate their conservation or restoration – or they provide an opportunity to coalesce such groups. They are a focus for community building and for strengthening relationships between neighbors and public agencies responsible for acquiring, managing and maintaining them.

Many of the functions and values provided by habitat areas are dependent on connectivity with other habitat areas. Habitat Corridors are generally larger, geographically connected or contiguous, defined areas that typically combine multiple habitat functions and features (such as streams, wetlands, slopes and larger contiguous habitat areas). Tacoma’s Habitat Corridors were identified based on factors including the size of the undeveloped area, the presence of environmental features, potential connectivity with other habitat areas, and current ownership and land uses (see map Figures 1 and 2).

The Habitat Corridors contain Tacoma’s most valuable habitat lands. The vision is to conserve and restore habitat for as much of these areas as possible. Reflecting their greater degree of habitat features and connectivity, the designated Habitat Corridors are considered priority areas for habitat-related open space programs, including habitat acquisition and restoration.

~~Habitat-related open space projects within Habitat Corridors, all things being equal, will be given priority over similar efforts outside the corridors. Habitat areas outside the designated Habitat Corridors do provide valuable habitat~~

~~functions and should also be conserved when possible.~~ It should be noted that the Corridors also encompass existing development—if feasible, such sites should be managed to enhance the habitat function of the overall Corridor via vegetation planting and maintenance and other approaches.

Critical areas regulations pertaining to development proposals within the designated Habitat Corridors should be evaluated. For instance, currently, these regulations apply to development impacts on steep slopes for hazards such as slope stability, but do not consider the habitat value of natural vegetation and topography. Thus, vegetation removal and slope stabilization can potentially lead to a complete loss of habitat functions. ~~The review should consider regulatory and/or incentive-based measures to provide greater protection to undeveloped land within the Habitat Corridors.~~



OS-HA-1 Citywide Gain In Habitat Functions

Proactively seek not only to reverse the decline but to achieve the greatest possible gain in habitat functions city-wide over the next 20 years.

OS-HA-2 Habitat Corridors

Target habitat-related resources and programs within the designated Habitat Corridors—the City’s priority areas for habitat conservation and stewardship depicted on the Open Space System Map.

OS-HA-3 Delineate High Value Habitat Lands

Work with the Green Tacoma Partnership and other partners to delineate and designate all habitat lands with high natural habitat values within the City, in order to guide their future land use and management.

OS-HA-4 Acquire, Conserve and Restore Habitat Areas

Acquire ownership or interest in all high value habitat lands depicted on the Open Space System map, or otherwise delineated, by 2028. Proactively seek permanent conservation and restoration. Lands acquired for their habitat functions and values, including new acquisitions and those currently owned by the City, shall be conserved as habitat lands in perpetuity, or in rare circumstances replaced by acquisition and conservation of habitat areas elsewhere in the City of greater habitat value.

OS-HA-5 Funding for Habitat Acquisition

Use innovative, creative methods to fund opportunities to conserve habitat areas. Consideration should be given to developing a fund that would provide match for any privately raised funds.

OS-HA-6 Low-impact Access and Recreation

Develop low-impact access and recreation/education opportunities within publicly-owned habitat areas, such as hiking, bird and wildlife observation, and waterfront access, when such access is desired by the public, appropriate to the habitat and site conditions and will minimize or avoid impacts to the habitat. Seek to prevent public access, including off-leash pets, that is harmful to habitat functions. Access is not appropriate to sites that contain endangered species or other similarly sensitive features.

OS-HA-7 Sustainable Development Practices for City Properties within Corridors

Strive to minimize development of new public infrastructure and improvements on valuable habitat lands within the designated Habitat Corridors. On-going maintenance, alterations and redevelopment of currently developed sites is acceptable. However, new development, with the exception of low-impact recreation or environmental education facilities such as interpretative signage and trails, of previously undeveloped city-owned habitat lands is strongly discouraged and should be considered only if other feasible alternatives are not available. When new development of such lands is deemed necessary, design and construct, to the extent feasible, to minimize the impacts to habitat functions through use of low impact development stormwater techniques, alternative routes and siting, green building techniques and other approaches.

OS-HA-8 Conserve Threatened Properties

Partner with non-profits, private parties and public agencies to conserve habitat areas from development both permanently and temporarily, until such time as they may be permanently conserved.



OS-HA-9 Habitat Area Acquisition Strategy

Habitat area acquisition strategy and alternatives ranking will place the highest priority on acquiring properties with the following characteristics:

- A high degree of habitat health and quality, location within Habitat Corridors, presence of threatened or endangered species or habitats, presence of wetlands, stream, lake or shoreline, and the probability of loss of the property.
- Also significant in ranking are the site's habitat restoration potential, offered sale price, and manageability issues.
- Of lesser but still relevant significance are the site's proximity to other protected sites, the presence of a volunteer restoration group, whether the site serves one or more valuable open space functions in addition to providing habitat, whether conservation of the site would support habitat health within or near a designated Wetland or Stream of Local Significance, and whether the site is within an area underserved by open space.

OS-HA-10 Habitat Restoration Strategy

Habitat restoration strategy and alternatives ranking will place highest priority on areas with the greatest potential to reach their target habitat community and condition, and will factor in costs, available resources, and the presence of a volunteer stewardship group. Restoration shall be completed according to applicable Best Management Practices.

OS-HA-11 Habitat Stewardship Outreach and Training

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.

OS-HA-12 Development Standards within Habitat Corridors

Identify potential regulatory and/or incentive-based approaches to providing greater protection for the habitat functions of habitat lands located within the designated Habitat Corridors. Update regulations, if appropriate.

OS-HA-13 Habitat Corridor Identity and Connections

Engage in and encourage activities that improve environmental connectivity, enhance the profile of, and encourage public access to Habitat Corridors, including converting landscaped areas on developed sites to native plantings and expanding such landscaped areas, and developing interpretive signage and thematic streetscape design features.



concentrating them within Tacoma’s most valuable habitat areas. This landscape approach can in certain situations be more effective than the standard approach which emphasizes onsite, in kind mitigation. Another application of this concept is a fee-in-lieu program for wetlands, which allows mitigation to occur offsite by collecting a fee which will be used to pay for mitigation in a pre-designated site within the Habitat Corridors.

~~Streamlining the permit process for voluntary restoration activities occurring within critical areas or their required buffers, and utilizing Best Management Practices, will facilitate such efforts while ensuring they are done right without inadvertently harming sensitive environments.~~

~~In addition, t~~The development of voluntary Habitat Management Plans (HMPs), which can be used in lieu of full permitting processes for habitat restoration activities, can help facilitate restoration. “Backyard Wilds” HMPs would focus on providing approved example plans for individual homeowners that wish to remove invasive vegetation and replant native vegetation within wetland, stream or fish and wildlife habitat conservation area buffers. Community HMP’s would focus on providing a process for larger, more complex plans to be adopted or approved through a formal process. Metro Parks or Municipal HMP’s would focus on formally designated, larger open spaces such as an entire gulch or stream corridor. The HMPs would incorporate streamlined permitting and provide ongoing guidance for restoration activities.

Critical Areas Preservation

Intent

The GMA requires that local jurisdictions adopt regulations based on the best available science that ensure there will be no net loss in critical areas functions and values, which the City has accomplished through adoption of the Critical Areas Preservation Ordinance (CAPO). Open space habitat areas often contain critical areas such as streams, wetlands, steep slopes, and animal and plant habitat. Thus, there is a strong link between the City’s environmental and open space goals and the CAPO.

The CAPO requires that activities that have impacts on wetlands or streams mitigate those impacts. However, mitigation options are often limited if the site is small or disconnected from other wetlands or streams. The designation of the Habitat Corridors creates the framework for allowing required mitigation to occur within an area that has been pre-identified as having a higher priority for mitigation. Thus, the positive benefits from the mitigation can be magnified by

OS-CAPO-1 Advanced Mitigation of Wetland/Stream Impacts

Develop regulations to allow the use of advanced mitigation techniques, including offsite mitigation accomplished within pre-identified mitigation sites and mitigation banks.

OS-CAPO-2 Fee In Lieu Program

Develop a fee in lieu program, to include wetlands and their buffers, and riparian corridor areas of streams, that directs required mitigation eligible for fees in lieu to appropriate high value habitat areas within the Habitat Corridors. Funds collected shall be adequate to mitigate permitted impacts, and commensurate with those impacts.

OS-CAPO-3 Streamlined Permitting Process for Restoration

~~Continue to r~~Review regulations to identify opportunities to streamline permitting for restoration projects, including invasive species control, hazard tree removal, and other standard restoration activities, while ensuring that impacts to critical areas and their buffers are avoided. Update regulations, if appropriate.

OS-CAPO-4 Habitat Management Plans

~~Continue to refine~~Develop regulations and a supporting review criteria and framework for Habitat Management Plans that support and streamline habitat restoration activities.



Administration and Operation

A key objective of the ~~OSHRPOSHRE~~ is to provide guidance for public agencies responsible for acquiring, restoring, developing and/or managing open space lands and facilities. The following sections contain policy guidance on these administrative and operational issues. The policies apply most directly to Tacoma’s Open Space Program, but some are pertinent to the open space-related decisions of other City departments. The policies may also be useful for other public and private parties, in particular for City coordination with Metro Parks Tacoma.

~~Strategic Action Program~~ Implementation and Funding

Intent

The City’s Open Space Program is responsible for pursuing the achievement of the City’s open space goals, and administers funds dedicated to that purpose. ~~Policy guidance is necessary in order to enable the Program to be consistently effective in terms of utilizing funds and resources, identifying new funding strategies, and prioritizing and scheduling implementation actions.~~

~~Furthermore, a~~ structured approach to developing and cooperatively implementing a work program, and to monitoring progress, promises to greatly improve results. The following policies provide guidance on the creation, funding and administration of such an approach—~~the OSHRP Strategic Action Program~~. Further guidance is contained in Section V – Implementation.

OS-PF-1 Strategic Action Program Collaborative Implementation

Develop and implement a ~~Strategic Action Program collaborative strategy~~ that directs implementation of the ~~OSHRPOSHRE~~, by identifying tasks and short-term objectives and specifying timing, funding and responsibilities for each. Develop an ongoing monitoring and reporting approach ~~for progress in implementing the Program~~.

OS-PF-2 Open Space Funding Allocation

The City’s Open Space Fund will be utilized toward the achievement of the ~~OSHRPOSHRE~~ vision and goals. The Open Space Fund will be spent, ~~as allocated in the OSHRP Strategic Action Program~~, for the acquisition, restoration, development and management of open space lands and facilities, with a smaller portion allocated toward planning, outreach and education. The Wetland Mitigation Fund will be used to acquire property and/or enhance wetland and/or stream functions in order to achieve a net gain in such functions.

OS-PF-3 Identify New Funding Sources

Recognizing that an increase in funding is essential to the timely achievement of the goals of the [OSHRPOSHRE](#), identify and pursue new funding sources and strategies. New funding sources may include new allocations of City funds, funding from other public agencies, public bond measures, grants, non-profit or private sources, and/or other sources, as well as innovative funding mechanisms such as a Transfer of Development Rights program.

OS-PF-4 Leverage Funding

Utilize City funds to leverage other funding sources whenever feasible, including funds from state and federal agencies, loans, foundation gifts, grants, and private donations.

OS-PF-5 Capital Recommendations

Potential acquisitions, development projects and other open space habitat and recreation investments should be evaluated using the following prioritization criteria: Consistency with the goals and policies of the [OSHRPOSHRE](#) and other Comprehensive Plan elements; responsiveness to City Council priorities; ongoing maintenance and cost impacts; citizen input; multiple benefits served by the project; the availability of special funding; affordability and cost/benefit analysis; positive neighborhood impacts; suitability of the site; the geographic distribution of similar features; long-term economic impacts; and, the possibility of losing a distinct opportunity.

OS-PF-6 Surface Water Funds

Dedicated funds generated through surface water fees will be utilized to conserve, restore and manage the City's natural Open Space Inventory, pursuant to achieving surface water management goals.

Citizen Involvement, Public Outreach and Education

Intent

Citizen involvement in the provision and maintenance of open space is vital to a successful open space program. Involvement can occur in many different ways. Numerous committees, boards, and advisory groups provide citizen comment and review on a variety of related topics. Citizens are also involved in planning, stewardship, maintenance and security, fundraising and advocating, and of course visiting, utilizing and enjoying habitat and recreation lands and facilities. Community groups take a direct hand in open space conservation through volunteer work parties, donations and advocacy.

OS-CI-1 Promote Citizen Involvement

Foster and empower citizen involvement in planning, locating and utilizing recreational services and facilities in accordance with the needs and desires of those to be served, as well as in initiating, planning and participating in habitat restoration activities.

OS-CI-2 Volunteer Stewardship

Support and empower citizens and community groups to adopt local habitat areas in order to engage in restoration activities. Support existing and new volunteer stewardship programs including but not limited to those established by the Metro Parks Tacoma (CHIP-in!), Citizens for a Healthy Bay (Adopt-A-Wildlife Area program, Storm Water Education program, and Citizen Keeper program), City of Tacoma Adopt-A-Spot and Splash Grant programs, Washington State Department of Transportation Adopt-A-Highway program, and others.



Partnerships

Intent

Given the scarcity of funding and staff resources for open space purposes, there is a real need to develop cooperative approaches that allow pooling of those resources. No single agency, nor indeed the public sector as a whole, has sufficient resources to achieve the ~~OSHRPOSHRE~~ vision. For this reason, cooperative arrangements and partnerships between public, private and non-profit entities and individuals are necessary. ~~Another reason for partnerships is that natural features and trail corridors often span jurisdictional boundaries as well as multiple public and private ownerships.~~

~~The City of Tacoma and Metro Parks Tacoma are two of many agencies, organizations and individuals involved with parks, recreation and habitat conservation and stewardship in Tacoma. The following is a representative list: There are state agencies (Departments of Fish and Wildlife, Ecology and Transportation, the Recreation and Conservation Office, the Washington State Historical Society); other local governments (Pierce County, Port of Tacoma, Tacoma-Pierce County Health Department, Tacoma Public Utilities, Tacoma Housing Authority); educational institutions (Tacoma School District, Tacoma Community College, University of Puget Sound, Pacific Lutheran University, Evergreen State College, University of Washington Tacoma); non-profit organizations (Citizens for a Healthy Bay, Tahoma Audubon Society, Cascade Land Conservancy, Sierra Club, Puget Creek Restoration Society) and site specific neighborhood groups. Each has particular interests, resources and responsibilities.~~

Joint use and planning for achieving multiple purposes should be pursued whenever possible, while ensuring that activities are complementary and enhance habitat and recreation goals. Joint use and planning can provide opportunities to meet multiple goals on a single site, such as habitat enhancement within a high-impact recreation park or utility property. In many cases, such cooperation can lead to efficiency gains as well as helping to create vibrant, interesting and attractive spaces where a range of activities and facilities work together synergistically. ~~Joint use and planning is not limited only to public agencies—private~~

~~organizations, businesses and land owners will be an integral part of the open space program.~~

Parks, habitat areas, trails and other features don't typically end at the city limits. Habitat areas, in particular, follow the lay of the land rather than political boundaries or agency service areas. This highlights a need to coordinate with Tacoma's neighboring jurisdictions and other political entities. The ~~OSHRPOSHRE~~ Map designates Habitat Corridors within the City, and also shows where those habitat areas extend across Tacoma's borders into neighboring jurisdictions. The map also indicates opportunities for Tacoma to connect to regional trails.

Open Space Current Use Assessments are a program authorized by State law (RCW 84.34) to encourage and support private land conservation efforts. Current Use Assessments reduce the property tax burden on landowners who agree to conserve the open space qualities of their property. Only areas valuable as open space, and meeting state, county and local criteria, are eligible and the reduction is proportional to the public benefits of retaining the site as open space. High taxes can create a perverse incentive to develop open space properties. Current Use Assessments can be effective when public funds for conservation are limited and purchase of property or property rights is not currently possible. The cost to the public is relatively small and is proportional to the public benefits in each case. Thus, Current Use Assessments are a useful tool that can help retain open space until such time as it can be permanently conserved.



OS-P-1 Coordinate Efforts

Coordinate and cooperate with federal, state, regional and local governmental jurisdictions, non-profits and the private sector, as well as with other City departments, on the full spectrum of strategies to conserve, restore and manage our natural resources and to develop high quality recreation opportunities.

OS-P-2 Cooperation beyond Tacoma’s Borders

Work with adjacent jurisdictions, state and federal agencies, and non-profit organizations to conserve and restore habitat areas that transcend the City borders, to develop and connect to regional trails, and to explore opportunities to cooperate in planning and development of recreational opportunities.

OS-P-3 Green Tacoma Partnership

Work with the Green Tacoma Partnership and other partners to implement ~~the~~ habitat conservation and stewardship goals ~~of the~~ **OSHRP**.

OS-P-4 Private Organizations and Individuals

Encourage private citizens, landowners, businesses and organizations to provide recreation and open space lands or facilities for public purposes through the dedication of land or easements, private conservation efforts, donations to open space programs, sponsorship of recreational or habitat restoration activities and other actions.

OS-P-5 Joint Use for Habitat Restoration

Partner with public and private landowners to support and encourage habitat restoration on properties, such as utility corridors or sites with critical areas, which are intended to remain relatively undeveloped and can support significant habitat functions.

OS-P-6 Current Use Assessment

Encourage and support the use of the Open Space Current Use Assessment program for privately owned sites valuable as open space. Inform the public of the program and seek opportunities to streamline the review process.



Citywide Conservation Approach

Intent

The reality of habitat conservation efforts is that available funding and staffing resources rarely keep pace with the need. To illustrate this point, Tacoma’s 1965-1975 Open Space Plan indicated the City’s estimate of approximately 800 acres of open space for conservation. ~~Though progress has been made~~ **Today**, the majority of those areas remain unprotected. Tacoma has a long way to go to conserve the majority of its most valuable habitat areas.

Fundamentally, the attempt to conserve Tacoma’s habitat areas is a race against the clock—development and other impacts, many of them effectively irreversible, are sure to continue as time goes on. Given this inherent urgency, efforts to remove barriers, reduce costs and streamline processes for open space acquisition, management and restoration are needed.

Some examples of practices and procedures that can have significant implications for open space habitat areas include street vacations, the surplus and sale of public property, subdivision requirements, the regulation of critical areas and utility fees. When appropriate, permit application fees could be waived for publicly beneficial permit applications ~~(this is already the practice with some affordable housing permit fees)~~. ~~Stormwater utility fees that are charged to all property, including open space parcels, place a burden on limited funds, although habitat areas do not generate but rather infiltrate stormwater since they are undeveloped and vegetated.~~

Undeveloped properties located within designated Habitat Corridors in public ownership should be reviewed to determine whether such properties are important in meeting the mission of the department that owns title. If not, then the properties should be considered for inclusion in the Open Space Inventory and permanently conserved as habitat lands. Likewise, properties currently on the Open Space Inventory which are located outside the Habitat Corridors and/or provide little value as open space, could be transferred to another use or sold.



OS-CW-1 Street Vacation and Surplus Property Process

Recognizing that street vacation requests and City property identified as surplus often pertain to habitat areas, the City will take steps to ensure that such processes are reviewed in light of the goals of the [OSHRPOSHRE](#). Sites and properties located within the designated Habitat Corridors should, whenever feasible, be retained by the City and conserved as habitat areas.

OS-CW-2 Transfer of General Government Property

General Government properties located within the designated Habitat Corridors that are deemed unnecessary for the department holding title's primary mission, should be considered for transfer to the Open Space Inventory 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.

OS-CW-3 Streamline Processes and Reduce Costs

Given the scarcity of funds and resources available for habitat area acquisition, restoration and maintenance, City fees and processes should be reviewed and modified when feasible to ensure that the minimum administrative cost is borne by public funds intended for conservation and restoration.

Acquisition and Management of Land and Facilities

Intent

The following policies provide guidance for the acquisition, development, management and maintenance of open space lands and facilities—~~the range of actions for which open space lands and facilities managers are responsible. Such guidance is necessary in order to ensure consistency and effectiveness in the implementation of the City's Open Space Program, and will also provide pertinent policy guidance to other City departments responsible for activities on or affecting open space lands and/or facilities. Finally, this guidance will be useful for other public and private parties seeking to effectively and consistently manage open space lands and facilities. These policies apply generally to all types of habitat and recreational lands and facilities managed under the OSHRP.~~

Transfer of Development Rights (TDR) is an innovative policy tool for achieving public goals, including conservation of open space. TDR uses a voluntary, market-based approach to move development rights from areas where growth is deemed less appropriate, such as farms, natural lands, historic sites, parks and recreation areas, into areas where infrastructure, roads, schools, parks and services are available to support development. Development rights are purchased from landowners in "sending areas", in exchange for a covenant that prevents future development of the property. The development rights are then used to purchase an increase in development potential within "receiving areas," such as urban centers where more growth is planned. Tacoma's Generalized Land Use

Element calls for Tacoma to cooperatively explore options for development of a TDR program, and indicates that if such a program is developed, the mixed-use centers are appropriate “receiving areas” for the transfer of development rights from other locations in the City, county and region. ~~Such transfers could potentially occur within or between Mixed-Use Centers if appropriate sending sites are identified within them.~~

OS-LF-1 Acquisitions

Purchase or accept donations of land or interests in land suitable for habitat and/or recreation, according to the acquisition process and ranking criteria outlined in the ~~OSHRPOSHRE~~ and Strategic Action Program. Avoid accepting land that has little value as open space or carries management liabilities that outweigh the benefits to the public of City ownership.

OS-LF-2 Open Space Inventory

Maintain an official inventory of City-owned open space properties. Properties on this inventory shall, whenever feasible, be permanently conserved for open space purposes and managed according to the policies of the ~~OSHRPOSHRE~~. Properties shall not be removed from the inventory unless it is verified that they were added in error or determined that they do not provide significant open space benefits, they are being transferred to another party which will maintain them in permanent conservation or, in rare circumstances, they will be replaced by the addition of lands of significantly greater habitat or other open space value.

OS-LF-3 Long-term Additions to Publicly Beneficial Open Space

Develop zoning and other approaches to ensure the provision of publicly beneficial open space when redevelopment occurs.

OS-LF-4 Adaptive Management

Plan for ongoing land management at the land acquisition stage, incorporating the principle of adaptive management to allow for changing conditions or new information.

OS-LF-5 Best Management Practices

Develop and use Best Management Practices (BMPs) for the management and maintenance of habitat lands. BMPs will provide guidance on the full spectrum of issues pertinent to ongoing habitat land management. The City of Tacoma and its partners shall strive to fully implement the BMPs through management of publicly-owned habitat lands, and will support and encourage all property owners to implement them. BMPs will be updated according to advances in the field and science.

OS-LF-6 Coordinated Management Plans

Partner with public and private entities, including community groups, to develop coordinated management plans for specific habitat lands, incorporating a holistic approach to managing the unique challenges and opportunities for joint use, public access, habitat restoration and social issues. Such site-based plans may be integrated with Critical Areas Preservation Ordinance Habitat Management Plans when critical areas are present.

OS-LF-7 Renovation, Maintenance, and Security

Seek to ensure that Tacoma’s open space system provides a sense of security, safety, and well-being for its users. ~~Partner with Metro Parks Tacoma and other stakeholders to address concerns.~~ Proactively seek to eliminate illegal activities such as dumping, transient encampments, littering and graffiti by fostering positive community engagement in the area, application of Crime Prevention Through Environmental Design (CPTED) principles, and other means. Recognize that community engagement is the best way to ensure safety.

OS-LF-8 Historic, Cultural, and Art Resources

Pursue incorporation, preservation and, if appropriate, display of historic, cultural and art resources within open spaces. Adopt formalized policies, procedures and criteria for accepting, siting, and designing public art, interpretive displays, historical monuments, commemorative displays, or other cultural or artistic installations within publicly-owned open space and parks. The presence of historic and/or cultural features supports the conservation of an area as open space.

OS-LF-9 Site Amenities

Provide well-designed, barrier-free and appropriate access and amenities at parks and facilities intended for public access, such as lighting, seating, drinking fountains, trash receptacles, bicycle racks, and shelters. Provide internal pathways connecting park elements and features within high-impact recreational areas.

OS-LF-10 Accommodate Non-motorized Active Transportation

Design and develop recreation lands and facilities, as appropriate to each site, to accommodate and encourage non-motorized travel modes, including walking, hiking, bicycling, skateboarding and rollerblading. Accommodate non-motorized travel to and within recreation areas, and provide ample bicycle parking at high-impact recreation sites.

OS-LF-11 Way-Finding System

Provide consistent and easily understood “way-finding” features using common architectural elements, maps, and signage to connect trails, recreation facilities, and habitat corridors with public access. Where appropriate, develop interpretive displays reflecting the historic, cultural and ecological features of the site.

OS-LF-12 Scenic Views – Private Benefit

Topping or removal of public trees for the purposes of retaining or creating private views should not be allowed, 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.

OS-LF-13 Scenic Views – Public Benefit

Preserve and enhance existing public scenic views, vistas and landscape panoramas. 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.

OS-LF-14 Harvesting of Secondary Forest Products

Harvesting of secondary forest products from City-owned open space lands shall be for personal use only. Any harvesting that has a significant negative impact on habitat health is prohibited. Commercial harvesting on City-owned land is prohibited, unless as part of a City-sanctioned site management plan.

OS-LF-15 Transfer of Development Rights

Utilize the City’s TDR Program to conserve valuable city and regional assets, and continue to develop and enhance the program. Lands meeting the City’s criteria for conservation which are located within the designated Habitat Corridors, and lands achieving other open space goals of this Plan, are appropriate “sending areas” for the transfer of development rights to other locations in the City, county and region.

OS-LF-16 Landscape Conservation and Local Infrastructure Program

Implement LCLIP, a state authorized policy tool combining TDR with tax increment financing, to bring resources to bear that can support Tacoma’s conservation goals.

Plans for Specific Areas

Over time, the City and partners will improve the capacity to achieve the goals of this Element by developing plans for specific areas. This list is intended for larger, signature parks and open space sites. It is not exhaustive, and is intended to be updated regularly. Other public agencies, in particular Metro Parks Tacoma, maintain separate projects lists which should be consulted as well. The plans are available from the City Planning and Development Services Department.

Inclusion in this section is intended to convey the City Council’s support for and recognition of the policy direction in these plans, and to convey that they are planning and implementation priorities. Inclusion in this section lends support to applications for City approvals such as Conditional Use Permits, Rezones and Development Regulation Agreements meeting the intent of these plans, as well as the policies of the OSHRE. This section also provides a forum for the Council to refine their policy direction on a given site, in consultation with the Planning Commission and other stakeholders.

OS-SP-1 MPT Green Vision 2030 MPT’s 2012 update to their 2006 Strategic Plan provides the Parks District’s plans for their parks and open space system.

OS-SP-2 Point Defiance Park MPT’s conceptual plan for their signature 768-acre park, referred to as Destination Point Defiance, was developed over multiple years with broad public input and support. It includes commercial, educational and recreational features (including the zoo, a lodge, eating establishments, gift shops, a visitor’s center, additional pavilion buildings, a farmers market, entertainment and educational facilities, and bike and kayak rental facilities) that broaden the

use of the park and expand its function as a unique destination.

While the current (2013) Land Use Intensity Designation is Single-Family, the City recognizes the unique role that Point Defiance Park plays as a citywide and regional destination. Therefore, or until the Land Use Designation changes, alternative review processes such as Development Regulation Agreements may provide an appropriate avenue for City review of more intensive, destination-oriented features within the park.

OS-SP-3 First Creek Action Plan In 2011-12 the City collaborated with community stakeholders to develop a consensus vision and framework for action to improve East Tacoma’s 3.5 mile First Creek corridor. The plan identifies actions to be implemented by multiple stakeholders over a 5-10 year planning period.

OS-SP-4 Wapato Hills Conceptual Plan In 2013 the City and MPT collaborated to update the 1996 conceptual plan for the 80-acre Wapato Hills. The final conceptual plan recognizes that Wapato Hills functions primarily as a natural area for recreational walking on a system of trails and viewpoints. The conceptual plan also includes the existing park in the southwest corner and a proposed visitor center on the eastern side.

OS-SP-5 Downtown Subarea Plans From 2011 to 2014, the City has worked to develop the South Downtown, Hilltop and North Downtown Subarea Plans and EIS’s. The South Downtown Plan and EIS was adopted in 2013 and the others are scheduled for adoption in 2014. These plans provide thorough guidance on open space and recreation issues and priorities.

OS-SP-6 Shoreline Public Access Alternatives In 2013 the City adopted updates to the Shoreline Master Program (SMP), including the Shoreline Public Access Alternatives. This plan thoroughly addresses open space and recreation issues and priorities in Tacoma’s Shoreline Districts.

OS-SP-7 Tacoma Landfill Land Use Plan This 1998 plan represents incorporation of ideas gathered for the future uses of the closed portions of the City Landfill. The plan reports that

over 151 acres will eventually be filled and capped. After landfilling ceases, much of the area may be utilized as a recreation and open space asset.

OS-SP-8 Port of Tacoma Public Access Plan

In 2013 the Port Commission adopted a public access plan to identify specific needs and opportunities to provide public shoreline access. The plan will guide Port actions to meet the City of Tacoma's SMP requirements for the Port to provide public access to shorelines.

OS-SP-9 Swan Creek Master Plan

Swan Creek Park is a 383-acre greenspace nestled on the boundary between East Tacoma and Pierce County with a salmon bearing stream, wooded canyon, upland forest, paved and natural trails, and a community garden. In 2011 MPT adopted a long-term vision and plan for future site development, stewardship, and programming.

Section V – Implementation

This section provides guidance for the development and implementation of the ~~Strategic Action Program~~ OSHRE.



The OSHRE is an action-oriented plan, and actions will be phased over the 20 year planning horizon. The OSHRE is somewhat distinct from most other Comprehensive Plan elements in that it is also the guidance document for a specific City program—the Open Space Program.

~~OSHRP Strategic Action Program~~

The City ~~will collaborate, in coordination~~ with ~~multiple partners including~~ Metro Parks Tacoma, the Green Tacoma Partnership, ~~the Tacoma School District, the Pierce Conservation District and others to implement this plan and other partners will develop a~~ **Strategic Action Program** to assist in achievement of the OSHRP goals. ~~To make that collaboration effective, joint planning and coordination on many levels is warranted.~~ The OSHRP is

~~somewhat distinct from most other Comprehensive Plan elements in that it is also the guidance document for a specific City program—the Open Space Program. The OSHRP is an action-oriented plan, and actions will be phased over the 20 year planning horizon. The **Strategic Action Program** provides a collaborative work program for achieving Tacoma’s open space goals.~~

~~The **Strategic Action Program** will identify funding and staffing resources, lay out tasks to implement the OSHRP, and designate key partnerships and timelines for each task. These tasks will be those identified as the highest priorities and/or most effective steps toward fulfilling the goals of the OSHRP. The **Strategic Action Program** is the guidance document for the utilization of the City Open Space Fund, Wetland Mitigation Fund, and other funds allocated in the future. The Program will be reviewed and updated, typically on a biennial basis, by City staff in coordination with Open Space Program partners. This review will include a progress report summarizing success in completing the tasks identified in the Program for the 2 previous years.~~

~~While the **Strategic Action Program** will incorporate activities related to the full range of open space goals, the primary focus of the City’s Open Space Program is on habitat related efforts. The **Strategic Action Program** will be coordinated with MPT’s *Strategic Plan*, which serves as the primary guidance for implementation of recreation related goals.~~

~~The **Strategic Action Program** will be organized according to the policy groupings of the OSHRP. Below is additional guidance on development, implementation and tracking of the Program.~~

Measuring and Reporting Progress

~~The OSHRP is both a long range and a results-oriented plan for the shorter term. Therefore, in order to gain an understanding of its effectiveness, the OSHRP OSHRE calls for ongoing monitoring and reporting of progress. This practice will provide invaluable feedback to be used to refine the approach and improve~~

results. In addition, monitoring and reporting on both successes and challenges will increase the accountability of the City and its partner agencies, and help build public knowledge and understanding of issues, goals and challenges.

A “progress report card” approach will be used to measure success and effectiveness in implementing **OSHRP/OSHRE** goals for habitat areas. The report card will summarize the most important outcomes, i.e., acres of habitat areas placed in conservation status, acres of habitat areas restored, and provision of low-impact recreation and access to habitat areas. The progress report card will also report on achievement of city-wide green infrastructure strategies, trail development, code updates and other goals. Finally, the progress report should also report on achievements in developing the Open Space Program’s organizational capacity, including development of partnerships, education and outreach efforts, and new or leveraged sources of funding.



Volunteer Coordination and Management

Volunteers have long played a major role in Tacoma’s habitat restoration, **community gardens, park cleanups and other** efforts. That role is expected to grow. ~~As has been stated above, the OHSRP is based on the premise The City recognizes that public agencies alone cannot achieve the goals and vision. One of the major purposes of the OSHRP, and will strive to~~ provide support and direction to empower volunteer efforts, ~~and to ensure that volunteer restoration is accomplished according to the appropriate best management practices.~~ Active volunteer restoration activities have additional benefits, including increased community presence and sense of ownership ~~of habitat areas~~, discouragement of unwanted or illegal activities, and building an active constituency in support of open space issues.

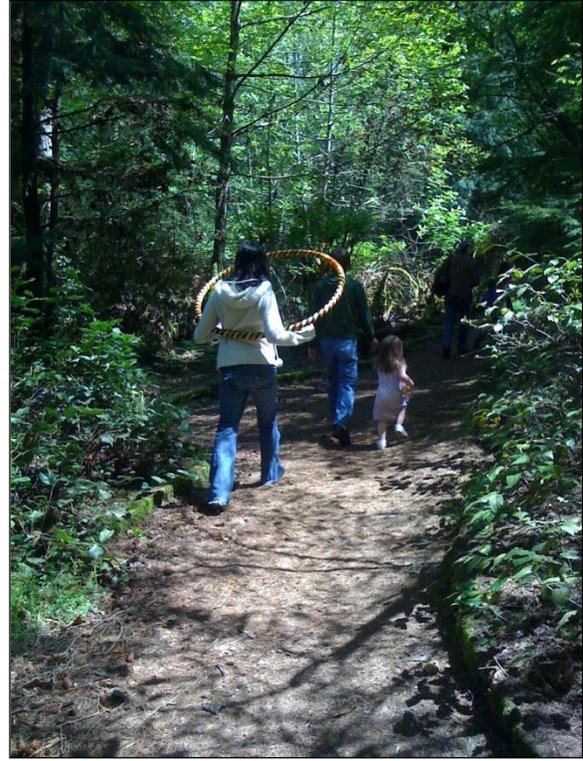
~~Volunteer coordination, training and management is a key function under the OSHRP Strategic Action Plan.~~ The City, Metro Parks Tacoma and the Green Tacoma Partnership will work together to provide leadership and support to existing and new volunteer groups.

Education and Outreach

Public education and outreach is **a very important strategy to promote open space goals, another core function identified under the OSHRP Strategic Action Program.** ~~Education can include training of volunteer stewards who help maintain or restore habitat value to open space properties. Environmental education can be a full time job, as well, coordinating with schools, writing curricula and organizing educational opportunities and programs.~~ The City, Metro Parks Tacoma and the Green Tacoma Partnership all conduct this activity and should formulate a coordinated approach. In addition, the open space partners should coordinate with ongoing efforts from other departments and agencies, including the City’s EnviroChallenger program and Metro Parks Tacoma’s Environmental Education Program, the Zoological and Environmental Education Program, and the Surface Water Utility Public Education Program.

The ~~GTP~~Green Tacoma Partnership, or a future organization filling a similar function, is the ideal organization well positioned to coordinate education and outreach programs for the habitat-related functions of the OSHR~~EP~~, as well provide the support and training functions for a coordinated stewardship program. The GTP could support restoration activities in multiple ways, including by creating a library of education and outreach materials for use by local stewardship groups. This can conserve resources that are better spent on other projects and will help to create a unified image for the coordinated programs.

~~GTP Steering Committee, will coordinate opportunities for GTP review and participation.~~



Ongoing Review of the OSHRP Strategic Action Program

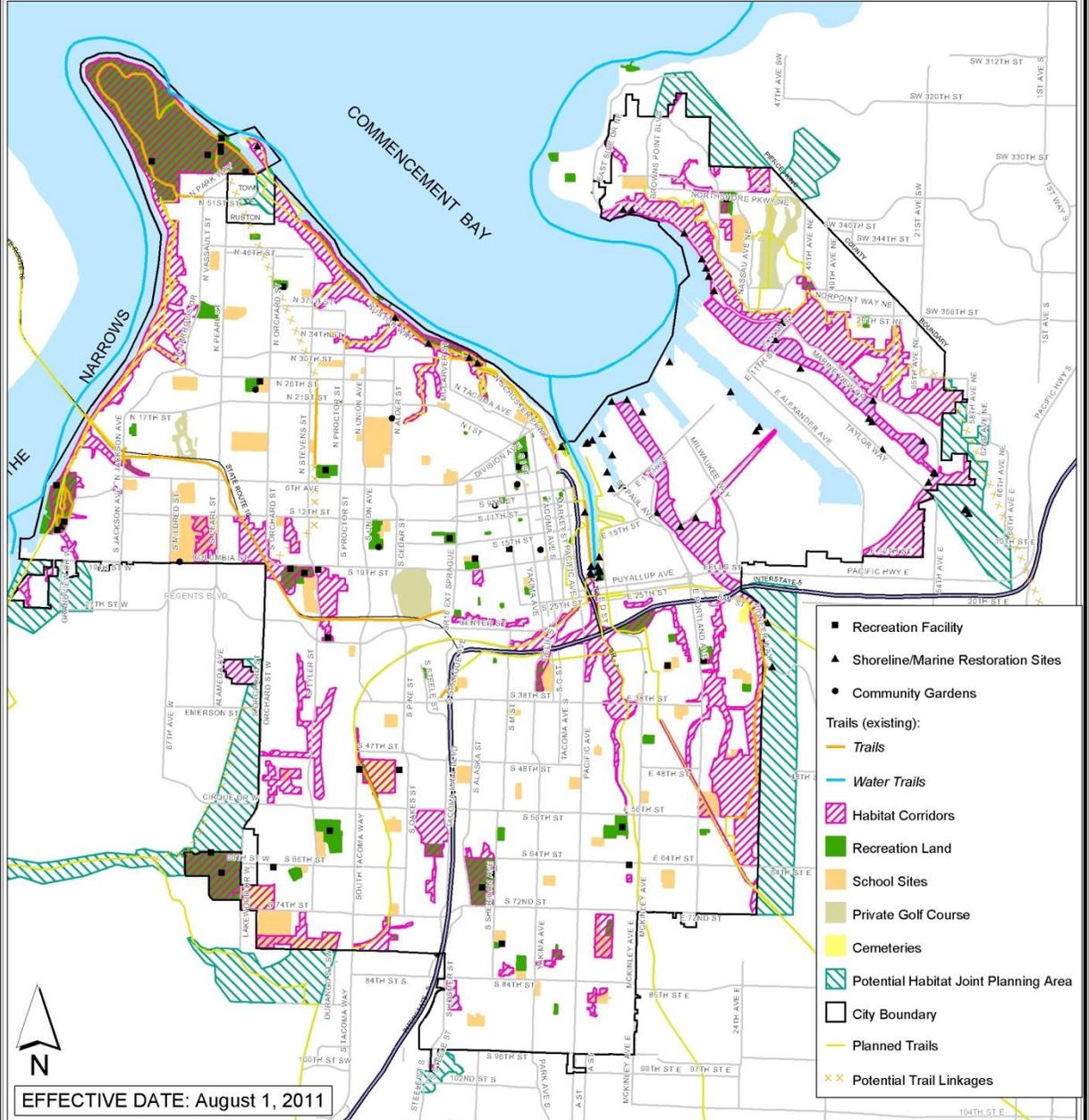
~~The OSHRP Management Team is an inter-agency and inter-departmental work group which has led the effort and done the work of crafting this plan. The group includes key staff from the Green Tacoma Partnership, Metro Parks Tacoma and the City of Tacoma. As such, the team has a unique familiarity with the issues and expertise in the pertinent fields. In particular the group should provide key input into updates to the **Strategic Action Program**, and coordinate regularly on the work tasks currently underway.~~

Section VI – Open Space Maps

The maps on the following pages depict the City of Tacoma's open space system. The maps are based on an inventory updated and maintained by the Community and Economic Development Department.

~~It is very important to provide effective forums for stakeholders to provide input. The City and partners should coordinate through the Green Tacoma Partnership and other avenues to solicit public input. In addition, printed and web-based materials should be developed to inform and engage the public. Consideration may be given in the future to other approaches, such as supporting a community-based advisory group. will be vital to future plan amendments and **Strategic Action Program** updates. The Green Tacoma Partnership is an ideal forum to provide that input. The GTP represents a broad spectrum of community groups and professionals and has a broad expertise and perspective on open space issues. The GTP, or a future organization filling a similar function, will serve on an ad hoc basis, providing input and guidance as needed on policy and program issues. The coordinating body of the GTP, the~~

Figure 1 - Tacoma's Open Space System



EFFECTIVE DATE: August 1, 2011

This map shows Tacoma's existing and planned system of open space lands and facilities. The areas indicated are public open spaces valuable for the habitat and/or recreation benefits they provide - including recreation lands, habitat areas and restoration sites, schools and community gardens. Also shown are private gardens and golf courses, recreation facilities, and existing, planned and potential trails, including water trails. The Habitat Corridors contain the City's most valuable undeveloped habitat areas - generally areas that are larger, connected or contiguous to other habitat areas, and combining multiple valuable functions and features (such as wetlands, streams, slopes and forests). Potential Joint Habitat Planning Areas are areas where habitat features span the City's borders, calling for inter-jurisdictional planning and coordination.

**City of Tacoma
Community & Economic Development**



NOTE: This map is for reference only.

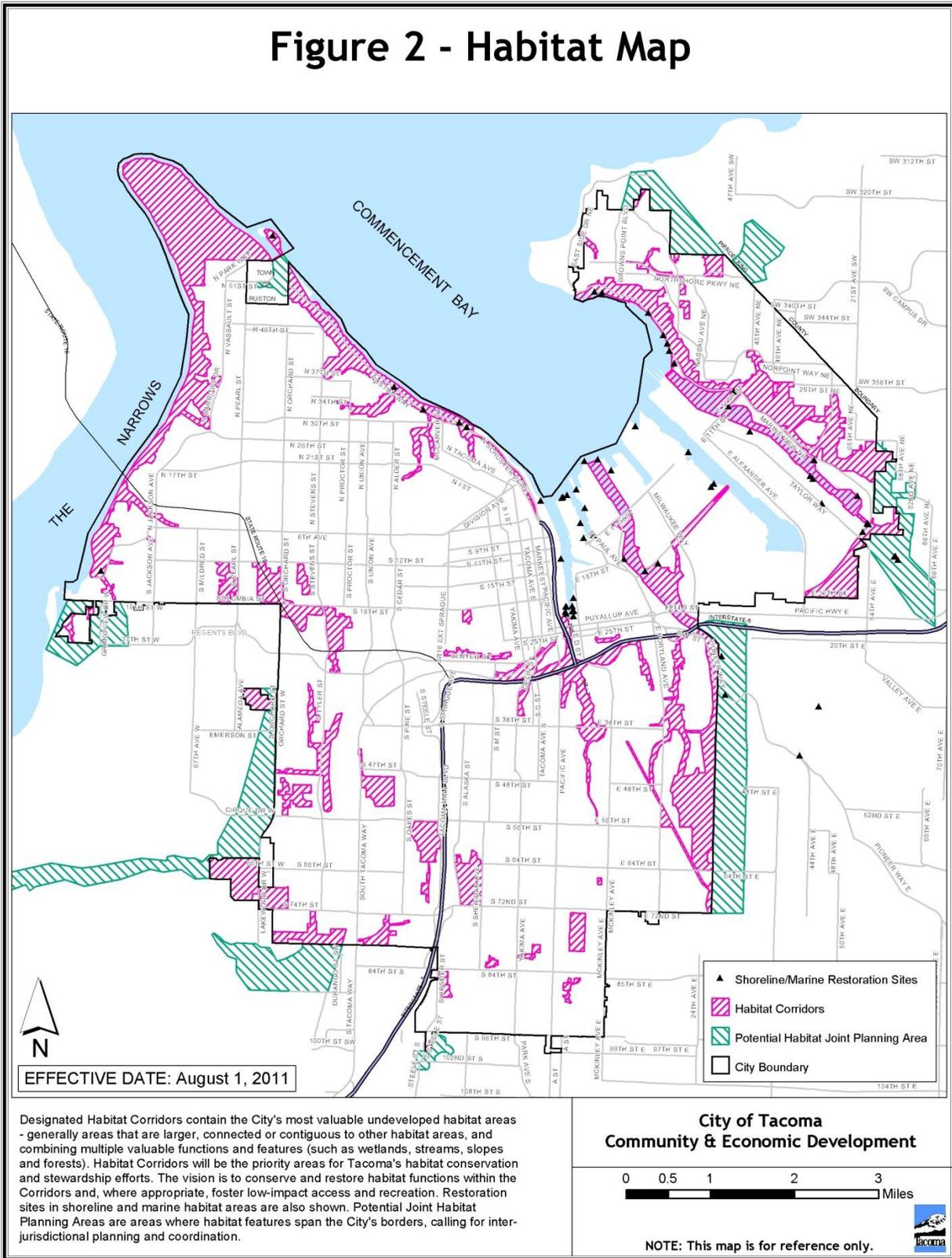


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Figure 2 - Habitat Map

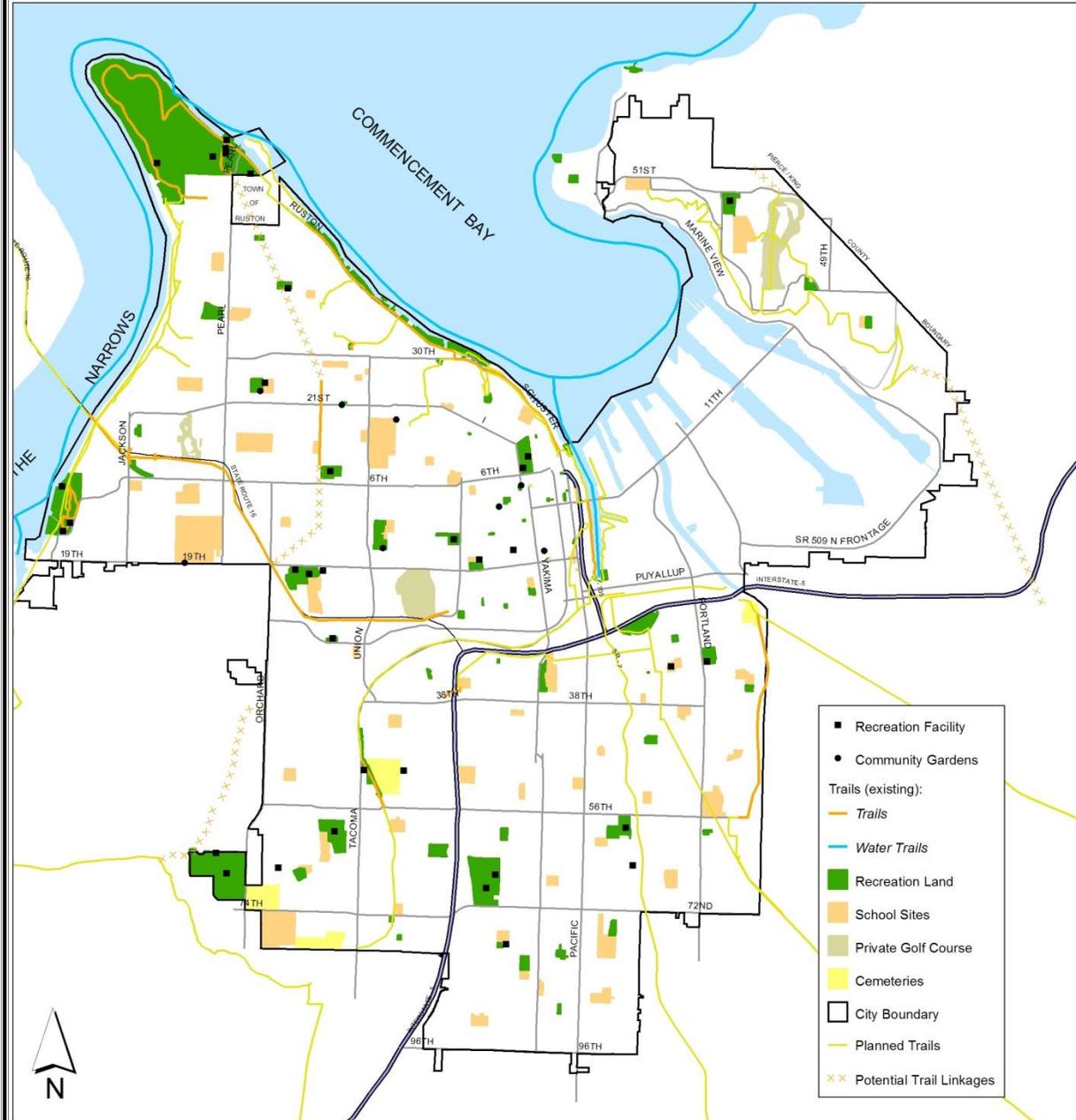


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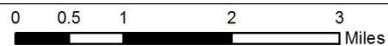
Created By: CED, GIS ANALYSIS & DATA SERVICES

Figure 3 - Recreation Lands and Facilities Map



This map shows Tacoma's existing and planned open space recreation assets - including parks, schools, community gardens, recreation facilities, and existing, planned and potential trails, including water trails. Also shown are private cemeteries and golf courses.

**City of Tacoma
Community & Economic Development**



NOTE: This map is for reference only.



Section VII – Supporting Materials

Open Space Needs Assessment

Background

Tacoma benefits from invaluable natural assets including extensive shorelines, distinctive steep slopes and gulches, wetlands and streams, upland habitat areas, as well as a well-developed system of parks, playgrounds and recreational facilities. The City of Tacoma, Metro Parks Tacoma, other public and private organizations and Tacoma's citizens have a long history of planning for the acquisition, conservation, enhancement and management of these assets.

Our parks, playgrounds and habitat lands are essential components for the quality of life enjoyed by Tacoma's citizens, and to the environment. Today we benefit from the foresight of early civic leaders, who conserved and enhanced some of the City's jewels like Wright Park and Point Defiance Park. The City's earliest plans, dating from over one-half century ago, have emphasized the importance and value of open spaces to the citizens of Tacoma. Building upon those strong beginnings, the City now counts over 450 acres in its open space inventory as well as many parks and recreational facilities, and Metro Parks Tacoma manages approximately 2,700 acres of parks, greenspaces and recreation lands. The Tacoma Public School District, colleges and universities are also major providers of recreational facilities and open space. In addition, other public agencies, private enterprises and individual citizens provide open space on private properties that augments the public open space and parks network.

To build upon Tacoma's successes, much work remains in order to restore and manage existing open space habitat areas, to connect fragmented public ownership and to enhance and expand our system of parks and recreation facilities. Open space and parks and recreational facilities require active management in order to function properly and serve the community well.

Over the years, many habitat areas have been developed, and as Tacoma continues to grow, pressure on remaining undeveloped land will only increase. In addition, an open space management issue has become critical: Many open space areas are rapidly declining in habitat quality due to invasive species such as English ivy, blackberry, laurel and holly that prevent the regeneration of native species. Recent studies show that, without a concerted restoration effort, Tacoma will lose significant forested canopy and biodiversity within the next 20 years. Also, these habitat areas often contain sensitive features such as wetlands and streams, which continue to be impacted by urbanization and invasive species.

Assumptions

The following list of assumptions form the basis for the OSHRP's goals and policies.

Open space habitat and recreation lands and facilities are important, necessary, and beneficial to residents' physical and mental health, as well as to the long-term livability and prosperity of our community.

Urban vegetation and open space plays an important role in addressing environmental challenges including climate change and stormwater runoff management.

Metro Parks Tacoma and the City of Tacoma are the primary providers of public parks and open space and will continue to work together to meet open space goals.

~~The natural setting and features of the city will become more valuable as urban growth and development occurs, and demand will increase for access to and conservation of open spaces throughout the City.~~

~~Due to the importance of habitat connectivity, the identification and protection of habitat corridors is important to the survival within the City of many wildlife species.~~

~~Though the OSHRP does not apply to privately-owned recreational facilities, educational institutions, or to any land or parcels owned by the Puyallup Tribe of Indians, the plan acknowledges that these entities play a key role in meeting the community's open space and recreational needs and aspirations.~~

Community Benefits of Open Space

Open space plays a significant role in an urbanized city like Tacoma. Open space, ranging from high-impact to low-impact uses, contributes to the creation of livable cities in the following ways:

Functions and Benefits of Open Space Habitat and Recreation Lands

For economic development

- Raise property values.
- Contribute to attracting residents, businesses and tourists.

For non-motorized transportation

- Open spaces can link with an integrated pedestrian and bicycle system, increasing mobility choices and reducing reliance on single-occupant vehicles.

For nurturing arts, culture and heritage

- Provide opportunities for cultural and artistic events, which can play an integral role in community revitalization.
- Preserving historic assets within city parks can create continuity with the past.

For community engagement

- Build a sense of community.
- Provide opportunities to interact in a shared environment.
- Channel positive community participation.
- Parks can help revive distressed areas.

For green infrastructure

- Preserve essential ecological functions and protect biodiversity.
- Help define the urban form and buffer incompatible uses.
- Reduce public costs for stormwater management, flood control and other built infrastructure.

For climate change management

- Moderate artificially higher temperatures and precipitation anomalies from the urban heat island effect through shading and evapo-transpiration.
- Enhance local wind patterns in cities (cooler air over parks replaces warmer air in adjacent city neighborhoods).
- Sequester carbon and other pollutants that may otherwise alter local and global atmospheric composition.

For reduction of natural hazards

- Reduce hazards in environmentally sensitive areas such as steep slopes, flood plains, shorelines.

For habitat conservation

- Help preserve natural habitats including wetlands, streams, forestlands and native habitats.

For creating safer neighborhoods

- Serve as gathering spaces where neighbors form social ties that produce stronger, safer neighborhoods.

For helping children learn and grow

- Offer children a direct experience with nature and opportunities to play explore, socialize and engage in physical activity.
- Foster a sense of place, self-identity and being part of their community

For smart growth

- Enhance mixed-use development and redevelopment strategies, offsetting high density concerns with accessibility to green space.
- Strengthen the urban core, revitalize the inner city, and protect the fringe from over-development.

For food, plant and fiber production

- Community gardens and certain open space can be a good source for native plant, food and fiber production.
- Growing locally can help reduce carbon footprint, promote active living through gardening, and bring neighborhoods together.

For improving personal and public health

- Provide spaces to relieve mental fatigue and reduce aggression.
- Connect people with nature, known to confer certain health benefits and enhance well-being.
- Help increase activity level, reduce obesity and promote physical health.
- Reduce climate, air and water pollution impacts on public health.

SWOT Analysis

As part of this update, the OSHRPOSHRE management team conducted an analysis of Strengths, Weaknesses, Opportunities and Threats (SWOT analysis). Citizen input from public meetings helped to provide information for the analysis along with input from the management team, data gathered as part of the open space inventory, and from other sources. This analysis provided the basis for development of the OSHRPOSHRE goals and policies.

Strengths:

- Tacoma's Critical Areas Preservation Ordinance provides protection of critical areas including fish and wildlife habitat, wetlands and streams, and provides some protection for steep slopes.
- Tacoma's existing recreation lands and facilities provide a range of high and low-impact recreation opportunities as well as habitat benefits.
- The City benefits from dedicated citizen and volunteer groups that help with maintenance and improvement of existing open spaces.
- Collaboration between MPT and Tacoma Public School District—school properties provide indoor and outdoor recreational opportunities for Metro Park Tacoma's programs.
- The City has been doing open space planning for several decades and has built organizational capacity and expertise.
- Several related City efforts, including but not limited to Tacoma's Clean up And Revitalization Efforts (CARES) which helps improve and maintain open space areas through clean-up and enforcement efforts, a recent update to City's Surface Water Management Manual to encourage Low Impact Development techniques, and the Green Ribbon taskforce for Climate Change create a supportive framework for open space efforts.

Weaknesses:

- Current regulations do not fully protect vegetation and habitat in steep slope areas.
- Lack of connectivity/trail linkages between parks, schools, open spaces, neighborhoods and mixed-use centers.
- Lack of street trees and boulevards and overall tree canopy coverage.
- The City's Open Space Program is in need of better operational guidance and understanding of conditions in order to prioritize actions.
- According to a needs assessment done by MPT, there is a need for more parks and recreational facilities in some areas.
- Funding and staff resources are limited and subject to many competing demands and needs.
- Lack of coordination between and within public agencies in open space efforts.

Opportunities:

- There is strong community interest in tree and landscape plantings to create green corridors along freeways, streets and boulevards city-wide.
- Dedicated volunteer groups and non-profits continue to work to restore degraded habitat areas with non-native plants.
- Implement Green Ribbon Task Force recommendations supporting open space goals.
- Update the baseline open space data to provide an accurate picture of open spaces in Tacoma.
- Empower City employees and citizens to safely and efficiently remove non-native invasive plant species.
- Seek grant opportunities to pursue achievement of Tacoma's open space goals.
- Utilize Tacoma's extensive waterfront to provide public access to the Puget Sound for water-related recreation and trail uses.
- Use MPT's Strategic Plan to assist with siting, design and building necessary facilities.

- Partner with other public agencies to provide needed recreation programs.
- While resources are limited, there are numerous stakeholders with common open space goals who can work together.

Threats and Challenges:

- Ongoing development within open space areas not under public ownership.
- Ongoing harm to habitat areas resulting from invasive species and other threats.
- Environmental and health issues posed by loss of natural habitat areas, including impacts to air, water, stormwater runoff, and human health.
- Reduced community livability, prosperity and health in areas underserved by recreational opportunities.
- Due to limited resources and funding, these ongoing impacts may outpace achievement of open space goals.

This SWOT analysis informed the development of the OSHRP/OSHRE and was utilized to target the efforts of the City and its partners through the OSHRP Strategic Action Program. Based upon this assessment, the OSHRP proposes a collaborative approach that is responsive to the strengths, weaknesses, opportunities and threats.

~~Capital Facilities Program 2009 – 2014~~

~~(Adopted per Ordinance No. 27767, December 9, 2008)~~

~~This appendix is a compilation of selected information from the Capital Facilities Program 2009-2014, as applicable to the Open Space Habitat and Recreation Element. It provides the recreation and open space facilities inventories, demand and need analysis, and the capital improvement program to meet the eligibility requirements for local, state and federal funding. Additional information is available in the complete Capital Facilities Program.~~

~~The City's open space inventory and projects are listed here, along with information on programs that are closely related and supportive of open space goals. However, it should be noted that the Open Space Habitat and Recreation Element contains policies calling for partnerships with and voluntary cooperative actions by various City departments, Tacoma Public Utilities, other public agencies and private parties. While it is impractical to list such actions here, they do implement the Open Space Habitat and Recreation Element.~~

~~Specifically, the appendix contains the following sections of the Capital Facilities Program 2009-2014:~~

- ~~● Cover~~
- ~~● Ordinance No. (adopted on December , 2008)~~
- ~~● Chapter 1 – Introduction~~
- ~~● Chapter 2 – Capital Facilities Program~~
 - ~~○ Community Development – Summary of Project Expenditures~~
 - ~~▪ Economic and Community Improvement~~
 - ~~○ Municipal Facilities and Services~~
 - ~~▪ Community and Human Service Facilities~~
 - ~~○ Parks, Recreation and Cultural Facilities~~
 - ~~▪ Parks and Open Spaces~~
 - ~~○ Transportation Facilities~~
 - ~~▪ Non-motorized Transportation and Streetscape~~
- ~~● Chapter 3 – Six Year Spending Plan Summary~~
- ~~● Chapter 4 – Inventory of Public Facilities~~
 - ~~○ Community Development~~
 - ~~▪ Economic and Community Improvement~~
 - ~~○ Municipal Facilities and Services~~
 - ~~▪ Community and Human Service Facilities~~
 - ~~○ Parks, Recreation and Cultural Facilities~~
 - ~~▪ Parks and Open Spaces~~
 - ~~○ Transportation Facilities~~
 - ~~▪ Non-motorized Transportation and Streetscape~~

APPENDIX I: Parks, Recreation and Open Space Projects

A. High Priority Projects:

The following projects and sites are high and/or short-term implementation priorities due to the important role they will play in achieving the City's parks, recreation and open space vision. The City will seek to allocate available resources and pursue additional funding and support to implement these projects, as feasible. Other priorities are included in the plans of partner agencies, particularly Metro Parks Tacoma, and priorities change as implementation progresses and in response to community input. Therefore, this list should not be considered exhaustive, and should be updated on a regular basis.

High Priority Projects List (in alphabetical order):

- Chinese Reconciliation Park
- Community Gardens
- Dome To Defiance (including Foss Esplanade, Schuster Parkway Promenade, Ruston Way promenade)
- First Creek corridor
- Garfield Gulch
- Julia's Gulch
- Mason Gulch
- Pipeline Trail
- Point Defiance Park
- Prairie Line Trail
- Schuster Slope
- Wapato Hills
- Water Ditch Trail

B. City of Tacoma Parks, Recreation and Open Space Projects:

The following consolidated projects list constitutes the City's recommended parks, recreation and open space projects. These projects have been identified through multiple planning and policy development efforts. This list is intended to serve as an implementation tool in support of further project prioritization and refinement. Implementation is resource-dependent and may involve one or more public agencies. This list reflects information currently available and is intended to be regularly updated.

APPENDIX I-B: City of Tacoma Parks, Recreation and Open Space Projects

The following consolidated projects list constitutes the City's recommended parks, recreation and open space projects. These projects have been identified through multiple planning and policy development efforts. This list is intended to serve as an implementation tool in support of further project prioritization and refinement. Implementation is resource-dependent and may involve one or more public agencies. This list reflects information currently available and is intended to be regularly updated.

Plan	Core Vision
South Downtown Subarea Plan Element	The South Downtown Subarea Plan envisions an integrated system of habitat and recreation lands that enriches the lives of Tacoma current and future residents, enhances the environment, and nurtures habitats. As the South Downtown area grows in population and employment, open space will be critical in maintaining a vibrant, walkable, mixed-use community.

Project	Location	Project Type	Description	Lead Agency	Cost	Funding	Priority
Prairie Line Trail		Non-motorized trail	This project will provide open space and non-motorized connectivity through UWT campus and the Brewery District.	COT		UWT has funded the section between S. 17th and S 21st streets.	Near-term priority
Foss Waterway Esplanade		Open space connector	Long-term vision is a 1.5 mile Esplanade running from head of the Waterway to Thea's Park at its end.	COT			
Central Park		Open space	0.7 acre vacant waterfront property at 1147 Dock Street will become the site of a new "Central Park." Park is not yet designed.	FWDA	3,930,000		
Waterway Park		Open Space Waterfront Access	Planned for the FWDA property located adjacent to D Street at the head of the Waterway.	FWDA/COT/MPT			
Bridge to the Foss		Pedestrian bridge	A bridge located near the former A Street crossing restore pedestrian connectivity to the Waterway and would provide much more convenient access from the Brewery District. *Discussions with the BNSF Railroad for a crossing easement are underway.	COT	Unidentified	Unidentified	Listed as "Proposed or Planned"
UWT Central Open Space and Grand Stairs		Open space/pedestrian connector	The 2008 UWT Master Plan Update proposes a central open space integrated with pedestrian hill climb extending from the existing 19th Street Grand Stairs up to the corner of Tacoma Avenue and 17th Street.	UWT			Long-term priority
Holgate Shared-use Street		Shared-use street	The 2010 Brewery District Development Concept Study proposed catalyst redevelopment projects on several sites located around Holgate Street between 23rd and 25th Streets. This concept included turning Holgate				

			into a shared use street and farmers market location.				
Hillside-to-Brewery-District Pedestrian Corridor		Pedestrian corridor	One possible alignment would be along 23rd Ave. This alignment would allow for integration with future redevelopment on the vacant City-owned properties adjacent to 23rd Av between Tacoma and Jefferson Avenues. It could also be extended across Pac. Ave. and under the I-705 overpass to connect with future pedestrian bridge to Thea Foss Waterway.				
B Street "Gulch"		Green space corridor	The B Street Gulch is a swath of vacant land in and around the former East B Street right-of-way between Puyallup Ave and E 26th Street, and continuing to the south beneath I-705 interchange ramps. The location is opportune for a green space corridor with natural drainage features.				
C Street Green Street		Green Street	East C Street between East 27th Street and Puyallup Avenue is an opportune site for a green street, as proposed in the <i>2008 Tacoma Dome District Development Strategy Update</i> .				
The Water Ditch Trail		Trail	Connecting to South C Street and running parallel to Tacoma Way to the southwest and beyond the Subarea.				
Ped/Bike trail on the east side of Foss Waterway		Ped/Bike trail	On the east side of the Foss Waterway from the D Street bridge south to the Center for Urban Waters.				

Plan **Core Vision**

MLK Subarea Plan The purpose of the MLK Subarea Plan is to anticipate, promote and guide the long-term redevelopment of the MLK subarea including the district core, hospitals, and residential neighborhoods. DRAFT PLAN AS OF JANUARY 2014.

Project	Location	Project Type	Description	Lead Agency	Cost	Funding	Priority
Peoples Community Center Plaza		Park	Redevelop the green space in front of People's Community Center into more formal plaza type park with active features such as picnic shelters, tables, benches, splash fountain, and play equipment.				
Peoples Community Center Pool		Pool	Resolve a financial source of funds to finish refurbishment, retrofit, and expansion of the existing facility to include indoor leisure pool elements, party rooms and concessions as proposed in the People's Community Center master plan.				

Greenways		Greenways, open space, conservation corridors	Designate a system of coordinated open spaces, conservation corridors, greenways and green streets to link MLK parks and community facilities, and connect the MLK district to adjacent neighborhoods, the Prairie Line Trail, UW Tacoma and the Thea Foss Waterway.				
Community Gardens		Community garden	Plant community or pea patch gardens on vacant sites as well as other available lands within MLK. In some cases to serve as temporary uses on sites waiting for redevelopment.				
Native habitat		Open spaces, street corridors	Plant street trees, reforest open spaces, remove invasive species, and promote use of native and drought resistant plants to restore wildlife habitat in and around MLK's public facilities and within MLK's green, urban, and parkway street corridors.				
Storm water		Green infrastructure	Develop rain gardens, green roofs and walls, bio-filtration swales, and other green development features in and around the MLK subarea's public facilities and within the MLK area's green and urban streets as well as in new project developments.				
Brownfields		Open space	Identify all known sites of hazardous materials including former gas stations and laundries, develop appropriate mitigation strategies, and create a funding source for proactively mitigating the sites to support redevelopment.				

Plan Core Vision

2013-2018 Capital Facilities Program The City has conducted ongoing review and development of its Open Space Inventory in order to improve accuracy and completeness, as part of continuing efforts to improve open space management. Metro Parks Tacoma and the Tacoma School District also keep their own inventories. Effort to improve accuracy and completeness of the City's Open Space Inventory will be an ongoing process.

Project	Location	Project Type	Description	Lead Agency	Cost	Funding	Priority
Chinese Reconciliation Park Phase III		Park	4 Acre Ruston Way Chinese Garden/Reconciliation Park, Phase II includes construction of perimeter fencing, interpretive and way finding signage, parking, lighting, a multicultural pavilion, a gate, restrooms, a reflection pond, additional landscaping and irrigation systems, and various garden features with Chinese motif.		6,895,166	Grants, private contribution, Capital Projects Fund, Open Space Fund.	Near-term priority
Site 1 Park Phase 2		Park	This project will provide picnic tables, benches and signage for the Thea Foss Site 1 Park.		15,000	Unidentified.	Near-term priority

Waterway Park		Park	This project includes planning, design, permitting, remediation and construction of the future Waterway Park and rowing center on the Foss Waterway.		3,930,000	Debt financing, Foss Waterway Development Fund, Potential Grant, State Grant, Unidentified.	
Fireman's Park		Park	This project will construct safety improvements.		200,000	Capital Projects Fund	Near-term priority
Old Town Dock			Old Town Dock Rehabilitation		2,609,000	Debt Financing, Capital Projects Fund, MPT	Near-term priority
Open Space Access Improvements			Planning and development of trails, viewpoints and other access improvements within City open space areas citywide. Activities may include acquisition trail maintenance or construction, signage, fencing, lighting, trailheads, pedestrian furniture or other improvements.		140,000	Open Space Fund, unidentified.	
Open Space Acquisitions			Acquisitions of open space that meets the City's conservation objectives. Activities may consist of fee simple purchase or the purchase of development rights. Larger individual acquisitions are listed separately in the CFP.		160,000	Open Space Fund, unidentified.	
Shoreline Trails-West Slope			Establish a shoreline trail from the City's southern boundary at Lemons Beach Rd and West 27th Street north to Titlow Park and extending from HWY 16 to Point Defiance Park. This trail will require use of City of Tacoma right of way along Seashore Drive as well as Burlington Northern Railroad right of way, with some segments traversing the slopes along the Tacoma Narrows.		150,000	Potential Grant.	
South Tacoma Wetlands Conservation Area Expansion			Acquisition for open space conservation purposes of as much as possible of a 14-acre target area within the South Tacoma Wetlands Conservation Area. The 14 acres are located between two large block of City open space and form and important habitat linkage between them.		530,000	Open Space Fund, State Grant.	

Plan	Core Vision
Public Access Alternatives Plan	The purpose of the Plan is to implement the policies of the TSMP and State SMA and guide the development of new public access opportunities along the shoreline and to increase public access to the shoreline over time. This Plan will allow for more efficient use of public and private resources by providing alternative mechanisms in addition to the standard permit requirements to provide public access to the shoreline and the public waters.

Project	Location	Project Type	Description	Lead Agency	Cost	Funding	Priority
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S-1a Shoreline District: Western Slope South

Blue Trail Access Point		Boating - nonmotorized	Develop a blue trail access point where beach grade is conducive for kayak and hand launch craft.	COT			Near-term priority
West Slope Trail-Crystal Springs Creek Segment		Linear Trail/View	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.	COT	Estimated to cost \$1616000 for the entire 6 mile trail.		Long-term priority

S-1b Shoreline District: Western Slope South

West Slope Trail-Crystal Springs Creek Segment		Linear Trail/View	From City's southern boundary at Lemons Beach Road and West 27th Street north to Titlow Park at Sixth Avenue. The trail will use City of Tacoma property along Seashore Drive and will require use of Burlington Northern Railroad ROW.	COT	Same as previous.		Long-term priority
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S-2 Shoreline District: Western Slope Central

Public Boat Launch		Boating - motorized	If the Tacoma Outboard Association site transitions to other uses, seek opportunities to improve existing launch ramp for public use.				Long-term priority
West Slope Trail-Titlow Park		Linear Trail/View	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.	COT/MPT	Estimated to cost \$1,616,000 for the entire 6 mile trail.		Long-term priority
West Slope Trail-War Memorial Park Segment		Linear Trail/View	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.	COT	Same as previous.		Long-term priority

S-3 Shoreline District: Western Slope North

West Slope Trail-War Memorial Park Segment		Linear Trail/View	The trail will require use of the Burlington Northern Railroad right-of-way and traverse the steep slopes above.	COT	Same as previous.		Long-term priority
West Slope Trail-Gold Creek Gulch Segment		Linear Trail/View	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	COT	Same as previous.		Long-term priority

			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.				
View Platforms		View	In conjunction or in advance of trail development, provide viewing platforms along the West Slope that will facilitate public views of the Tacoma Narrows.	COT			Long-term priority

S-4 Shoreline District Pt. Defiance

Point Defiance Trail System		Trail/View	Public access to/within the park—the City will strive to coordinate/leverage resources with Metro Parks Tacoma.	MPT			Mid-Term Priority
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S-5 Shoreline District: Pt. Defiance

Point Defiance Trail System		Trail/View/Beachcombing	Public access to/within the park—the City will strive to coordinate/leverage resources with Metro Parks Tacoma	MPT			Mid-Term Priority
Passenger Only Ferry Terminal/Water Taxi		Nonmotorized Transportation	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.	MPT			Long-term priority
Guest Moorage		Boating-Motorized	Provide additional capacity for guest moorage to serve the needs of recreational boaters.	MPT			Long-term priority

S-15 Shoreline District: Point Ruston/Slag Peninsula

Peninsula Park		Trail/View/Gathering Space	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.				Mid-Term Priority
Transient Moorage		Boating - Motorized	Expand capacity for transient/guest moorage. Moorage should be clearly signed and identified for water-craft.				Long-term priority
Point Ruston Promenade		Linear Trail/View/Gathering Places	Construct a public promenade averaging 100' in width, the length of the Point Ruston development site, connecting the Ruston Way promenade to Slag Peninsula and Point Defiance.	COT			Near-term priority

S-6 Shoreline District: Ruston Way

Old Town Dock		Fishing/View	Replace the pilings, structural elements, dock surface, ramps, and floats. Improve the landscaping around the dock and accessibility of the dock.	COT/MPT	2,000,000	COT/MPT	Near-term priority
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Mason Gulch Trail		Pedestrian Trail	Trail or viewpoints providing visual and/or pedestrian access to portions of the gulch and from the gulch to the Ruston Way shoreline.	COT			Mid-Term Priority
Puget Gulch Trail		Pedestrian Trail	Provide pedestrian access to the gulch and from residential areas and Puget Park to Ruston Way.	COT			Mid-Term Priority
Garfield Gulch Trail		Pedestrian Trail	Provide pedestrian access to the gulch and from residential area at the top of the slope to the Schuster Parkway	COT			Mid-Term Priority
Buckley Gulch Trail		Pedestrian Trail	Provide visual and/or pedestrian access to portions of the gulch and from the gulch to the Ruston Way shoreline.	COT			Long-term priority
Transient Moorage		Boating - Motorized	Expand capacity for transient/guest moorage along the Ruston Way shoreline. Moorage should be clearly signed and identified for water-craft.	COT			Long-term priority
Underwater Park		Scuba Diving	Enhance existing in-water area for scuba diving and underwater recreation. Include signage and provide amenities necessary to support scuba diving, such as a facility to rinse equipment. Could include underwater trail system.	MPT			Long-term priority
Chinese Reconciliation Park		Gathering Space/Educational	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.	COT and The Chinese Reconciliation Park Foundation	Estimated to cost \$12,000,000	\$5,000,000 in funding has been secured. Additional funds have not been identified at this time.	Near-term priority

S-6/7 and S-7 Shoreline Districts: Schuster Parkway and Schuster Parkway Transition

Esplanade/Boardwalk		Linear Walkway/Views	Construct 15' waterside or overwater public esplanade/boardwalk that will serve pedestrians, roller skaters, bicyclists and provide lighting, street furniture, landscaping and supporting utilities.	COT	\$60,000 has been allocated for a feasibility study for the projects identified in the S-7 district.	Design and construction has not been funded at this time.	Near-term priority
Bayside Trail		Linear Trail/Connector	Improve the Bayside Trails to provide a natural trail parallel to the shoreline with connecting access from upland residential areas to shoreline paths.	COT	Same as previous.	Same as previous.	Near-term priority

Schuster Parkway Multi-modal Train		Transportation non-motorized	Construct a 10-12' multi-use path to replace existing sidewalk. Path will require slope stability measures as well as design treatments such as bollards, rest areas, wayfinding signage, and lighting.	COT	Same as previous.	Same as previous.	Near-term priority
Garfield Gulch Viewpoint		View	Construct a viewpoint/overlook at the top of the bluff in Garfield Gulch, connecting to the Bayside Trail and Garfield Gulch trail systems.	COT	Same as previous.	Same as previous.	Near-term priority
Schuster Parkway Overlook		View	Develop pedestrian overpass linking the improved trail to the waterside of Schuster Parkway and a scenic viewpoint overlooking Commencement Bay and with views of existing industrial users.	COT	Same as previous.	same as previous.	Near-term priority

**S-8 Shoreline District: Thea Foss Waterway
West Foss Shoreline**

Extend Esplanade		Linear Walkway/ Views	Construct public esplanade that will serve pedestrians, roller skaters, bicyclists and provide lighting, street furniture, landscaping and supporting utilities.	COT/FWDA			Near-term priority
Repair Esplanade		Linear Walkway/ Views	Repair and replace deteriorated public esplanade to serve pedestrians, roller skaters, bicyclists and provide lighting, street furniture, landscaping and supporting utilities.	COT/FWDA			Near-term priority
West Foss Central Park		Gathering Space	Acquire and develop a 1 acre park and recreation area for large events on the central Foss Waterway.	COT/FWDA			Mid-Term Priority
21st Street Park Boat Launch and Public Float		Boating- Nonmotorized	This project will construct a kayak float on the west side of the Thea Foss Waterway, south of the State Highway 509 bridge and includes an aluminum gangway, upland concrete work, gates and landscaping.	COT/FWDA	Estimated to cost \$3,000,000.		Near-term priority
15th Street Gateway- Prairie Line Trail		Connector	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.	COT			Near-term priority
11th Street Gateway- Murray Morgan Bridge		Connector	This project will improve wayfinding and install design details to create a gateway from 11th street to the Foss Waterway, including improvements to the Murray Morgan Bridge.	COT			Near-term priority
Fireman's Park Hill Climb		Nonmotorized access	Walkway, stair connection from Fireman's Park to Dock Street	COT			Near-term priority

Passenger Only Ferry Terminal/Water Taxi		Nonmotorized Transportation	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.	COT/FWDA			Near-term priority
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East Foss Shoreline

Waterway Park		Gathering Space	Develop a park and recreation area at the 3.7 acre Berg Scaffolding site.				Near-term priority
Delin Docks View Platforms		View	Improve signage, design elements and capacity of the Delin Docks access view point. Investigate potential for incorporation of Heritage Trail element.	COT			Near-term priority
11th Street ROW Boat Launch		Boating – motorized and nonmotorized	Improve existing public right-of-way to accommodate a recreational and/or commercial boat launch				Mid-Term Priority
Pedestrian Bridge		Linear Walkway/connector	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.				Long-term priority
Johnny's Dock Waterfront Walkway		Linear walkway/pedestrian improvements	If Johnny's Dock redevelops, pursue an easement for a waterfront walkway that will enhance pedestrian access and views of downtown Tacoma.	COT			Long-term priority
Waterfront Walkway		Linear walkway/pedestrian improvements	As an alternative to the Wheeler-Osgood pedestrian bridge, establish a walkway adjacent to the waterway, connecting the north and south ends of the Foss Waterway. Walkway would connect the Wheeler-Osgood Waterway to the Murray Morgan Bridge. Investigate opportunities to incorporate Heritage Trail elements.				Mid-Term Priority
Sea Plane Float		Guest Moorage	Construct a moorage float designed to accommodate sea planes, to support diverse forms of transportation and recreation.	COT			Long-term priority
East Foss Central Park		Gathering Space	Seek acquisition of BNSF property at the mouth of the Wheeler-Osgood for development of a nature park and open space.	COT			Long-term priority

S-9 Shoreline District: Puyallup River

Puyallup River Levee Trail		Linear Trail/Habitat Observation	Construct 2.5 mile trail along the Puyallup River levee, from the City limits with Fife to 11th Street.	COT	Construction cost estimate is \$670000.		Long-term priority
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S-10 Shoreline District: Port Industrial Area

Transient Moorage		Boating - motorized	Construct and install transient/guest moorage on the east side of the Foss Waterway to attract recreational boaters and support the redevelopment of the east Foss.	COT			Mid-Term Priority
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NE Tacoma Trail Network-Segment 1		Natural Train/View	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.	COT	Estimated cost is \$1631000		Long-term priority
East Peninsula Viewpoint		View	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.	COT			Mid-Term Priority
Blue Trail Access Point		Beach Access/Boating-nonmotorized	Develop a blue trail access point where beach grade is conducive, for kayak and hand launch craft	Unidentified			Mid-Term Priority
Middle Waterway		Habitat Observation	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.	COT			Near-term priority

S-11 Shoreline District: Marine View Drive

Blue Trail Access Point		Beach Access/Boating - nonmotorized	Develop a blue trail access point where beach grade is conducive, for kayak and hand launch craft.	Unidentified			Near-term priority
Marine View Drive Viewpoint		View/Turnout	Improve a turnout and scenic viewpoint for automobiles along Marine View Drive. Provide signage and public amenities.	COT			Mid-Term Priority
NE Tacoma Trail Network-Segment 2		Natural Train/View	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.	COT	Estimated to cost \$1631000.		Long-term priority
View Platform		View	In conjunction with or in advance of trail development, provide view platforms along the top of the bluff and along the shoreline where possible to facilitate public views of the water. Provide wayfinding and educational signage where appropriate.	COT			Mid-Term Priority

S-12 Shoreline District: Hybelos Creek

Hylebos Creek Trail		Natural Trail/Habitat Observation	Construct a low impact habitat viewing area and a natural trail, including educational and wayfinding signage, to provide opportunities to learn about habitat and wildlife along the creek.				Near-term priority
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S-14 Shoreline District: Wapato Lake

Wapato Park		Gathering Places	Improve existing facilities and expand capacity for recreational uses, including trails, picnic areas, non-motorized boating, and viewpoints.	MPT			Near-term priority
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Plan	Core Vision	
First Creek Action Plan	The purpose of the Plan is to provide a framework for community action to establish First Creek as a healthy, valued natural asset and center of community in East Tacoma. The plan is a collaborative effort to help realize a shared vision of a healthy First Creek.	
Projects Summary		Reference
Within the Plan are a set of detailed actions for implementation by a variety of stakeholders, including the City of Tacoma, the Puyallup Tribe of Indians, Tacoma Housing Authority, community stewards and residents, and more. The actions include both long-term (10 year) and short-term (immediate) goals. The action items are organized by plan objectives: access, safety, identity, habitat, water, community, and education.		A complete list of the action items can be found starting on page 11 of the First Creek Action Plan.
		Cost
		Each action item varies from under \$10000 to over \$50000.

Plan	Core Vision	
Community Gardens	A thriving Community Garden culture that brings people and neighborhoods together through gardening and food – to share, grow, and celebrate secure, healthy and happy communities.	
Projects Summary		Reference
Tacoma is home to more than 35 community gardens, including 11 on City-owned property. Gardens are managed by Metro Parks, churches, community groups, schools and universities, and many other organizations.		Pierce Conservation District Community Garden Program
		Cost

Plan	Core Vision	
Open Space Program-Active Recreation	The Planning and Development Services Department manages a range of active use park and open space amenities, and provides planning and funding for access improvements such as trails.	
Projects Summary		Reference
		Cost

Plan	Core Vision	
Open Space Program-Natural Areas	The Environmental Services Department manages the City's Open Space Inventory, and supports conservation and restoration efforts for Tacoma's natural areas.	
Projects Summary		Reference
		Cost

Plan	Core Vision	
City-managed Urban Parks and Amenities	The City maintains a system of urban parks and amenities located primarily within downtown Tacoma.	
Projects Summary		Reference
		Cost

Plan	Core Vision
Tacoma Landfill Land Use Plan	This plan is the incorporation of ideas for the future uses of the closed portions of the City Landfill. These include parks, recreation and open space amenities.

Partner Agencies' Plans

Agency	Plan	Core Vision
Metro Parks Tacoma	Green Vision 2030	Green Vision 2030 envisions a sustainable community by focusing on 4 goals: fostering active and healthy lifestyles, stewardship, appreciation of culture and heritage, and to be an accountable agency in order to contribute to a livable city.

Projects Summary	Reference	Cost
Included in Green Vision 2030 is the Capital Improvement Program (CIP), which is one of the tools to implement the plan. The CIP was developed with extensive consultation with the public through workshops and webpage updates held in January 2012. Included in the CIP is a detailed list of 58 projects to take place over the next seven years, ranging from regional parks sites to neighborhood parks and community center sites.	For the complete list of CIP projects see Chapter Seven of Green Vision 2030, page 57.	The total capital outlay is estimated to be in excess of \$53 million

Agency	Plan	Core Vision
Port of Tacoma	Shoreline Public Access Plan	This plan is meant to be implemented over time consistent with the Port of Tacoma's <i>Strategic Plan 2012-202</i> , the Port's Port-Wide Habitat Strategy, and City of Tacoma's Shoreline Master Program. The Shoreline Public Access Plan has identified 3 goals: to provide a streamlined and predictable permitting process, provide shoreline access in appropriate and desirable locations, and to increase public awareness of the port.

Projects Summary	Reference	Cost
In order to meet the three goals of this plan, this plan examines each goal and identifies steps to reach them. Some of these include working closely with they City to created a streamlined permit process through an inter-local agreement. Another is conducting public outreach in order to better understand where public shoreline access is appropriate and desirable. The Port plans on realizing their final goal through signage at key locations, social media, e-newsletters, community events/booths and tours. The Port also lists priorities and policies that will help reach the goals of the Plan.	For the complete list of priorities and policies of the Plan see pages 3-5.	Unidentified.

APPENDIX II: City of Tacoma Park and Open Space Inventories

NOTE: These inventories are currently being revised to reflect recent changes, primarily inter-departmental transfers. The summary shown here reflects changes between 2012 and 2014. The final version, subsequent to the Planning Commission public review period, may reflect minor refinements, and will be supported by an updated map.

Inventory of City-owned Passive Open Space

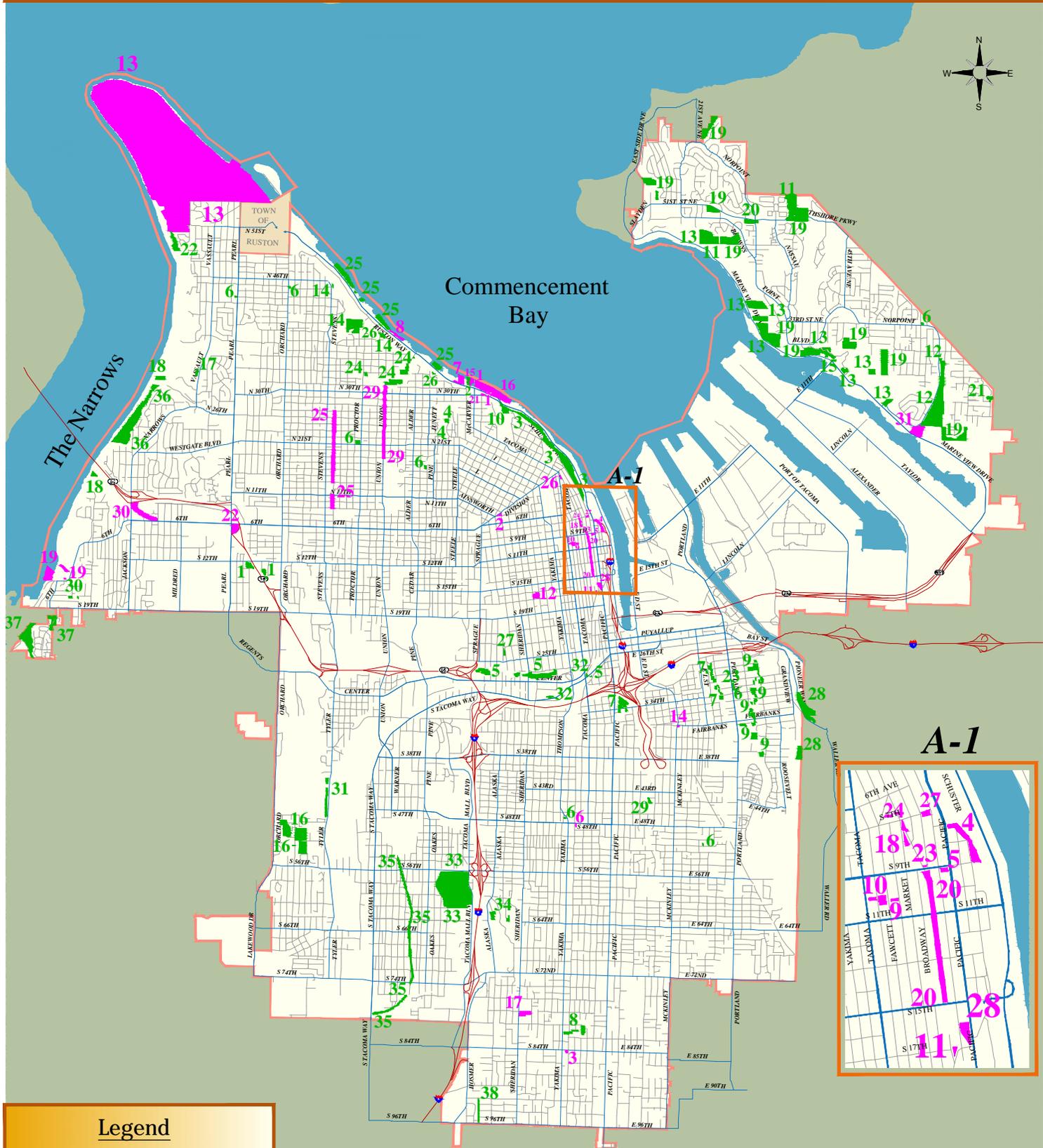
ID #	Description	Address	Size or Capacity (Acres)
1	Bantz Drumlin	SR 16 & S. 12 St.	2.19 <u>4.82</u>
2	Bayside Park		1.3
3	Bayside Trail	Schuster Slope	21
4	Buckley Gulch	N. 21 st St. & Oakes St.	0.6 <u>3</u>
5	Center Street	Center St. & S. "J" St.	6.62 <u>8.27</u>
6	Community Gardens	Various locations	2.22
7	Eastside Slope	E. 34 th St. & Fairbanks St.	7.26 <u>5.09</u>
8	Fern Hill Gulch	S. Park St. & E. 82 nd St.	1.96 <u>1.69</u>
9	First Creek	East Tacoma	12.39 <u>17.89</u>
10	Garfield Gulch/Trail	Schuster Pkwy & Boroughs Rd.	3.7
11	Harbor Ridge Plat	Northeast Tacoma slope	10.81
12	Julia's Gulch	Northeast Tacoma slope	36.23
13	Marine View Drive	Northeast Tacoma slope	41.02 <u>43.63</u>
14	Mason Gulch	N. Stevens St. & 37 th St.	11.09
15	McMurray Road Slope	Northeast Tacoma slope	1.16
16	Mullen Wetland	S. Mullen St. & 52 nd St.	21.02
17	Narrows Drive View	West Tacoma - Vassault St.	0.72
18	Narrows Slope	Narrows Bridge & west shoreline	1.81
19	Northeast Tacoma	Northeast Tacoma slope	68.44 <u>88.58</u>
20	Northshore & Norpoint	Northshore Pkwy & Norpoint Way	1.91
21	Northwood Plat	NE 21 st St & NE 67 th Ave.	0.73
22	Parkside Plat	West slope – Parkside Lane	3.77
23	Portland Ave & Wright	East Tacoma	0.22
24	Puget Gulch	N. Proctor St. & 31 st St.	5.67 <u>6.58</u>
25	Ruston Way		11.87
26	Ruston Way Slope	North slope	0.17
27	South 23rd & Alaska		0.26
28	Swan Creek	East Tacoma	15.39
29	Tacoma & Eastern Gulch	E. E St. & E. 43 rd St.	0.28
30	Titlow Beach <u>Crystal Springs</u>	6 th Ave & Crystal Springs	0.58
31	Tyler Street <u>Gulch</u> <u>Slope</u>	Tyler St. south of S. 41 st St.	3.59

32	Wakefield Drive	S. Tacoma Way & S. J St.	0.41
33	Wapato Hills	S. 56 th St. & Tacoma Mall Blvd.	70.81
34	Wapato Lake	S. Asotin Court – north of lake	2.2
35	Water Ditch Trail	South Tacoma	0.92
36	West Slope	West Slope – various	26.28
37	Westridge Plat	Day Island Bridge Rd.	17.99
38	Woodland Glen	Ash St. & S. 93 rd St.	1.23
	<u>12th & Stevens</u>	<u>S. 12th St. & Stevens St.</u>	<u>0.27</u>
	<u>34th St Gulch</u>	<u>S. 34th St. & Pacific Ave.</u>	<u>4.97</u>
	<u>Blix Green Space</u>	<u>E. Howe St. & E. 40th St.</u>	<u>0.4</u>
	<u>Hylebos Creek</u>	<u>E. 47th St. & E. 57th Ave.</u>	<u>11.4</u>
	<u>McKinley Slope</u>	<u>McKinley Way & E. F St.</u>	<u>0.94</u>
	<u>Oak Tree Slope</u>	<u>S. Oakes St. & S. 76th St.</u>	<u>0.14</u>
	<u>Trafton Slope</u>	<u>S. Trafton St. & S. 70th St.</u>	<u>4.72</u>
	<u>South Tacoma Way</u>	<u>South Tacoma Way & Tacoma Ave.</u>	<u>0.62</u>
			Total: 415.82 <u>461.25</u> Acres

Inventory of City-managed Urban Parks and Urban Amenities

ID #	Description	Address	Size or Capacity (Acres)
1	Commencement Park	1743 N Schuster	8.13
2	Division Ave Mini Park	1505 S. 5th St.	0.11
3	Fern Hill Playground	S 84th & Park Ave	0.30
4	Fireman's Park	803 A St.	1.79
5	Frost Memorial Park	9th St. & Pacific Ave	0.13
6	Gas Station Park	S 48th & Park Ave	0.22
7	Hamilton Park	2319 Ruston Way	1.60
8	Marine Park & Les Davis Pier	3427 Ruston Way	1.62
9	Harbor View Park	929 Fawcett Ave	0.11
10	McCormick park	Fawcett & Ct. E, 9th & 11th	0.56
11	Jefferson Ave Mini Park	17th St & Jefferson Ave	0.02
12	People's Community Center	1619 Martin Luther King Jr Way	1.53
13	Pt Defiance Park	N Pearl & N Park Ave	647.86
14	Ray C. Roberts Memorial Park	802 E Division Lane	0.14
15	Ruston Way - Tidelands	Ruston Way Waterfront	0.86
16	Chinese Reconciliation Park	1741 Schuster Pkwy	6.31
17	South End Neighborhood Center	7802 S L St	2.75
18	Ben Gilbert Park	Market St & St Helens Ave	0.12
19	Titlow Beach (Scuba Beach)	8619 6th Ave	8.90
20	Broadway Plaza	Broadway S. 9th to 15th St	
21	Gateway Park	N 30th & Starr St	0.10
22	Janelle's Pond	6th & Pearl St (SE corner)	2.00
23	Gunderson Point	9th & St Helens (NE Corner)	
24	Ledger Square	7th & St Helens (SE corner)	0.10
25	Mason Avenue Median	Mason Ave N 9th to 28th St	6.50
26	Norton Memorial Park	Tacoma Ave & S 1st Ave	0.10
27	Spanish Steps	701 Broadway	0.10
28	Tollefson Plaza	S 17th St & Pacific Ave	0.60
29	Union Ave Median	Union Ave from 9th & 30th St	4.30
30	War Memorial Park	6th Ave & N. Jackson Ave	0.60
31	View Point Park	Norpoint Way at Marine View	2.00
<u>2</u>	<u>Bayside Park</u>	<u>Ruston Way & McCarver</u>	<u>1.3</u>
<u>25</u>	<u>Ruston Way</u>	<u>Ruston Way – various</u>	<u>11.87</u>
<u>27</u>	<u>South 23rd & Alaska</u>	<u>S. 23rd St. & Alaska St.</u>	<u>0.26</u>
Total: 699.46 <u>712.89</u> Acres			

APPENDIX II: Parks and Open Spaces



Legend

-  City Limits
-  City Managed Urban Parks and Urban Amenities
-  City Owned Open Space

NOTE: This map will be updated, along with the inventory, subsequent to the Planning Commission public review period.



**2014 Annual Amendment Application No. 2014-08
Open Space Element Update**

DRAFT ADMINISTRATION AND PERSONNEL CODE CHANGES

February 19, 2014

These proposed amendments include modifications to the following sections of Chapter 1.37 of the Administration and Personnel Code:

TMC 1.37 TRANSFER OF DEVELOPMENT RIGHTS PROGRAM ADMINISTRATIVE CODE

1.37.020 - Definitions

1.37.030 - Sending Areas

1.37.050 - Sending Area TDR Allocation

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

1.37.020 Definitions

“TDR Manager” is an employee of the Tacoma ~~Community and Economic Development~~ Planning and Development Services Department tasked with accomplishing the duties specified by this chapter.

1.37.030 Sending Areas.

The following five categories of land or structures qualify as sending areas:

- A. Pierce County Farm Land: Farm land designated as Agriculture Resource Land (ARL) in unincorporated Pierce County situated in Pierce County’s Puyallup Valley (Alderton-McMillin or Mid County Community Planning Areas).
- B. Pierce County Forest Land: Forest land designated as Forest Land (FL) situated in unincorporated Pierce County.
- C. Resource lands in King County and Snohomish County.
- D. Tacoma Habitat: Lands providing high habitat and natural value located within, or in proximity to, designated Habitat Corridors in the Comprehensive Plan, and lands providing exceptional habitat and natural value located within the City and outside of the designated Habitat Corridors.
- E. Tacoma Landmarks: Structures designated as a landmark as identified in the Tacoma Register of Historic Places.

1.37.050 Sending Area TDR Allocation.

Upon recordation of a qualifying easement, TDRs shall be issued to the participating sending area property owners as follows:

C. For Tacoma Habitat sending areas:

- 1. For residential zones: one TDR for each forgone dwelling allowed by the property’s current zoning.
- 2. For nonresidential or multifamily zones: one TDR for each 8,000 square feet of potential but foregone floor area allowed by the property’s current zoning.
- 3. In determining development potential for this purpose, the TDR Manager shall make a reasonable estimate of ~~The calculation above shall take into account~~ the actual number of dwelling units or square feet of floor area buildable on the sending area under its current zoning restrictions and all other applicable land use and environmental controls (e.g. applicable setback or wetland regulations). The net development potential will be used, typically assuming that 25 percent of the total area would be utilized for roads and infrastructure. The TDR Manager may further reduce this estimate, up to an additional 25 percent, if specific site characteristics substantially limit development potential (including steep slopes, critical areas, or the absence of access or utilities in the vicinity).

Proposed Amendments and Staff Analyses

Application #2014-09: Sustainability Code Amendments



2014 Annual Amendment *Staff Analysis Report*

Application No.:	2014-09
Proposed Amendment:	Sustainability Code Amendments
Applicant:	Planning and Development Services
Location & Size of Area:	Citywide
Current Land Use & Zoning:	Various
Neighborhood Council Area:	Citywide
Staff Contact:	Stephen Atkinson, Planning Services Division (253) 591-5531 satkinson@cityoftacoma.org
Date of Report: (Planning Commission review date; draft or final)	February 19, 2014 (final)

I. Description of the Proposed Amendment:

1. Describe the proposed amendment, including the existing and proposed amendatory language, if applicable.

This proposal includes amendments to the Land Use Regulatory Code to further advance the City's goals for sustainable development and for the promotion of public health and active living.

Proposed amendments include the following:

Electric vehicle parking and infrastructure provision: Currently, electric vehicle charging stations and battery exchange stations are permitted under existing municipal code. These proposed amendments would add design and location standards for new electric vehicle parking and charging stations, including requirements for accessibility, as well as establish parking quantity requirements that will ensure that a percentage of new parking spaces either provide level 2 charging facilities or are constructed with the capacity to accommodate a future level 2 charging station. The quantity requirements are focused on trip origins and destinations, with a particular focus on providing electric vehicle infrastructure at new multifamily developments.

Bicycle start and end of trip infrastructure: The current bicycle parking requirements are based on a percentage of the required auto parking. Over time the City of Tacoma has been steadily decreasing auto parking requirements, and in some cases has removed parking minimums altogether. Therefore, by default, as auto parking requirements are decreased, bicycle parking requirements have decreased as well. The proposed amendments would de-couple the bicycle parking requirements from the auto parking requirements and reset the quantity requirements in-line with the City's goals for urban design, healthy living, transportation mode shifts, and greenhouse gas reduction. Further, the amendments would distinguish between short and long term bicycle parking, as envisioned in the Mobility Master

Plan, and require shower and changing facilities at trip destinations when a certain amount of long-term bicycle parking is required.

Setback and height exception for exterior insulation: This proposed amendment would provide a setback and height exception for insulation added to the exterior of a structural frame to improve energy efficiency and to better facilitate the retrofit of existing structures to reduce energy demands.

Low impact development barriers: New guidance from the Environmental Protection Agency (http://www.epa.gov/smartgrowth/pdf/sg_stormwater_BMP.pdf) substantiates the position that compact urban development and smart growth principles, including residential infill and mixed-use development, are regional stormwater best management practices that help to curtail the expansion of the urban footprint into non-urban areas, thereby lessening overall stormwater impacts. The proposed amendments include minor code revisions that will remove barriers within the zoning code to using low impact development techniques, specifically pervious pavement and rainfall catchment systems, and to identify code sections that are supportive of low impact stormwater management, consistent with EPA's guidance, and to amend the purpose and intent statement of specific code sections to reflect this support.

2. Describe the intent of the proposed amendment and/or the reason why it is needed.

The amendments are intended to further advance the City's goals for sustainable development, public health and active living, consistent with and supportive of the goals of the Washington State Growth Management Act, Vision 2040, Transportation 2040, the City of Tacoma Comprehensive Plan and the Climate Action Plan.

While recent forecasts estimate that plug-in electric vehicles sales growth will continue on a positive trend, with some forecasts estimating a 31.5% compound annual growth rate, and continue to gain market share, one of the primary barriers to market growth is the convenient access to charging facilities. For dense urban areas, lack of access to charging facilities at multi-family residences and the costs of retrofitting existing residential and commercial structures, is a key barrier to market growth in these areas. In addition, the provision of electric vehicle infrastructure at employment centers and destinations will help to extend trip distances and facilitate the public acceptance of electric vehicle infrastructure.

Market analysis estimates that battery life and costs will continue to improve, maintenance costs for electric vehicles will continue to be an advantage over combustion engines, rising fuel emission standards will continue to drive investment in electric vehicle models, and improvements in performance and diversification of models will contribute towards an increasing market share, estimated to reach 7% of the light-duty market by 2020.

Favorable conditions in Puget Sound include the establishment of the "West Coast Electric Highway" and cheap residential electricity rates. Washington State, and in particular the Puget Sound Region, is expected to see an above average growth in electric vehicle sales and is already trending in this direction.

Convenient, safe and secure start and end of trip infrastructure for bicycles is one of the primary barriers to boosting bicycle ridership. In Seattle, surveys suggest that approximately 50% of the population has access to a working bicycle, but regular ridership is under 20%. For Tacoma, a City which is largely built-out, the majority of future residential development is expected to be multifamily and located within or in close proximity to mixed-use centers. Ensuring that new multi-family

residential development incorporates an adequate supply of bicycle parking will promote more active ridership among existing bicycle owners as well as new ownership. However, in order to facilitate growth in bicycle commute trips, end of trip infrastructure, including bicycle parking, lockers, and shower facilities, are essential to ensure that residents can opt into bicycle commuting.

3. Describe the geographical areas associated with the proposed amendment. Include such information as: location, size, parcel number(s), ownership(s), site map, site characteristics, natural features, current and proposed Comprehensive Plan land use designations, current and proposed zoning classifications, and other appropriate and applicable information for the affected area and the surrounding areas.

The proposed code would apply citywide to new development and substantial alterations, as specified in the draft.

4. Provide any additional background information associated with the proposed amendment.

City staff reviewed the following materials, which provided the basis for the Sustainability Code Amendments.

Sustainability Tools for Assessing and Rating Communities (STAR)

The STAR Community Rating System (STAR) is a voluntary framework for evaluating, quantifying, and improving the livability and sustainability of U.S. communities. In November, 2013 the City of Tacoma became the first city to receive STAR certification. More information is available at www.STARcommunities.org.

LEED Neighborhood Development

In 2012 the City of Tacoma was selected by Smart Growth America (SGA) from a national pool of applicants to receive a free smart growth technical assistance workshop titled “Using LEED-DN to Accelerate the Development of Sustainable Communities.” The program is sponsored by SGA, in partnership with the U.S. Environmental Protection Agency’s Building Blocks for Sustainable Communities program and is intended to promote the implementation of smart growth principles at the local level.

The LEED-ND rating system is a set of measures for judging and certifying the sustainability of a neighborhood, similar to LEED certification of a green building, but at the neighborhood scale. The City held a workshop in April 2012 on incorporating LEED-ND into the City’s South Downtown and Martin Luther King Jr. Subarea Plans. LEED-ND standards are also incorporated into the STAR community rating system.

Climate Change and Tacoma’s Climate Action Plan

In early 2007, the Tacoma City Council and then Mayor Bill Baarsma commissioned the Green Ribbon Task Force on Climate Change to make recommendations to the City Council, defining strategies that the community could take to reduce greenhouse gas (GHG) emissions. The intention was to implement steps to ensure the City could align itself with the reduction goals stated in the Kyoto Protocol.

Tacoma’s Climate Action Plan establishes carbon reduction goals for the City and community and offers more than 40 strategies to achieve those goals. The Office of Environmental Policy and Sustainability provides annual update to the City Council on our progress in meeting the City’s carbon

reduction goals. More information is available at <http://www.cityoftacoma.org/cms/one.aspx?portalId=169&pageId=18996>.

Low Impact Development Standards Gaps and Barriers Audit

AHBL reviewed portions of Tacoma’s Municipal Code, the Public Works Design Standards, and the Stormwater Management Manual to better understand the challenges to applying Low Impact Development techniques within the City of Tacoma. This review also highlighted areas where LID would be particularly appropriate or where there was existing support for LID approaches and techniques.

International Green Construction Code

In 2012 the the International Code Council (ICC) released the International Green Construction Code (IgCC). The IgCC is the first model code to include sustainability measures for the entire construction project and its site — from design through construction, certificate of occupancy and beyond. The new code is expected to make buildings more efficient, reduce waste, and have a positive impact on health, safety and community welfare.

II. Analysis of the Proposed Amendment:

1. How does the proposed amendment conform to applicable provisions of State statutes, case law, regional policies, the Comprehensive Plan, and development regulations?

The proposed amendments are consistent with and mutually support the goals and policies of the Growth Management Act, multi-county goals and policies, the City of Tacoma Climate Action Plan, and the overarching goals as well as individual elements of the City of Tacoma Comprehensive Plan.

Growth Management Act

The proposed amendments directly support the following goals, as set forth in the Growth Management Act:

Urban growth

Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

Transportation

Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

Public facilities and services

Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

Environment

Protect the environment and enhance the state’s high quality of life, including air and water quality, and the availability of water.

RCW 47.80.090

The purpose of HB 1481 is to encourage the transition to electric vehicle use and to expedite the establishment of a convenient and cost-effective electric vehicle infrastructure that such a transition necessitates. The Legislature agreed that the development of a convenient infrastructure to recharge plug-in electric vehicles is essential to increase consumer acceptance of these vehicles.

VISION 2040 and Transportation 2040

The proposed amendments directly support the following goals from VISION 2040 and Transportation 2040:

Environment: The region will care for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, reducing greenhouse gas emissions and air pollutants, and addressing climate change impacts. The region acknowledges that the health of all residents is connected to the health of the environment. Planning at all levels should consider the impacts of land use, development patterns, and transportation on the ecosystem.

Transportation: The region will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the regional growth strategy, promotes economic and environmental vitality, and contributes to the better public health.

Tacoma Climate Action Plan

The Tacoma Climate Action Plan established greenhouse gas emission reduction goals for the near, mid and long term and identified action strategies to meet these goals.

- By 2020, reduce Tacoma's greenhouse gas emissions to 40 percent below 1990 levels. This means reducing emissions to a total of 1,194,498 tons, which is 712,081 tons below what is predicted for 2012.
- By 2050, reduce Tacoma's greenhouse gas emissions to 80 percent below 1990 levels. This means reducing emissions to a total of 398,166 tons, which is 1,508,413 below what is predicted for 2012.

Comprehensive Plan

The proposed amendments are directly supportive of the following goals of the Comprehensive Plan:

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

To offer a pleasing, esthetic and healthful environment in which to live, work, and play, and to possess an image, which instills a sense of community pride in its citizens.

To achieve a broad range of community facilities and services to meet the needs of the entire community, taking care that all areas of the city are served fairly and equitably with a minimum of disruption.

Transportation Element:

T-CTR-1 Comprehensive Planning and CTR

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

- Promote transit-oriented development;
- Encourage maximum parking requirements for new development;
- Require active transportation connections between retail, living and work places;
- Evaluate land use changes to the Comprehensive Plan and determine how the development furthers the goals of CTR;
- Realize the Complete Street concept;
- Strive for job-housing balance;
- Support an integrated, regional high capacity transit system;
- Enhance walking and bicycling environment;
- Require parking for bicycles where applicable; and
- Ensure that connectivity, accessibility and transferability among multiple modes of transportation are adequate, efficient, safe and friendly for pedestrians and bicyclists.

T-CTR-4 Climate Change and CTR

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

T-ES-7 Electric Vehicles

Encourage and promote the use of electric vehicles as they are developed in all automobile, truck and commercial vehicle classes. Neighborhood Electric Vehicles and Medium Speed Electric Vehicles may travel Tacoma's street network where appropriate and consistent with State law. Encourage the use of such vehicles in a way that conditions are safe and don't impede traffic flow.

T-ES-8 Emission-free Vehicles and Devices

Where appropriate and applicable, encourage the use of transportation devices that have a minimal impact to the environment and do not emit greenhouse gases such as skateboards and bicycles, electric personal assistive mobility devices, Low Speed Electric Vehicles and other innovations.

T-ES-10 Electric Vehicle Infrastructure

Provide for a broad range of charging opportunities at public and private parking venues.

T-MMP-3 Environmental Sustainability

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

Open Space, Habitat and Recreation Element:

OS-GI-7 Sustainable Development Practices City-wide

Encourage and support sustainable development practices throughout the City, such as low impact development stormwater management, green building and complete streets. Review and update City regulations on an ongoing basis, as new information and opportunities become available, to better achieve outcomes in terms of green infrastructure goals.

Environmental Policy Element

E-LID-1 Manage Stormwater

Encourage the use of low impact development techniques to mitigate stormwater runoff, including bioretention systems, green roofs and vegetated walls, retention of native vegetation, avoidance of soil disturbance, appropriate planting, and using pervious or permeable materials that allow water to infiltrate where hard surfaces are needed.

Housing Element

H-HC-5 Low Impact Development

Promote housing development that considers environmental factors (e.g. steep slopes, wetlands, gulches) to minimize erosion and reduce negative impacts on air, soil and water quality.

2. Would the proposed amendment achieve any of the following objectives?

- **Address inconsistencies or errors in the Comprehensive Plan or development regulations;**
- **Respond to changing circumstances, such as growth and development patterns, needs and desires of the community, and the City's capacity to provide adequate services;**
- **Maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern; and/or**
- **Enhance the quality of the neighborhood.**

The proposal would help the City of Tacoma achieve the second, third and fourth bullet points in particular by supporting energy efficiency and low impact development strategies that homeowners could utilize within their neighborhoods, supporting bicycle infrastructure that will provide residents with more convenient and secure bicycle parking, ensuring that new employment centers provide compatible end of trip bicycle and electric vehicle infrastructure such that the entire mobility system is enhanced and trip origins and destinations are better integrated with the rest of the transportation system.

3. Assess the proposed amendment with the following measures: economic impact assessment, sustainability impact assessment, health impact assessment, environmental determination, wetland delineation study, traffic study, visual analysis, and other applicable analytical data, research and studies.

Electric vehicle parking and infrastructure provision: The proposed amendment will have several anticipated economic impacts. First, electric vehicle sales trends are expected to continue growing as a percent of the market share. Improving electric vehicle infrastructure will have a positive impact on the growth and productivity of this sector, making electric vehicles a more feasible option for consumers. As electric vehicle costs, including initial purchase and battery replacement costs, continue to improve, and gas prices continue to climb, staff expects that electric vehicles will save consumers income that

can be expended elsewhere in the local economy. Second, staff expects that the proposed quantity requirements will add some additional cost burden to new development. Generally, the cost burden will be minimized for new construction versus the costs of retrofitting an existing structure to accommodate electric vehicles. By requiring the infrastructure for new construction, potential future cost barriers are avoided. This cost burden will be further minimized for multi-family residential by requiring only the electrical capacity and infrastructure necessary to support the addition of a future charging station and not the charger itself. The cost of each level 2 charging unit is estimated from between \$1500 to \$3000. These units may be added as the market demands, but are not required. In addition, the shift to electric vehicles will promote energy conservation, air quality, and greenhouse gas reductions that support sustainability goals, reduce congestion and improves the public health.

Bicycle start and end of trip infrastructure: The proposed amendments support the necessary bicycle infrastructure to make Tacoma a truly bicycle friendly community. Cycling, whether for commute trips or recreation, promotes healthy lifestyles, improved air quality, and is an affordable option for both commute and recreation activities. The infrastructure is cost-effective in comparison to automobile parking. Approximately 14 bicycles may be parked in one typical auto stall. Staff anticipates that new bicycle infrastructure will add costs to new development, but that in many cases the costs will be minimal given the costs of providing structured and surface parking facilities. The quantity requirements are also scaled to reflect both the size of the development and the concentration of residents or employees.

Setback and height exception for exterior insulation: The proposed amendment removes a potential barrier to increased energy efficiency. As such, the amendment is not anticipated to impose any additional costs on development, but rather to enable improved energy efficiency and cost savings over time, which supports economic activity, sustainability, environmental and public health.

Low impact development: The proposed amendments remove potential barriers to the utilization of low impact development techniques and do not impose new standards on development. As such, the amendments are not anticipated to impose any additional costs on development, but rather, to enable the use of low impact techniques that may result in cost savings over time as well as improved environmental health.

4. Describe the community outreach efforts conducted for the proposed amendment, and the public comments, concerns and suggestions received.

Over the past few months, staff has discussed the 2014 Annual Amendment package with various stakeholder groups, including the Master Builders Association (MBA), other development industry representatives, and Neighborhood Councils. In addition, planning staff have or plan to reach out to the Community Council, the Cross District Association, and Neighborhood Business Districts, informing them of the 2014 Annual Amendment process and offering presentations on the proposed amendments at their board meetings. Additional outreach will occur through and during the Planning Commission and City Council's public hearing and notice processes

5. Will the proposed amendment benefit the City as a whole? Will it adversely affect the City's public facilities and services? Does it bear a reasonable relationship to the public health, safety, and welfare?

The proposal would benefit the City as a whole and bears an intimate relationship to the public health, safety, and welfare of the City by supporting strategies that will improve air and water quality, combat climate change, promote active living and environmental health.

III. Staff Recommendation:

Staff recommends that the proposed amendments to the *Land Use Regulatory Code*, as depicted in Exhibit A, be distributed for public review. Staff will continue to engage in public outreach and provide a summary to the Planning Commission prior to the public hearing process which is tentatively scheduled for February-March 2014.

IV. Exhibits:

A. Land Use Regulatory Code (with proposed changes)

The following is a summary of Land Use Regulatory Code sections associated with specific elements of the Sustainability Amendments.

Electric vehicle infrastructure:

- 13.06.510 Off street parking requirements, pages 6-8
- 13.06.700 Definitions, pages 19 and 20

Bicycle facilities:

- 13.06.512 Pedestrian and bicycle support standards, pages 9-15
- 13.06.700 Definitions, page 18

Setback and height exceptions for exterior insulation:

- 13.06.602 General restrictions, pages 16-17

Low impact development:

- 13.06.140 PRD Planned residential development district, pages 1-3
- 13.06.145 Small-lot single family residential development, page 3
- 13.06.300 Mixed-use center districts, page 4
- 13.06.602 General restrictions, page 17

B. References.



2014 Annual Amendment Application No. 2014-09
Sustainability Code Amendments

DRAFT TACOMA MUNICIPAL CODE CHAPTER 13.06
February 19, 2014

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

* * *

13.06.140 PRD Planned Residential Development District.

A. Intent. The PRD Planned Residential Development District is intended to: provide for greater flexibility in large scale residential developments; promote a more desirable living environment than would be possible through the strict regulations of conventional zoning districts; encourage developers to use a more creative approach in land development and stormwater management; provide a means for reducing the improvements required in development through better design and land planning; conserve natural features and retain native vegetation; and facilitate more desirable, aesthetic, and efficient use of open space.

The PRD District is intended to be located in areas possessing the amenities and services generally associated with residential dwelling districts, and in locations which will not produce an adverse influence upon adjacent properties.

Land classified as a PRD District shall also be classified as one or more of the regular residential zoning districts and shall be designated by a combination of symbols (e.g., R-3-PRD planned residential development district).

B. Procedures.

* * *

C. General requirements.

* * *

12. Subject to width variations, all vehicular accessways within the PRD District, both public and private, shall be constructed and improved to meet or exceed minimum City of Tacoma standards; except that all public and private vehicular accessways shall be paved with ~~an impervious surface~~ hard surface with necessary base preparations, in accordance with City of Tacoma standards.

* * *

G. Parking regulations. Off-street parking space shall be provided in accordance with Section 13.06.510. Required off-street parking for dwellings shall not be located more than 100 feet from the dwelling or dwellings it is intended to serve unless otherwise permitted by the Hearing Examiner or the Director.

Required parking spaces shall be surfaced with ~~an impervious~~ a hard surface.

* * *

13.06.145 Small-lot single-family residential development.

A. Purpose. These regulations are intended to supplement and amend the regulations pertaining to single-family detached residential development by providing criteria for small-lot single-family detached development in the R-1, R-2, R-2SRD, HMR-SRD, R-3, R-4, R-4-L and R-5 Districts. These regulations are intended primarily to promote residential infill development within the City to be consistent with the mandate of the State Growth Management Act and the City’s Comprehensive Plan, to encourage growth within urban areas, and to minimize sprawl. Residential infill within already urbanized areas is increasingly recognized as a regional storm water management best management practice by encouraging a more compact urban form and reducing the development footprint within sensitive watersheds and greenfield areas. These provisions are designed to provide a mechanism to create new lots and develop existing lots that have a smaller area and/or width than the standard lot size requirements in the R Districts. However, in allowing for the creation of and development on these smaller lots, additional design standards are applied to better ensure that new single-family development on such lots is compatible with the desired character of the City’s residential areas.

B. Lot size standards.

1. New lots that are up to 10% smaller than the applicable minimum lot size and/or width requirements in Section 13.06.100.D shall be allowed, without variance, in the R-1, R-2, R-2SRD, HMR-SRD, R-3, R-4, R-4-L and R-5 Districts, subject to the following standards and provided that all new dwellings meet the design standards in Section 13.06.145.E.

	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4	R-4-L	R-5
Minimum Lot Area								
Min. Lot Area (in square feet) (These requirements are 10% smaller than the standard requirements for each zone).	6,750	4,500	4,500	4,500	4,500	4,500	4,500	4,500
Min. Lot Measurements								
Min. Average Lot Width (in feet) (These requirements are 10% smaller than the standard requirements for each zone).	45	45	45	45	45	45	45	45
Minimum Lot Frontage (in feet)	25	25	25	25	25	50	50	50

2. New lots that are more than 10% smaller than the applicable minimum lot size and/or width requirements in Section 13.06.100.D shall only be allowed with approval of a variance (see Section 13.06.645), and provided that all new dwellings meet the design standards in Section 13.06.145.E and F.

C. Building envelope standards. New single-family dwellings on small lots shall be subject to the standard building envelope requirements for single-family dwellings in the applicable zoning district (see Section 13.06.100.D).

D. Design standards - Applicability.

1. New single-family dwellings on new lots that are up to 10% smaller than applicable minimum lot size and/or width requirements in Section 13.06.100.D shall be subject to the design requirements found in Section 13.06.145.E.

2. New single-family dwellings on new lots that are more than 10% smaller than applicable minimum lot size and/or width requirements in Section 13.06.100.D (such lots can only be created by approval of a variance) shall be subject to the design requirements found in Sections 13.06.145.E and 13.06.145.F.

3. New single-family dwellings on pre-existing lots that are smaller than applicable minimum lot size and/or width requirements shall be subject to the design requirements found in Section 13.06.145.E.

E. Design Standards – Level 1. The following design standards shall be met for all new single-family dwellings on new lots that are up to 10% smaller than the applicable minimum lot size and/or width requirements in Section 13.06.100.D, and on all pre-existing lots that are smaller than the current, applicable minimum lot size and/or width requirements in Section 13.06.100.D:

1. Clear building entries. Dwellings shall provide a clearly defined building entrance that faces the street and provide weather protection that is at least 4 feet deep along the width of the building entry. A porch may serve to comply with this provision.

2. Garages:

* * *

13.06.300 Mixed-Use Center Districts.

A. District Purposes. The specific purposes of the Mixed-Use Center Districts regulations are to:

1. Increase the variety of development opportunities in Tacoma by encouraging greater integration of land uses within specific districts in a manner consistent with the Growth Management Act, the Regional Plan: Vision 2020, the County-Wide Planning Policies for Pierce County, and the City's Comprehensive Plan.
2. Strengthen the City's economic base by encouraging more efficient use of existing infrastructure and limited land supply through mixed-use, density, and design, as well as transit and pedestrian orientation in specified centers.
3. Allow and encourage a variety of housing options within mixed-use centers, including residences over businesses that can promote live-work arrangements which reduce demands on the transportation system.
4. Help provide employment opportunities closer to home and reduce vehicular trips for residents of the City and surrounding communities by encouraging mixed-use development.
5. Create a variety of suitable environments for various types of commercial and industrial uses, and protect them from the adverse effects of inharmonious uses.
6. Allow commercial and industrial growth in specified centers and/or districts while minimizing its impact on adjacent residential districts through requirements of buffering, landscaping, compatible scale, and design.
7. Accommodate and support alternative modes of transportation, including transit, walking, and bicycling, to reduce reliance on the automobile by making specified centers more "pedestrian-oriented" and "transit-oriented" through the provision of street amenities, landscaping, windows, continuous building frontages, limited curb cuts, and direct pedestrian entrances adjacent to the right-of-way and/or public sidewalk.
8. Locate and design parking to be consistent with the overall intent of providing a pedestrian and transit-supportive environment that encourages human-oriented design instead of vehicle-oriented design and promotes alternatives to single-occupancy vehicles. Examples include building location at the street, parking location behind or within buildings, adequate screening, avoidance of pedestrian-vehicle conflicts, and conveniently located transit stops.
9. Within Centers, the core areas of the district are the central hub and focus for the greatest level of growth and activity. Within these core areas, enhanced standards and design flexibility is appropriate to ensure that they are developed consistent with the community vision and goals for these areas, as outlined in the Comprehensive Plan.
10. To promote and attract dense infill development that may otherwise have resulted in the expansion of the region's urban footprint into sensitive greenfield areas within the watershed, and to achieve a compact land use pattern that promotes air and water quality, healthy watersheds, and the reduction of regional storm water runoff.

13.06.510 Off-street parking and storage areas.

A. Purpose.

* * *

B. Off-street parking area development standards.

* * *

C. Loading spaces.

* * *

D. Storage areas and vehicle storage areas.

* * *

E. Vehicle services and repair; and vehicle service and repair, industrial.

* * *

F. Electric vehicle parking requirements. The purpose of this section is to ensure that new development provides 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 and the reduction of 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.

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

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

*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.

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.

Exhibit A: Sustainability Code Amendments

(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.

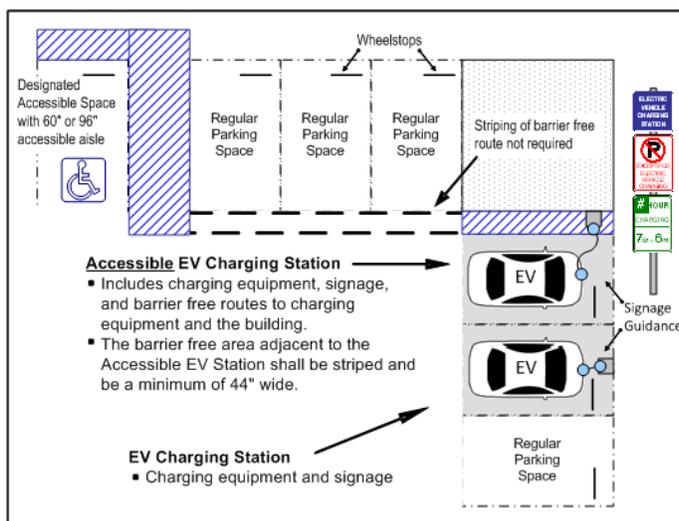
5. Accessible Electric Vehicle Charging Stations

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

b. Accessible electric vehicle charging stations shall be provided in the ratios shown on the following table:

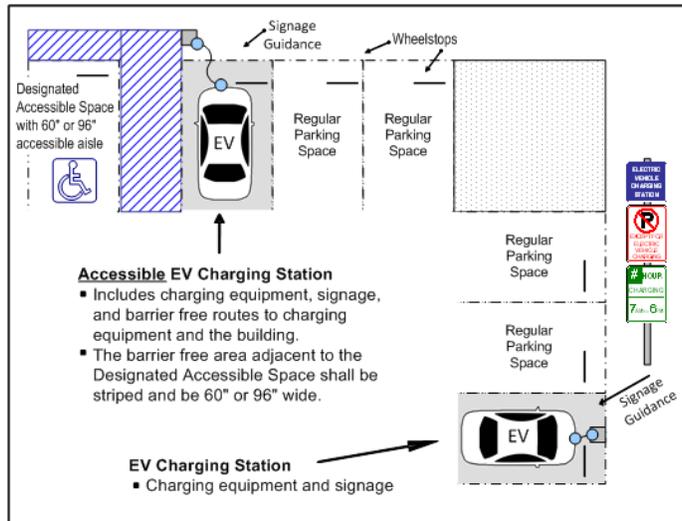
<u>Number of EV Charging Stations</u>	<u>Minimum Accessible EV Charging Stations</u>
<u>1-50</u>	<u>1</u>
<u>51-100</u>	<u>2</u>
<u>101-150</u>	<u>3</u>
<u>151-200</u>	<u>4</u>
<u>201-250</u>	<u>5</u>
<u>251-300</u>	<u>6</u>

6. Off-Street Accessible Electric Vehicle Charging Station Examples



Puget Sound area parking garage.
Photo by ECOtality North America.

Exhibit A: Sustainability Code Amendments



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.

13.06.512 Pedestrian and bicycle support standards.

<p>A. General Applicability. * * *</p>
<p>B. Walkways (Illustrated). To support transportation choices, including walking, the following standards shall be met to assist pedestrian safety, comfort, and mobility, including access to uses from public ways and access from parking areas. * * *</p>
<p>C. Street Furniture. To support transportation choices, including walking, the following standards shall be met to assist pedestrian safety, comfort, and mobility, including resting places at reasonable intervals.</p>
<p>1. Minimum. A minimum of one fixed bench or equivalent seating area for every 250 feet of street frontage. This requirement determines quantity and not distribution, not required if site has less than 250 feet of street frontage. Projects in the PMI District are exempt from this requirement. Parks, recreation and open space uses are only required to provide street furniture adjacent to buildings fronting on a street.</p>
<p>2. Minimum on designated pedestrian streets in Mixed-Use Center Districts. A minimum of one fixed bench or equivalent seating area for every 150 feet of street frontage. This requirement determines quantity and not distribution, not required if site has less than 150 feet of street frontage. Parks, recreation and open space uses are only required to provide street furniture adjacent to buildings fronting on a street.</p>
<p>3. Design. Furniture shall be consistent with any applicable adopted business area improvement plans and shall utilize designs that discourage long-term loitering or sleeping, such as dividers or individual seating furniture. See examples below.</p>

<p>4. Credit. Any adjacent public street furniture can be counted toward this requirement.</p>
<p>D. Bicycle Parking. To support transportation choices, including biking, the following standards shall be met for more visible and secure locations for bicycle parking.</p>
<p>1. Quantity in T, C-1, C-2, HM, and PDB. Minimum 3 percent of the requirement for automobile parking spaces for the first 300 car stalls and 1 percent of car stalls in excess of 300. A minimum of 2 bike spaces is required, except sites requiring 5 or fewer car stalls are exempt from bike parking. Adjacent public bike racks can be counted toward this requirement.</p>
<p>2. Quantity in Mixed-Use Center Districts. Five percent of the requirement for automobile parking spaces for the first 300 automobile stalls and 1.5 percent of automobile stalls in excess of 300, but no less than 2 bicycle stalls. Sites requiring 5 or fewer automobile stalls are exempt from this requirement, except for sites exempted from parking requirements due to their location along core pedestrian streets in neighborhood mixed-use centers (see Section 13.06.510.A.1 Table 2), where the number of required bicycle parking stalls shall be based on the amount of parking that would've been required for the project if it were not exempted. Adjacent public bike racks can be counted toward this requirement. Any form of vehicle storage, including auto dealers, counts only customer and employee parking to determine bike parking requirement.</p>
<p>3. For park and recreation uses where no vehicular parking is required, a minimum of 2 bike spaces for every 500 feet of street frontage is required in all residential, commercial or industrial zones; in Mixed-Use Center zones a minimum of 2 bike spaces for 250 feet of street frontage is required. The amount shall be no less than 2 bike spaces. Adjacent public bike racks can be counted toward this requirement.</p>
<p>4. Location. Bicycle parking shall be located within 50 feet of the primary building entrance for individual sites. Bicycle parking may be grouped near an owner designated primary entrance in shopping centers. 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. 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.</p>

Exhibit A: Sustainability Code Amendments

5. Design. Bicycle parking facilities, such as racks and lockers, shall be consistent with any applicable, adopted business area improvement plan or streetscape design plan. Racks and lockers shall also be securely anchored and designed to accommodate the required number of bicycles, support bicycles upright, and allow for the frame and at least one wheel to be secured with a standard U-lock. See examples below.



(Ord. 27995 Ex. D; passed Jun. 14, 2011; Ord. 27893 Ex. A; passed Jun. 15, 2010; Ord. 27818 Ex. A; passed Jul. 28, 2009; Ord. 27245 § 13; passed Jun. 22, 2004; Ord. 27079 § 37; passed Apr. 29, 2003; Ord. 26933 § 1; passed Mar. 5, 2002)

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.

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;

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- (1) If the location is not currently lighted, it shall be provided with illumination of not less than 1 footcandle at the parking surface;
- (2) It shall have an area of not less than 24 inches by 60 inches for each bicycle;
- (3) 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;
- (4) To increase visibility to pedestrians, racks should have a minimum height of 33 inches or be indicated or cordoned off by visible markers;
- (5) Examples of short-term bicycle parking (from the Bicycle and Pedestrian Design Guidelines):

Post and ring rack

Coat hanger rack

Inverted U rack

Wheel well with support arm

4. Location of long-term bicycle parking facilities:

- a. Long-term bicycle parking facilities for residential uses shall be located on site.
- b. Non-residential long-term bicycle parking shall be located on-site or within a shared bicycle parking facility within three-hundred (300) feet of the lot, except as provided in subsection 6 below.
- c. Long-term bicycle parking shall be in a secure location where access to the bicycles is limited and is not available to the general public.
- d. Bicycle parking facilities may include, but are not limited to, the following:
 - (1) Designated indoor bike room with locking system;
 - (2) Bike cage with locking system in a parking garage;
 - (3) Uncaged bike parking in a garage or area with 24-hour secured access (protect bike parking areas not in a cage from autos with bollards, curbs, or other means);
 - (4) Individual bicycle lockers with locking system, provided the lockers are partially transparent or include a view hole to discourage improper use;
 - (5) Designated bike space with racks inside an office area which can be locked when it is not occupied.
 - (6) Limited access areas and areas monitored by a security camera, with weather protection.

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e. If garage racks are accessible to the general public they must be directly adjacent to an attendant booth that is occupied 24-hours a day.

5. Design of long-term bicycle parking facilities:

a. The following rack types are acceptable for long-term bicycle parking:

- (1) Post and Ring
- (2) Inverted U (single or fastened in series)
- (3) Wall-Mounted Racks with fixed attachment points
- (4) Wheel well - Secured, with arm or feature that supports frame
- (5) Modified Coat hanger
- (6) Two-Tier, or Double-Decker

b. Long term bicycle shall be provided with a permanent cover including, but not limited to, parking structure, roof overhang or awning.

c. A minimum 3 feet parallel spacing between conventional ground-level bicycle racks (e.g. inverted-U racks) to allow access to bicycles parked adjacent to each other.

d. A minimum 5 feet perpendicular access aisle between rows of bicycle parking to allow users to safely move and park their bicycles.

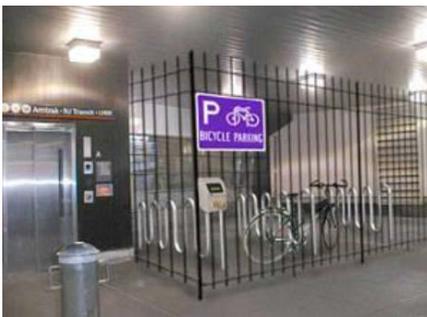
e. A minimum 2 feet 6 inches perpendicular spacing between a row of conventional ground-level bicycle racks (e.g. inverted-U racks) and walls or obstructions to allow the bike to be placed correctly on the rack.

f. Allow 24" minimum clearance for user access between a wall or other obstruction and the side of the nearest parked bicycle (may use 18" minimum for some rack types such as wall-mount).

g. Provide at least 25% ground-level bicycle parking spaces, to allow for use by those unable to lift their bicycles to higher racks and those with bicycle types that may not fit in upper-level or wallhanging racks (e.g. recumbents, folding bicycles, cargo bicycles, or those with trailers).

h. For in-building bicycle parking facilities and where more than five (5) long-term bicycle parking spaces are required, lockable clothing/gear storage lockers must also be provided. However, facilities that already provide personal lockers are not required to provide additional locker space for bicycle clothing/gear.

i. Examples of long-term bicycle parking facilities:



Bike cage in Penn Station



Bike station



Bike lockers at a transit station

6. Bicycle parking for non-residential uses may be located in a facility within three hundred (300) feet of the lot that is not a shared bicycle parking facility, if the Director determines that safe, accessible and convenient bicycle parking accessory to a nonresidential use cannot be provided on-site or in a shared bicycle parking facility within three-hundred (300) feet of the lot, without extraordinary physical or financial difficulty.

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Table 13.06.512 E: Quantity Requirements for Short and Long Term Bicycle Parking		
<u>Bicycle parking shall be provided at the following rates.</u>		
<u>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.</u>		
<u>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.</u>		
<u>Use</u>	<u>Long-term</u>	<u>Short-term</u>
<u>Commercial Uses</u>		
<u>1.</u>	<u>Business and professional offices*</u>	<u>1 per 4,000 sq. ft.</u>
<u>2.</u>	<u>Medical and dental clinics*</u>	<u>1 per 40,000 sq. ft.</u>
<u>3.</u>	<u>Lodging*</u>	<u>1 per 20 rentable rooms</u>
<u>4.</u>	<u>Shopping Center*</u>	<u>2 per business</u>
<u>5.</u>	<u>Eating and Drinking establishments*</u>	<u>1 per 8,000 sq. ft.</u>
<u>6.</u>	<u>Retail*</u>	<u>1 per 4,000 sq. ft.</u>
<u>Residential Uses</u>		
<u>7.</u>	<u>Multi-family dwellings with 5 or more units</u>	<u>1 per 40,000 sq. ft.</u>
<u>8.</u>	<u>Retirement homes, apartment hotels, residential hotels, residential clubs, fraternities, sororities, and group living quarters of a university or private club</u>	<u>1 per 20 units</u>
<u>Institutional Uses</u>		
<u>9.</u>	<u>Libraries, museums, art galleries</u>	<u>1 per 20 residents</u>
<u>10.</u>	<u>Religious Assembly*</u>	<u>1 per 20 units</u>
<u>11.</u>	<u>Elementary schools</u>	<u>1 per 40 seats or 1 per 1,000 sq. ft. of non-seat area</u>
<u>12.</u>	<u>Secondary (middle, junior and high) schools</u>	<u>1 per 40 seats or 1 per 1,000 sq. ft. of non-seat area</u>
<u>13.</u>	<u>College and university</u>	<u>1 per 40 seats or 1 per 1,000 sq. ft. of non-seat area</u>
<u>14.</u>	<u>Hospitals*</u>	<u>A number of spaces equal to ten (10) percent of the maximum students present at peak hour plus five (5) percent of employees</u>
<u>Warehouse/Industrial</u>		
<u>15.</u>	<u>Warehousing*</u>	<u>1 per 40,000 sq. ft.</u>
<u>16.</u>	<u>Industrial/Manufacturing*</u>	<u>None</u>
<u>Recreational</u>		
<u>17.</u>	<u>Auditoriums, stadiums, theaters</u>	<u>1 per 12,000 sq. ft.</u>
<u>18.</u>	<u>Miniature golf course*</u>	<u>10, or 1 per 40 seats</u>
<u>19.</u>	<u>Skating rink and bowling alley*</u>	<u>1 per 4,000 sq. ft.</u>
<u>20.</u>	<u>Public dance halls and private clubs*</u>	<u>1 per 4,000 sq. ft.</u>
<u>21.</u>	<u>Marina</u>	<u>1 per 4,000 sq. ft.</u>
<u>22.</u>	<u>Park and Open Space</u>	<u>At least 2</u>
	<ul style="list-style-type: none">• <u>Open Space Habitat Areas</u>• <u>Community gardens</u>• <u>Neighborhood/Community Parks</u>• <u>Urban Parks</u>• <u>Regional Parks</u>	<u>None</u> <u>None</u> <u>None</u> <u>None</u> <u>None</u>
<u>23.</u>	<u>Other recreation facilities not listed</u>	<u>1 per 10 acres</u> <u>2</u> <u>1 per 4,000 sq. ft.</u> <u>1 per 20,000 sq. ft.</u> <u>1 per 40,000 sq. ft.</u>
<u>Transportation Facilities</u>		
	<u>Same as retail</u>	<u>Same as retail</u>

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<u>24.</u>	<u>Rail transit station and passenger terminals</u>	<u>At least 10</u>	<u>At least 10</u>
<u>25.</u>	<u>Principal use parking except park and ride lots</u>	<u>1 per 40 auto spaces</u>	<u>1 per 40 auto spaces</u>
<u>26.</u>	<u>Park and ride lots</u>	<u>1 per 40 auto spaces</u>	<u>1 per 40 auto spaces</u>
Services			
<u>27.</u>	<u>Day-care centers*</u>	<u>1 per 10,000 sq. ft.</u>	<u>At least 2</u>

7. Changing and shower facilities. At a minimum, a single shower and changing facility shall be provided when a new use is required to provide at least ten (10) long-term bicycle parking spaces. Additional shower and changing facility shall be provided for each additional twenty (20) required long-term bicycle parking spaces, according to Table 13.06.512 E 7. Where more than one changing and shower facility is required, separate facilities shall be provided for each sex. Multifamily residential and transportation facilities are exempt from this requirement.

<u>Table 13.06.512 E 7: Quantity Requirements for Changing and Shower Facilities</u>	
<u>Number of Long Term Bicycle Parking Spaces</u>	<u>Number of Changing and Shower Facilities Required</u>
<u>0-9</u>	<u>N/A</u>
<u>10-20</u>	<u>1</u>
<u>21-40</u>	<u>2</u>
<u>41-60</u>	<u>3</u>
<u>61-80</u>	<u>4</u>
<u>81 +</u>	<u>No additional facilities required</u>

13.06.602 General restrictions.

A. This section contains general provisions for use, height, area, setbacks and yards. The following provisions apply to all zoning districts, except as hereinafter provided, and except where modified by the provisions of Chapter 13.06A relating to Downtown Districts, Chapter 13.10 relating to Shoreline Management, and other sections of the TMC:

1. No new subdivision, parcel or lot shall be created that prevents compliance with the standards of this or any other applicable Code, Title or standard of the City of Tacoma.
2. Use. Any building, structure, premises, or part thereof, shall be erected, raised, moved, reconstructed, extended, enlarged, or altered; or any land shall be used or occupied; only for the uses or purpose of accommodating the uses permitted in the district in which such building, structure, premises, or land is located, and then only after applying for and securing all permits and licenses required by law and city ordinances. While listed uses may not be varied, dimensional and/or design requirements contained in the additional regulations listed in the use tables may be varied; however, this does not allow uses to be varied.
3. Height. Any building, structure, or portion thereof, hereafter erected, shall not exceed the height limits established for the district wherein such building or structure is located except:
 - a. As provided in Section 13.06.640 relating to conditional uses.
 - b. As provided in Section 13.06.645 relating to height variances for residential structures located in the View-Sensitive Districts.
 - c. Schools, libraries, structures for religious assembly, colleges. In districts with a height limit of 35 feet, these facilities, when permitted as a use, are allowed at a maximum 45 feet in height.
 - d. Structures, above height limits. Chimneys, tanks, towers, cupolas, steeples, flagpoles, smokestacks, silos, elevators, fire or parapet walls, open railings, and/or similar necessary building appurtenances may exceed the district height limit provided all structural or other requirements of the City of Tacoma are met and no usable floor space above the district height limit is added.
 - e. Shipping cranes or other freight moving equipment are exempt from height limits.
 - f. Solar panels/collectors are allowed to exceed the maximum height limit provided they do not extend more than 12-inches above the surface of the roof, as measured to the upper side of the solar panel, and on pitched roofs do not extend above the ridge line (see examples below).



g. For the purpose of adding insulation to the exterior of the existing building structural frame the maximum allowable roof height may be increased by 8 inches, only. Existing buildings not conforming to development standards shall not exceed the maximum allowable height limit by more than 8 inches. This exception is not applicable within view-sensitive districts.

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m. Projections into required setbacks and yards. Every part of a required setback or yard shall be open, from the ground to the sky, and unobstructed, except for the following:

- (1) Accessory building in the required rear yard setback.
- (2) Ordinary building projections such as cornices, eaves, belt courses, sills, or similar architectural features, may project into any required yard or setback not more than 24 inches.
- (3) Chimneys may project into any required setback not more than 24 inches.
- (4) Uncovered balconies, decks, or fire escapes whose surface is greater than 8 feet above the surrounding grade may project over a required front or rear yard setback four feet or over a required yard two feet.
- (5) Uncovered terraces, platforms, and decks whose surface is greater than 30-inches but not more than 8 feet above the surrounding grade may project or extend into a required front or rear yard setback not more than eight feet or into a court not more than six feet.
- (6) Uncovered, ground level decks (deck surface no more than 30-inches in height from surrounding grade) may occupy up to 50 percent of a required setback and may also extend into required side yard setbacks to within 3-feet of the property line.
- (7) An uncovered landing which does not extend above the level of the first floor of the building may project or extend into a required side yard setback not more than three feet.
- (8) Mechanical equipment may encroach 8-feet into the required rear yard setback and may encroach 8-feet into the functional rear yard setback on double-frontage lots (see Section 13.06.100.F.5 regarding “functional rear/front yards”). Mechanical equipment may not be located within a required side yard setback or yard space. The location of mechanical equipment shall not be used in the calculation of average setbacks.
- (9) Covered porches which are open on three sides and do not extend above the level of the first floor may project 8-feet into the required front yard setback.
- (10) Bay windows, garden windows and fireboxes may extend up to 24-inches into required side yard setbacks, as long as the total of such features does not exceed 25% of the side wall area.

(11) For the purpose of adding insulation to the exterior of an existing building structural frame required setback distance from adjacent property lines may be decreased by a maximum of 4 inches, where allowed by building code and where a minimum 3' clearance from the lot line is maintained for fire and emergency access. Existing buildings not conforming to development standards shall not extend into required setback more than 4 inches.

(12) Rainfall catchment systems, which may include rain barrels, tanks or cisterns as well as associated piping, may extend into a required yard according to the following:

(a) Rainfall catchment tanks no greater than 600 gallons shall be allowed to encroach into a required setback if each tank is less than 4' wide (as measured perpendicular from the side of the house or principal structure), a minimum 3' clearance from the lot line is maintained, and provided that the cumulative coverage of the tanks does not exceed 10% of each yard area.

(b) Rainfall catchment tanks larger than 600 gallons may be permitted in required yard setbacks provided that they do not exceed 10% coverage in any required yard, and they are not located closer than 3' from a side or rear lot line, or 15' from the front lot line. If located in the front, the rainfall catchment tank must be screened.

(c) Rainfall catchment tanks may not impede requirements for lighting, open space, minimum usable yard space, and fire protection or egress.

(d) The rainfall catchment system shall not obstruct any escape window and shall not create a surcharge on an existing retaining wall.

n. Lot area modifications for mobile home parks, multiple-family dwellings, retirement homes, apartment hotels, and residential hotels. In the case of a lot which abuts more than one street, computation of lot area may include one-half the area of the second and additional streets so abutting for the purpose of determining the number of mobile

13.06.700 Definitions and illustrations.

* * *

Bicycle parking. Stationary rack that accommodates a lock securing the frame and wheels, or a lockable enclosure with the quantity accommodated determined by manufacturer's specifications.

Bicycle parking, short-term: parking meant to accommodate visitors, customers, messengers and others expected to depart within two hours; requires approved standard rack, appropriate location and placement, and weather protection.

Bicycle parking, long-term: parking meant to accommodate employees, students, residents, commuters, and others expected to park more than two hours. This parking is to be provided in a secure, weather-protected manner and location.

* * *

Electric vehicle charging stations. A public or private parking space that is served by battery charging station equipment that has as its primary purpose the transfer of electric energy (by conductive or inductive means) to a battery or other energy storage device in an electric vehicle.

1. "Accessible electric vehicle charging station" means an electric vehicle charging station where the battery charging station equipment is located within accessible reach of an access aisle for a designated accessible parking space (minimum 44-inch width) and the electric vehicle.

2. "Battery charging station" means an electrical component assembly or cluster of component assemblies designed specifically to charge batteries within electric vehicles, which meet or exceed any standards, codes, and regulations set forth by chapter 19.28 RCW and consistent with rules adopted under RCW 19.27.540.

3. "Charging level" means the standardized indicators of electrical force, or voltage, at which an electric vehicle's battery is recharged. Levels 1, 2, and 3 are defined by the speed of charging and typically have the following specifications:

a. Level 1 – slow charging. Typically 15- or 20-amp breaker on a 120-volt alternating current.

b. Level 2 – medium charging. Typically 40-amp to 100-amp breaker on 208- or 240-volt alternating current.

c. Level 3 - fast or rapid charging [station]. Typically 60-amp or higher dedicated breaker on a 480-volt or higher three-phase circuit with special grounding equipment.

4. "Electric vehicle" means any vehicle that operates, either partially or exclusively, on electrical energy from the grid, or an off-board source, that is stored on-board for motive purpose. "Electric vehicle" includes: (1) a battery electric vehicle; (2) a plug-in hybrid electric vehicle; (3) a neighborhood electric vehicle; (4) a medium-speed electric vehicle, (5) electric scooters and motorcycles.

5. "Electric vehicle infrastructure (EVI)" means the site design must provide electrical, associated ventilation, accessible parking, and wiring connection to transformer to support the additional potential future electric vehicle charging stations pursuant to National Electrical Code (2008) Article 625.

6. "Electric vehicle parking space" means any marked parking space that identifies the use to be exclusively for the parking of an electric vehicle.

7. "Rapid charging station" means an industrial grade electrical outlet that allows for faster recharging of electric vehicle batteries through higher power levels and that meets or exceeds any standards, codes, and regulations set forth by chapter 19.28 RCW and consistent with rules adopted under RCW 19.27.540.

The following is background information that City staff reviewed and considered in developing the proposed amendments for specific components of the Sustainability Code Amendments.

Electric Vehicle Infrastructure

Puget Sound Regional Council Electric Vehicle Readiness

Puget Sound Regional Council, working with the state Department of Commerce, developed a model ordinance, regulations and resource materials for local jurisdictions. These resources may be found at:

<http://www.psrc.org/transportation/ev>.

<http://cleantechnica.com/2013/09/30/electric-vehicles-speeding-toward-7-global-sales-2020/>

Estimates that combined worldwide sales of hybrid and plug-in electric vehicles will reach 6.6 million annual units by 2020, almost 7% of the total light-duty vehicle market. Research suggests that growth in this market is being fueled by consumer demand, consistent government policy, expansion and diversification of models, and lower battery prices. Forecasts a 31.5% compound annual growth rate for plug-in electric vehicles.

http://www.iea.org/publications/globalevoutlook_2013.pdf

The Electric Vehicles Initiative (EVI) is a multi-government policy forum dedicated to accelerating the introduction and adoption of electric vehicles worldwide. EVI currently includes 15 member governments from Africa, Asia, Europe, and North America, as well as participation from the International Energy Agency (IEA). The United States currently holds approximately 38% of the electric vehicle stock of member nations. The Initiative identifies future targets for electric vehicle stock for member countries. The report includes a summary of current trends, forecasts, and analysis of challenges and opportunities for expanding the market to achieve the growth targets.

<http://www.nydailynews.com/autos/u-s-largest-electric-car-market-2020-article-1.1244784>

This article discusses research findings for plug-in electric vehicle sales that suggest that the United States will account for half of global electric vehicle market and that one quarter of U.S. sales will occur in the top five regional markets, including the Seattle metropolitan area.

<http://blogs.seattletimes.com/monica-guzman/2014/01/25/seen-a-tesla-today-game-changing-electric-cars-turning-up-fast-in-washington-state/>

This article discusses some Washington State specific factors influencing electric vehicle use, such as Washington's residential electricity rates, which are the cheapest in the nation and specific sales tax exemptions and emission exemptions that incentivize electric vehicle use.

<http://www.westcoastgreenhighway.com/electrichighways.htm>

The "West Coast Electric Highway" is an extensive network of electric vehicle (EV) DC fast charging stations located every 25 to 50 miles along Interstate 5 and other major roadways in the Pacific Northwest.

Low Impact Development

"Using Smart Growth Techniques as Stormwater Best Management Practices," Environmental Protection Agency, http://www.epa.gov/smartgrowth/pdf/sg_stormwater_BMP.pdf.

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Department of Ecology Rainwater Collection guidance. <http://www.ecy.wa.gov/programs/wr/hq/rwh.html>

Puget Sound Partnership “2012 LID Technical Guidance Manual for Puget Sound.” http://www.psp.wa.gov/LID_manual.php

Bicycle Start and End of Trip Infrastructure

City of Tacoma Mobility Master Plan
<http://www.cityoftacoma.org/cms/One.aspx?portalId=169&pageId=14186>

City of Seattle Bicycle Survey
<http://www.seattle.gov/transportation/docs/bikes/13-5004%20Bicycle%20IVR%20Report.pdf>

City of Olympia Municipal Code 18.38 Parking and Loading
<http://www.codepublishing.com/wa/olympia/?OlympiaNT.html>

City of Seattle Municipal Code 23.49.019 and Bicycle Master Plan Appendix K (2007)
<http://www.seattle.gov/transportation/docs/bmp/final/AppendixK.pdf>

City of Redmond Municipal Code 21.40.020 and Bicycle facilities Design Manual Guidelines
<http://zoningplus.com/regs/redmond/codetext.aspx?section=003.024.020&mode=1>

City of Portland Municipal Code 32.255 Parking and Loading <http://www.portlandoregon.gov/bps/article/53320>

Bike Portland news article on trends in low-income and senior housing demand for bicycle parking.
<http://bikeportland.org/2014/01/07/low-income-and-senior-housing-projects-see-a-bike-parking-boom-too-99544>

Proposed Amendments and Staff Analyses

Application #2014-10: Urban Forestry Landscaping Code Update



2014 Annual Amendment Staff Analysis Report

Application No.:	2014-10
Proposed Amendment:	Urban Forestry Landscaping Code Update
Applicant:	Planning and Development Services
Location & Size of Area:	Citywide
Current Land Use & Zoning:	Various
Neighborhood Council Area:	Citywide
Staff Contact:	Elliott Barnett, Planning Services Division (253) 591-5389 elliott.barnett@cityoftacoma.org
Date of Report: (Planning Commission review date; draft or final)	February 19, 2014

I. Description of the Proposed Amendment:

1. Describe the proposed amendment, including the existing and proposed amendatory language, if applicable.

This proposal includes amendments to the Land Use Regulatory Code to improve trees and landscaping regulations applicable to development activities, with a focus on achieving such policy intents as incentives, flexibility, quality, and tree health. The proposed changes are intended to make the code more effective in achieving urban forestry objectives, in the following ways:

Planting More Trees (and other plants)

While the primary thrust is on vegetation health, quality, and landscaping code flexibility, the following limited expansions of current landscaping requirements are proposed:

- Require Street Trees with the construction of new full roadways and sidewalks (per Complete Streets)
- Extend Street Tree requirement to the M-2 Industrial District and to key corridors in the PMI Industrial District
- Standardize parking lot landscaping requirements to include both interior and perimeter plantings in most districts

Plant Better Trees (variety, larger sizes, right tree right place)

Proposed changes seek to optimize the urban forestry benefits from landscaping by enhancing requirements related to plant selection, planting locations, spacing and installation. Changes proposed include clarifying plant selection criteria; adding specificity regarding Crime Prevention Through Environmental Design (CPTED); removing barriers for Low Impact Development (LID) stormwater approaches; expanding the focus on “right tree-right place” to promote survival and reduce conflicts; and, creating a new distinction based on tree size. The Small, Medium and Large Tree distinction

would be linked to a sliding scale for the number of trees required, providing an incentive to plant larger trees, and providing flexibility for site development.

Health, Survival and Maintenance of Trees

These changes seek to optimize the urban forestry benefits from required landscaping by expanding code provisions to better ensure the health, survival and proper maintenance of trees and other landscaping. Key changes include requiring landscaping maintenance plans with permit applications; strengthening language prohibiting excessive pruning and tree topping; and, clarifying responsibilities on maintenance and replacement.

Incentives and flexibility

These changes seek to promote desired features through code-based incentives and flexibility. The Small, Medium and Large Tree sliding scale creates significant new flexibility for site design by reducing the number of trees required if Large Trees are selected. In addition, optional bonuses would be available to reduce the total number of trees and/or amount of landscaped area, and/or allow plantings to be more clustered on the site, in exchange for tree retention, LID stormwater techniques, and/or planting evergreens. A Fee In Lieu option would be created to allow an administrative option to address sites with unique challenges to meeting landscaping requirements. Finally, an option would be available to public agencies to shift some required landscaping from the development site to a more appropriate site identified in their own urban forestry plans.

Provide an Understandable and Predictable Approach

The proposal includes reorganizing the landscaping code for greater clarity, consistency and ease of use. The code would be organized as follows:

- Intent and Applicability
- General landscaping section on Process, Plant Material Selection, Installation and Maintenance
- Credits and Flexibility
- Requirements by zoning district

In addition, technical guidance would be made available through a separate Urban Forest Manual to be developed in support of the code, by the Environmental Services Department – Urban Forestry Program.

Specifically, the proposal is to repeal the current *TMC 13.06.502 Landscaping and/or Buffering Standards*, and replace the section with revised code language. While a substantial amount of the existing code would be retained, the proposal includes reorganizing the section for greater clarity. Therefore, it is more readable to present the proposed new code language without track changes format. In addition, supportive changes are proposed to TMC 13.06.700 Definitions, and to TMC 13.06A Downtown Tacoma, which are shown in track changes.

2. Describe the intent of the proposed amendment and/or the reason why it is needed.

The City's urban forest (which is broadly defined to include all trees and vegetation) has been the focus of extensive policy discussion and City Council direction over the past several years. In 2010, the Council adopted a new Urban Forest Policy Element, which increased the emphasis on the urban forest's function as part of streetscapes (complete streets), as an integral urban design and aesthetic consideration, and as a major environmental and green infrastructure asset. The Element sets goals including the following:

- Achieve a 30% citywide tree canopy coverage by the year 2030;
- Incorporate flexible code approaches tailored to the needs of differing land uses;
- Seek opportunities to increase stormwater benefits through landscaping;
- Integrate public safety considerations into landscaping;
- Enhance the urban forest connection between natural areas and developed areas.

This code update is intended to support these goals, while recognizing that only a small portion of the urban forest is planted as part of development activities. The primary intent is to realize more benefits from the landscaping that is already required as part of development activities, while also increasing flexibility for project applicants.

3. Describe the geographical areas associated with the proposed amendment. Include such information as: location, size, parcel number(s), ownership(s), site map, site characteristics, natural features, current and proposed Comprehensive Plan land use designations, current and proposed zoning classifications, and other appropriate and applicable information for the affected area and the surrounding areas.

The proposed code would apply citywide to new development and substantial alterations, as specified in the draft. The Downtown Districts and Shoreline Districts have their own specific landscaping requirements, but would utilize the general landscaping provisions of the landscaping code.

4. Provide any additional background information associated with the proposed amendment.

This effort went through a first phase review by the Planning Commission in 2011-2012, when community members and stakeholders expressed concerns about an initial proposal which included new planting requirements for single-family development. The current scope of work is based on the previous policy discussion on this topic, as well as subsequent analysis and stakeholder outreach. Through these efforts, several avenues emerged to enhance the code to better achieve urban forestry (and related) goals, while striking a balance with the needs of differing land uses and emphasizing incentives and flexibility as opposed to new requirements.

The starting point is Tacoma’s current landscaping code (TMC 13.06.502). The current requirements are intended to achieve multiple objectives, including environmental, stormwater, aesthetic, streetscape, neighborhood enhancement, and buffering between different land uses. Specifically, the Street Trees requirement promotes safe, comfortable and attractive streetscapes (Complete Streets); the Overall Site, Site Perimeter, Foundation and Front Yard requirements provide aesthetic benefits by softening the appearance of development sites and preventing unattractive “left-over space”; the Landscaping Buffer requirements screen residential areas from commercial, industrial or other dissimilar land uses; and, the Parking Lot landscaping requirements provide visual relief in large areas of pavement and screen pedestrian pathways. All requirements provide for a measure of stormwater, environmental, aesthetic and other urban forestry benefits as part of development activities.

One-family, two-family and three-family dwellings are exempt from landscaping requirements, and few requirements apply in industrial areas. In general, more requirements apply to multi-family, commercial and mixed-use projects. Requirements are typically numerical (such as 3 per 100 feet), and emphasize a standard planting distribution or rhythmic linear planting pattern. Code guidance on plant selection and maintenance is limited, but some issues are addressed (such as size at planting and minimum unpaved planting area for trees). The code provides a tree retention bonus option, but otherwise includes few

incentives for innovative approaches. The code calls for native or climate-adapted plant selection, but makes no distinction based on tree size or classification (deciduous/coniferous).

The current code already provides significant urban forestry benefits. This update would retain the focus on providing a range of benefits through landscaping (environmental, stormwater, aesthetic, streetscape, neighborhood enhancement, and buffering) all of which are emphasized by the Urban Forest Policy Element, while adding enhancements to maximize the benefits of required landscaping.

II. Analysis of the Proposed Amendment:

1. How does the proposed amendment conform to applicable provisions of State statutes, case law, regional policies, the Comprehensive Plan, and development regulations?

Landscaping plays multiple important roles, and there are many Comprehensive Plan policies that relate to it. The Plan provides strong policy support for urban forestry, recognizing that trees, landscaping, environmental conservation and sustainability are integral to the City's goals and policies in numerous ways, and calling for implementing actions. In addition, multiple policies call for landscaping to meet various urban design, land use buffering, and streetscape-related functions. In summary, the Plan calls for landscaping as an important component of a balanced approach to accommodating compact development within livable, sustainable and green neighborhoods. The proposal is consistent with this direction.

This code update directly follows the policy direction of the Urban Forest Policy Element, which calls for a range of actions that could be implemented through code changes, as summarized above. The following Urban Forest Policy Element vision and policies provide the most specific policy direction for this project:

Vision

The City of Tacoma takes the lead in establishing a citywide tree canopy cover of 30 per cent by the year 2030 ("30-by-30") through effective education, extensive outreach, innovative partnerships and pragmatic implementation strategies.

UF-1 Urban Forest Infrastructure

Consider Tacoma's urban forest together with other infrastructure systems when planning, designing, and/or maintaining infrastructure.

UF-2 Management

Achieve a balance between the competing needs of the environment, budget limitations, utilities and infrastructure, safety, the rights of property owners and the desires of the public.

UF-8 Urban Forest Manual

Create, and regularly update, an Urban Forest Manual using the best available science and current best management practices, accepted standards and guidelines to support the UFMP, and this element.

UF-13 Public Agencies

Public agencies that maintain an Urban Forestry Program (see glossary) should be given autonomy in meeting the intent and policies of this element in exchange for the sharing of urban forest management data, provided that the agency agrees to periodic review of the agency's progress in meeting the City's urban forestry goals.

UF-14 Diverse Land Uses

Develop incentives, programs and/or regulations to meet the intent of this element that are tailored to the needs and characteristics of differing land uses.

UF-PR-2 Flexible Regulatory Approaches

Recognizing differing land use needs and characteristics, structure regulatory approaches in a manner that provides flexibility and various options to support the preservation of trees. Examine regulations to remove disincentives for tree planting, care, and maintenance.

UF-PCM-10 Landscape Maintenance Management Plans

Ensure that landscaping in new developments is properly cared for and survives, both during the plant establishment period and in perpetuity through such means as landscape management plans, maintenance agreements, and monitoring.

UF-PD-5 Landscaping and Stormwater Management

Align the City’s landscape regulations and stormwater management manual to promote the integration of landscaping elements and low impact development stormwater management approaches. Emphasize use of techniques which can effectively achieve multiple urban forestry and stormwater management objectives, including native vegetation preservation, native soil retention and soil amendment, stormwater dispersion and infiltration.

One particularly pertinent Open Space Habitat and Recreation Element policy provides support for tree and landscaping planting and maintenance, with an emphasis on rights-of-way and public properties:

OS-GI-5 Tree Planting and Maintenance

Actively engage in tree planting, maintenance of native and climate-adapted trees and plants, and preservation of large trees city-wide. Encourage and work with partners to conserve, plant and maintain trees and landscaping. Prioritize street and freeway rights-of-way, and include utility rights-of-way, parks, school sites, and other public property when appropriate. Trees and landscaping should be appropriate to the location and conditions, and seek to avoid or minimize conflicts with existing public infrastructure and/or utility facilities.

Neighborhood Element: Every neighborhood identifies trees and environmental features as valuable.

The Growth Strategy and Development Concept Element envisions that density and compact development should be achieved in a manner that fosters sustainability, livability and active living, through steps including provision of trees and landscaping:

GLUE: “Encourage sustainable development, including green building techniques, green/plant coverage, and low impact development.”

GLUE: “Increase vegetation and greenery in an urban setting” (within Mixed-Use Centers).

LU-MUD-10 Green Infrastructure and Streetscape Improvements

Improve livability, particularly in and adjacent to mixed-use centers, through targeted streetscape improvements that include integrated landscaping, pedestrian facilities and stormwater management with enhanced aesthetics.

LU-MUD-18 Landscaping

Provide landscaping elements to enhance the pedestrian environment, soften the appearance of buildings, enhance environmental conditions, screen and shade surface parking lots, enhance

compatibility with existing and/or desired character of the area, block unwanted views, and upgrade the overall visual appearance of the centers. Provide landscaping standards that are flexible, promote the use of native vegetation and encourage low impact and sustainable development techniques such as green roofs, vegetated walls, rain gardens and permeable paving.

Finally, the proposal is consistent with the City's policies in the Transportation Element, and elsewhere, on Complete Streets, which are envisioned as including street trees as a standard feature.

2. Would the proposed amendment achieve any of the following objectives?

- **Address inconsistencies or errors in the Comprehensive Plan or development regulations;**
- **Respond to changing circumstances, such as growth and development patterns, needs and desires of the community, and the City's capacity to provide adequate services;**
- **Maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern; and/or**
- **Enhance the quality of the neighborhood.**

The proposal would make the Landscaping Code more consistent with the Comprehensive Plan, and respond to the strong policy direction of recent years to promote sustainability and livability within the City. It is also intended to enhance the quality of neighborhoods by providing the aesthetic, environmental, traffic calming, surface water management and other benefits of the urban forest.

3. Assess the proposed amendment with the following measures: economic impact assessment, sustainability impact assessment, health impact assessment, environmental determination, wetland delineation study, traffic study, visual analysis, and other applicable analytical data, research and studies.

Generally, staff anticipate that there will be little increase in the cost of providing landscaping, and that the additional flexibility may in some cases reduce the cost of site development. One exception is the proposal to add street tree requirements in some industrial areas where they are not currently required, which will be a new cost to development within those areas.

However, the proposal adds a significant amount of specificity to requirements related to tree species selection, planting practices, and maintenance approaches. These changes are intended to promote long-term health and survival of trees and landscaping. They may increase the upfront costs for professional services in the preparation of landscaping plans, and for site development. On the other hand, they may also decrease the long-term costs by increasing tree longevity and reducing conflicts with infrastructure.

By promoting the environmental and surface water benefits achievable through landscaping, this proposal is in harmony with the City's sustainability goals. It is also supportive of health in terms of improving air and water quality, traffic calming, and mental health benefits. Finally, landscaping clearly contributes to a positive aesthetic appearance for the City.

4. Describe the community outreach efforts conducted for the proposed amendment, and the public comments, concerns and suggestions received.

This effort started with the extensive public and stakeholder input generated through the 2011-12 policy development effort. The key themes from that effort included encouraging (rather than requiring) additional tree and vegetation planting; planting the "right tree in the right place"; and, increasing

stormwater benefits, in balance with meeting the needs of different land uses and emphasizing incentives, flexibility, technical support and education. One of the main themes was that new requirements should not be extended to single-family residential development, and that the City should focus on leading by example rather than significantly increasing requirements onto private parties.

More recently, staff have consulted with Metro Parks Tacoma and the Port of Tacoma, both of which are interested in the Self-Managed Agency option included in the proposal. In addition, staff have engaged with City departments including Code Enforcement, Traffic and Environmental Services in particular discussing the resource issues associated with street trees, and with monitoring and enforcement generally. Moving forward, staff will reach out to all of the stakeholders who participated in the 2011-12 discussion, in addition to the Planning Commission public outreach process.

5. Will the proposed amendment benefit the City as a whole? Will it adversely affect the City's public facilities and services? Does it bear a reasonable relationship to the public health, safety, and welfare?

By providing the benefits described above, this proposal would benefit the City as a whole. The flexible approach to achieving urban forestry goals may also help to position Tacoma as a progressive, sustainable City which is also a good place to do business.

III. Staff Recommendation:

Staff recommends that the proposed amendments to the Land Use Regulatory Code, as depicted in Exhibit A, be distributed for public review. Staff will continue to engage in public outreach and provide a summary to the Planning Commission prior to the public hearing process which is tentatively scheduled for February-March 2014.

IV. Exhibits:

A. *Land Use Regulatory Code* (with proposed changes)



2014 Annual Amendment Application No. 2014-6

Urban Forestry Landscaping Code Update

DRAFT LAND USE REGULATORY CODE CHANGES

February 19, 2014

Chapter 13.06 - Zoning

13.06.502 – Landscaping and/or Buffering Standards

13.06.700 – Definitions

Chapter 13.06A – Downtown

13.06A.070

Note: These amendments show proposed changes to existing Land Use regulations. The sections included are only those portions of the code that are associated with these amendments. Text that has been deleted is shown as ~~strikethrough~~. In this case, new text is shown in black since the proposal is to repeal the current section and replace it with the new one. This language is provided for informational purposes only and should not be considered text amendments.

13.06.502—Landscaping and/or buffering standards.

~~A. General requirements. The landscaping section is divided into five sections, with one each specifically addressing the landscaping requirements for development in Residential Zoning Districts, Commercial Zoning Districts, Mixed-Use Zoning Districts, Industrial Zoning Districts, and Shoreline Zoning Districts. In addition to the standards outlined in each of those tables, the general requirements contained herein and the landscaping types outlined in subsection G apply to all districts.~~

~~1. Intent. The landscaping requirements, as a whole, are intended to contribute to the aesthetic environment of the City; provide green spaces that can support the urban citywide tree canopy; wildlife, such as birds, in the urban environment; help reduce storm water runoff; filter pollution; and buffer visual impacts of development.~~

~~2. Applicability. Unless specifically exempted, landscaping shall be provided consistent with this section for all new development, including structures and/or parking lots, as well as alterations to existing development, as outlined below.~~

~~a. Alterations. Three thresholds are used to gauge the extent of landscaping standard compliance on alterations to existing development:~~

~~(1) Level I alterations to a site include all remodels and/or additions within a two-year period whose cumulative value is less than 50% of the value of the existing development or structure, as determined by the Building Code, excluding purchase costs of the property and/or structure. The requirement for such alterations is only that the proposed improvements meet the standards and do not lead to further nonconformance with the standards. For example, for an expanded parking area, landscaping would be required for the new parking area, but the applicant would not be required to bring an existing parking area into conformance with these landscaping standards.~~

~~(2) Level II alterations to a site include all remodels and/or additions within a two-year period whose cumulative value ranges from 50% to 200% of the value of the existing development or structure, as determined by the Building Code, excluding purchase costs of the property and/or structure. All standards that do not involve repositioning the building or reconfiguring site development shall apply to Level II.~~

~~(3) Level III alterations to a site include all remodels and/or additions within a two-year period whose cumulative value exceeds 200% of the value of the existing development or structure, as determined by the Building Code, excluding purchase costs of the property and/or structure. Such developments shall be brought into conformance with ALL of the applicable landscaping standards.~~

~~(4) 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.~~

~~(5) No alteration shall increase the level of nonconformity or create new nonconformities to these standards.~~

~~3. Required landscape plans shall be prepared by a licensed landscape architect, certified nursery professional, or certified landscaper. Exempted developments:~~

~~a. Residential developments with less than 7 units.~~

~~b. Non-residential and mixed-use developments featuring less than 500 square feet of landscaping.~~

~~4. Native landscaping. The retention and use of new native landscaping is encouraged and permitted for any and all landscaping. New landscaping materials shall include species native to the Puget Sound lowland region of the Pacific Northwest or non-invasive naturalized species that have adapted to the climactic conditions of the region in the following minimum amounts:~~

~~a. 50 percent of trees.~~

~~b. 75 percent of ground cover and shrubs.~~

~~5. Landscaping, visibility and safety. Except in cases where required landscaping is intended to provide dense visual buffers, trees and shrubs shall be selected and maintained to maximize visibility at eye level for safety. To meet this requirement, shrubs shall be chosen and maintained at no taller than 3 feet. Trees shall be selected and pruned (once tall enough) to maximize views below 7 feet in height. Limited flexibility in the selection of trees and shrubs shall be allowed to address unique circumstances such as unusual topography, existing features, or where strict adherence to this standard is not necessary to meet the intent. This provision does not apply to buffers required along property lines that abut residentially-zoned property and to Landscaping Type A.~~

~~6. Street trees.~~

~~a. Street trees shall be compatible with other trees in the vicinity by variety, species, and planting pattern. Trees and any associated grates must comply with any applicable, adopted business area improvement plan, streetscape design plan, and/or the City's Tree Planting Program.~~

~~b. Street trees should generally be evenly spaced to create or maintain a rhythmic pattern, but can be provided with variations in spacing and/or grouped to accommodate driveways, building entrances, other streetscape amenities, etc. To achieve consistency with an existing, well-established pattern of tree spacing, the quantity of required street trees may be reduced.~~

~~c. Street trees shall, when possible, be planted within the right-of-way adjacent to the curb and between the pedestrian lane/sidewalk and curb. When this is not possible, street trees may be located within the right-of-way and behind the sidewalk. If neither of these preferred locations is possible, such as when existing infrastructure prevents trees from being planted within the right-of-way, trees located within 10 feet of the right-of-way may be counted as street trees.~~

~~d. In cases where street trees are provided adjacent to a required buffer, the trees provided as street trees may be used to reduce the number of trees required in the buffer area.~~

~~7. General tree size standards. Unless specified otherwise, trees provided to meet the landscaping requirements shall be consistent with these minimum size standards. For deciduous trees, at least 50% of the trees provided shall be a minimum 2-inch caliper at the time of planting, with the remaining deciduous trees a minimum 1½-inch caliper. The caliper of deciduous trees shall be measured 4½ feet above the root ball or grade (diameter at breast height, or DBH). For evergreen trees, at least 50% of the trees provided shall be a minimum of 6 feet tall at the time of planting, with the remaining evergreen trees a minimum of 5 feet tall at the time of planting. Evergreen trees provided to meet these requirements shall also be species with the ability to develop a minimum branching width of 8 feet within 5 years. In all cases, trees that are provided that are above and beyond the landscaping requirements can be smaller.~~

~~8. General tree variety standards. In order to improve and protect the health, aesthetic quality, and sustainability of the City's urban forest, projects shall provide a mix of trees. For projects that involve the planting of between four and ten trees, at least two different kinds (genera) of trees shall be included. For projects involving the planting of more than ten trees, at least three different kinds (genera) of trees shall be included.~~

~~9. General shrub size standards. Unless specified otherwise, shrubs provided to meet these requirements shall be from a minimum 3-gallon container.~~

~~10. Landscaping quantity calculations. When a specified amount or number of trees or plants is specified, that shall be the minimum number required. Any requirement resulting in a fraction, when applied, shall be rounded up or down to the nearest whole number. In cases where the minimum is expressed as a ratio of a number of trees or shrubs per a specified amount of area or length of site frontage or buffer (such as 3 trees per 100 feet of street frontage), the number of required trees or shrubs shall be calculated by applying the ratio to the square footage of the area or length of the associated frontage or buffer. For example, under a street tree requirement of 3 trees per 100 feet of street frontage, a site with 50 feet of street frontage would require 2 trees ($50 \times 3/100 = 1.5$, which rounds up to 2) and a site with 90 feet of street frontage would require 3 trees ($90 \times 3/100 = 2.7$, which rounds up to 3). The same planting may satisfy more than one requirement, unless specifically noted otherwise.~~

~~11. Minimum landscaped area—overall site. Where a minimum amount of landscaped area is identified for an entire site, that percentage shall be considered the minimum requirement. More specific requirements that also apply, such as buffering or parking lot landscaping, may necessitate more landscaping than this minimum.~~

~~12. Credits for retaining existing trees and shrubs. These requirements are provided to encourage tree preservation because of the greater visual and ecological benefits of mature plantings.~~

~~a. The following tree planting credits are available for existing trees, provided an arborist's or landscape architect's appraisal determines that the tree(s) is healthy and can be saved. If retained trees are damaged during or after construction, replacement shall be based upon the same ratios:~~

- ~~● One required tree for every retained tree of at least equal size;~~
- ~~● Two required trees for every retained tree that is 8 inches to 20 inches in diameter (measured at breast height);~~
- ~~● Three required trees for every retained tree 20 inches to 32 inches in diameter (measured at breast height);~~
- ~~● Four required trees for every retained tree over 32 inches in diameter (measured at breast height).~~

~~b. Existing shrubs, which comply with the minimum plant size specifications of this table, may count towards the required landscape plantings. Invasive plants, such as blackberry and scotch broom, shall not count towards the required plantings.~~

~~13. Minimum unpaved planting area per tree. Trees shall be provided with the following minimum planting areas:~~

~~a. Parking lot trees and other trees on private property; 60 square feet; 5-foot minimum width.~~

~~b. Street trees in the right-of-way; 24 square feet; 4-foot minimum width.~~

~~c. Street trees in right-of-way with tree grates; 16 square feet; 4-foot minimum width.~~

~~14. Minimum tree trunk setbacks. Trees shall be planted a minimum of 2 feet from a sidewalk or curb, 5 feet from a structure, and 10 feet from pedestrian light standards or parking lot light standards. However, limited flexibility in the placement of trees shall be allowed to address unique circumstances such as unusual topography or where other required or existing features limit the ability to strictly meet this standard.~~

~~15. Installation. Landscaping meeting the standards of this section shall be installed by the time of final occupancy.~~

~~16. Maintenance. Landscaping shall be maintained in a healthy, growing, and safe condition, and replaced or repaired as necessary, during the plant establishment period and for the life of the project. Pruning of required trees or shrubs shall be for the purpose of maintaining the tree or shrub in a healthy growing condition and/or to enhance its natural growing form. Trees and shrubs shall not be excessively pruned such that it adversely affects the healthy living condition of the plant, significantly damages the natural growing form of the plant, or eliminates or significantly reduces the purpose for the planting. Modifications to the landscaping shall be in conformance with these standards and subject to approval of the City.~~

Section 13.06.502.B Residential District Landscaping		R-1, R-2, R-2 SRD, HMR-SRD, R-3, R-4, R-4 L, R-5, R-1 PRD, R-2 PRD, R-3 PRD, R-4 PRD, R-4 L PRD, R-5 PRD
Exemptions		
<ul style="list-style-type: none"> Single family detached, two family, and three family dwellings are exempt from all landscaping requirements contained in this table. Parking lots of 20 stalls or less, located behind buildings and accessed by alleys, are exempt from the perimeter strip, buffer and interior landscaping distribution requirements below. Parking lots of 20 stalls or less and loading areas are exempt from the interior landscaping distribution requirements to allow flexibility in placement of required landscaping. Park and recreation uses are only required to meet the Overall Site and Planting Requirements of this table. Passive open space areas of such uses are exempt from all landscaping requirements of this table. 		
Minimum Landscaping Area		
Overall site	<ul style="list-style-type: none"> In R-4-L, R-4, and R-5 Districts, and for conditional uses permitted in Section 13.06.640, a minimum of 5 percent of the entire site, minus the area covered by structures, shall be planted with a mixture of trees, shrubs, and groundcover plants. 	
Site perimeter strip	<ul style="list-style-type: none"> Perimeter strips may be broken for primary structures, vehicle and pedestrian access crossings, and to allow limited access to and use of utility services located in alleys. A minimum 7-foot wide site perimeter strip shall be provided on sides without abutting street trees. The required perimeter strip shall be reduced to 5 feet for parcels of 150 feet or less in depth. A minimum 5-foot wide site perimeter strip shall be provided on sides with abutting street trees. The perimeter strip shall be covered with a mixture of trees, shrubs, and groundcover plants. 	
Buffer Planting Areas. In addition to the intent of the landscaping requirement noted above, buffer planting areas are intended to provide substantial vegetative screening between dissimilar districts to soften visual and aesthetic impacts (unless exempted above).		
Mobile home/trailer courts abutting R-1, R-2, and R-3 districts.	<ul style="list-style-type: none"> A wall, fence, vegetated wall, evergreen hedge, or other suitable enclosure of minimum height four and one-half feet and maximum height of seven feet placed at least five feet from the side and rear lot lines. The area between such enclosures and the property lines shall be landscaped to form a permanent screening area. A landscaped screening area at least five feet in depth must be provided along the street frontage on a non arterial street forming a boundary between a mobile home park site and an R-1, R-2, or R-3 District and must be located between the street curbline and a line five feet inside and parallel with the front lot line. No signs shall be permitted on any part of a screening enclosure or within a screening area. The Director may waive the requirement for a screening enclosure and/or screening area if equivalent screening is provided by existing parks, parkways, recreation areas, or by topography or other natural conditions. 	
Planting Requirements. These requirements are intended to provide trees of sufficient maturity at planting to provide more immediate mitigation to the site, to provide trees adequate space to avoid damage and continue growth, and to visually break up parking lots.		
Tree size and quantity	<ul style="list-style-type: none"> A minimum of 1 tree per 1,000 square feet of parking lot area shall be provided. For parking areas behind buildings of 20 stalls or less that are shielded by buildings from public street view, a minimum of 1 tree per 2,000 square feet of parking lot area is required. If more trees are needed to meet distribution or street tree requirements, that total is the minimum requirement. 	

Interior landscaping distribution	<ul style="list-style-type: none"> • Trees and planting areas shall be at aisle ends and evenly distributed throughout the parking lot with no stall more than 50 feet from a tree trunk. • At least 1 tree shall be located within 10 feet of required walkway for each 40 feet of said walkway.
Street trees	<ul style="list-style-type: none"> • 3 trees per 100 feet of site street frontage shall be provided.

Section 13.06.502.C Commercial District Landscaping	T, C-1, C-2, HM, PDB
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Exemptions

- ~~Single family, two family, and three family dwellings are exempt from all landscaping requirements contained in this table.~~
- ~~Parking lots of 20 stalls or less, loading areas, and fueling stations are exempt from the Interior Landscaping Distribution requirements contained in the Planting Requirements section of this table, to allow flexibility in placement of required landscaping.~~
- ~~Parking lots of 20 stalls or less, located behind buildings and accessed by alleys, are exempt from the Perimeter Strip, Buffer and Interior Landscaping Distribution requirements below.~~
- ~~C, T, HM, or PDB property across an arterial street or highway from R District property is not required to provide a Buffer Planting Area along the affected property line abutting the arterial street or highway.~~
- ~~Park and recreation uses are only required to meet the Overall Site and Planting Requirements of this table. Passive open space areas of such uses are exempt from all landscaping requirements of this table.~~

Minimum Landscaping Area (unless exempted above)

Overall site	<ul style="list-style-type: none"> • A minimum of 10 percent of the entire site, minus the area covered by structures, shall be covered with a mixture of trees, shrubs, and groundcover plants.
Site perimeter strip	<ul style="list-style-type: none"> • Perimeter strips may be broken for primary structures, vehicle and pedestrian access crossings, and to allow limited access to and use of utility services located in alleys. • A minimum 7 foot wide site perimeter strip shall be provided on sides without abutting street trees. The required perimeter strip shall be reduced to 5 feet for parcels of 150 feet or less in depth. • A minimum 5 foot wide site perimeter strip shall be provided on sides with abutting street trees. • The perimeter strip shall be covered with a mixture of trees, shrubs, and groundcover plants.

<p>Buffer Planting Areas. In addition to the intent of the landscaping requirements noted above, buffer planting areas are intended to provide substantial vegetative screening between dissimilar zoning districts to soften visual and aesthetic impacts (unless exempted above).</p>	
<p>C, T, HM, or PDB District property abutting R-District property</p>	<ul style="list-style-type: none"> • A continuous planting area that has a minimum width of 15 feet and contains Type A Landscaping shall be provided on the property, along the boundary with the R-District. • Where the property required to provide a buffer is 150 feet or less in depth, measured perpendicularly from the residential parcel, the buffer can be reduced to the minimum 7-foot wide buffer listed below.
<p>C, T, HM, or PDB District property across the street or alley from R-District property</p>	<ul style="list-style-type: none"> • A continuous planting area that has a minimum width of 7 feet and contains Type B or C Landscaping shall be provided on the property, across from the R-District. • Buffer planting areas may be broken only for vehicle and pedestrian access crossings and to allow limited access to and use of utility services located in alleys.
<p>Planting Requirements. These requirements are intended to provide trees of sufficient maturity at planting to provide more immediate mitigation to the site, to provide trees adequate space to avoid damage and continue growth, and to visually break up parking lots (unless exempted above).</p>	
<p>Tree size and quantity</p>	<ul style="list-style-type: none"> • A minimum of 1 tree per 1,000 square feet of new parking lot area shall be provided. • For parking areas behind buildings of 20 stalls or less that are shielded by buildings from public street view, a minimum of 1 tree per 2,000 square feet of parking lot area is required. • If more trees are needed to meet distribution or street tree requirements, that total is the minimum requirement.
<p>Interior landscaping distribution</p>	<ul style="list-style-type: none"> • Trees and planting areas shall be at aisle ends and evenly distributed throughout the new parking lot with no stall more than 50 feet from a tree trunk. • At least 1 tree shall be located within 10 feet of required walkway for each 40 feet of said walkway.
<p>Street trees</p>	<ul style="list-style-type: none"> • 3 trees per 100 feet of site street frontage shall be provided.

<p>Section 13.06.502.D X-District Landscaping</p>	<p>RCX, NCX, CCX, UCX, UCX-TD, CIX, URX, HMX, NRX</p>
<p>Exemptions</p>	
<ul style="list-style-type: none"> • Single family detached dwellings are exempt from all landscaping requirements contained in this table. • Parking lots of 15 stalls or less, loading areas, and fueling stations are exempt from the Interior Landscaping Distribution requirements contained in the Planting Requirements section of this table, to allow flexibility in placement of required landscaping. • Parking lots of 15 stalls or less, located behind buildings and accessed by alleys, are exempt from the Perimeter Strip, Buffer and Interior Landscaping Distribution requirements below. • Property across an arterial street or highway from R-District property is not required to provide a Buffer Planting Area along the affected property line abutting the arterial street or highway. • Park and recreation uses are only required to meet the Front Yard and Planting Requirements of this table. Passive open space areas of such uses are exempt from all landscaping requirements of this table. 	
<p>Minimum Landscaping Area (unless exempted above)</p>	
<p>Overall site</p>	<ul style="list-style-type: none"> • For single purpose residential developments, a minimum of 15 percent of the entire site, minus the area covered by structures, shall be covered with a mixture of trees, shrubs, and groundcover plants. • Exceptions and departures to landscaped area requirement. <ul style="list-style-type: none"> i. Requirements for developments with structured parking are relaxed based on the percentage of structured parking to the total number of on-site parking spaces. For example, if all parking is structured, there is no overall site landscaping requirement. If 50 percent of the parking is structured, then the amount of required overall site landscaping is reduced by 50 percent (to 7.5 percent). ii. Green roofs and roof gardens may be used to meet up to one third of the landscaped area requirements. iii. Planting strips within street rights-of-way shall not be counted toward this requirement.
<p>Residential Buffer Planting Areas. In addition to the intent of the landscaping requirements noted above, buffer planting areas are intended to provide substantial vegetative screening between dissimilar zoning districts to soften visual and aesthetic impacts (unless exempted above). These landscaping provisions are also intended to soften the appearance of buildings from the street and enhance the aesthetics of development.</p>	
<p>X-District property abutting R-1, R-2 or R-2SRD District property</p>	<ul style="list-style-type: none"> • A continuous planting area that has a minimum width of 15 feet and contains Type A Landscaping shall be provided on the property, along the boundary with the R-District. • Where the property required to provide a buffer is 150 feet or less in depth, measured perpendicularly from the residential parcel, the buffer can be reduced to 10 feet in width.
<p>X-District property across the alley from R-1, R-2 or R-2SRD District property</p>	<ul style="list-style-type: none"> • A continuous planting area that has a minimum width of 7 feet and contains Type B or C Landscaping shall be provided on the property, across from the R-District. • Buffer planting areas may be broken only for vehicle and pedestrian access crossings and to allow limited access to and use of utility services.

Front Yard	
Front Yard Landscaping	<ul style="list-style-type: none"> ● In areas where buildings are not located adjacent to the sidewalk, the area between the public sidewalk and buildings shall incorporate expanded sidewalk space, outdoor seating, plazas and/or landscaping with a combination of trees, shrubs, and/or ground cover plants.
Foundation Planting	<ul style="list-style-type: none"> ● All street facing elevations must have landscaping along any exposed foundation. The landscaped area may be along the outer edge of a porch instead of the foundation. This landscaping requirement does not apply to portions of the building facade that provide access for pedestrians or vehicles to the building. The foundation landscaping must meet the following standards: <ol style="list-style-type: none"> 1. The landscaped area must be at least three feet wide. 2. There must be at least one shrub for every three lineal feet of foundation. 3. Groundcover plants must fully cover the remainder of the landscaped area.
Planting Requirements. These requirements are intended to provide trees of sufficient maturity at planting to provide more immediate mitigation to the site, to provide trees adequate space to avoid damage and continue growth, and to visually break up parking lots (unless exempted above).	
Street Trees	<ul style="list-style-type: none"> ● Street trees shall be provided at a ratio of 3 trees per 100 feet of site street frontage shall be provided.
Parking Lot Landscaping	<ol style="list-style-type: none"> 1. Perimeter parking lot landscaping: <ol style="list-style-type: none"> a. Streets: 10-foot wide planting strip with Type C Landscaping. b. Side and rear yards: 10-foot wide planting strips with Type B or C Landscaping. Where the subject property is 150 feet or less in depth, the perimeter strip can be reduced to 5 feet in width. c. Perimeter strips may be broken only for vehicle and pedestrian access crossings, and to allow limited access to and use of utility services located in alleys. 2. Internal parking lot landscaping: <ol style="list-style-type: none"> a. Planting areas with trees are required at all parking aisle ends. b. Long rows of parking shall be broken by islands or peninsulas with trees such that there are no more than eight parking stalls in a row without a tree. c. Trees shall be provided at an average of 30-foot intervals along walkways within or adjacent to parking lots. d. Type C Landscaping shall be used for internal parking lot landscaping. e. Bioretention cells or swales may be incorporated into required planting areas.

<p>Section 13.06.502.E Port Maritime and Industrial District Landscaping</p>	<p>M-1, M-2, PMI</p>
<p>Exemptions</p>	
<ul style="list-style-type: none"> • Single-family, two-family, and three-family dwellings are exempt from all landscaping requirements contained in this table. • Required landscaped perimeter strips may be substituted with central landscaping, except where necessary to screen an outdoor storage or industrial use from an R-District property. Central landscaping is in equal proportion to that which would have been required and can be provided with variations in spacing and/or grouped to accommodate driveways, building entrances, etc. Required landscaped perimeter strips are those not otherwise exempted by the provisions in this section. • Required landscaped perimeter strips and street trees may be exempted if demonstrated that such requirement would interfere with adjacent or intersecting railroads, including private spur railroads, existing storm water ditches, or national security requirements. • When there is a 20-foot vertical grade difference between M or PMI District property that is abutting R-District property, no buffer is required along the affected property line if such grade difference is demonstrated to provide comparable protection. • When there is a 20-foot vertical grade difference between M or PMI District property that is located across the street or alley from R-District property or adjacent to R-District property within a mixed-use district center, no buffer is required along the affected property line if such grade difference is demonstrated to provide comparable protection. • Park and recreation uses are only required to meet the Minimum Landscaping Area Overall site requirements and the Planting Requirements of this table. Passive open space areas of such uses are exempt from all landscaping requirements of this table. 	
<p>Minimum Landscaping Area (unless exempted above)</p>	
<p>Overall site</p>	<ul style="list-style-type: none"> • Five percent of parking areas over 20,000 square feet of gross lot area shall be planted with a mixture of trees, shrubs, and groundcover plants. Not more than five percent is required for such parking areas, but this requirement is separate from the required site perimeter strip or buffer plantings.
<p>Site perimeter strip</p>	<ul style="list-style-type: none"> • Perimeter strips may be broken for primary structures and vehicle and pedestrian access crossings. • A minimum 5-foot wide perimeter strip that is covered with a mixture of trees, shrubs, and groundcover plants shall be provided along arterial street frontages.
<p>Buffer Planting Areas. In addition to the intent of the landscaping requirements noted above, buffer planting areas are intended to provide substantial vegetative screening between dissimilar zoning districts to soften visual and aesthetic impacts, (unless exempted above):</p>	
<p>M or PMI District property abutting R-District property</p>	<ul style="list-style-type: none"> • A continuous planting area that has a minimum width of 15 feet and contains Type A Landscaping shall be provided on the property, along the boundary with the R-District. • Where the property required to provide a buffer is 150 feet or less in depth, measured perpendicularly from the residential parcel, the buffer can be reduced to the minimum 7-foot wide buffer listed below.
<p>M or PMI District property across the street or alley from R-District property</p>	<ul style="list-style-type: none"> • A continuous planting area that has a minimum width of 7 feet and contains Type B or C Landscaping shall be provided on the property, across from the R-District. • Buffer planting areas may be broken only for vehicle and pedestrian access crossings and to allow limited access to and use of utility services. • In cases where there is a demonstrated site constraint, the minimum buffer width may be reduced to a minimum 4 feet, with the integration of a continuous site-obscuring fence or vegetated wall.

Planting Requirements. These requirements are intended to provide trees of sufficient maturity at planting to provide more immediate mitigation to the site, to provide trees adequate space to avoid damage and continue growth, and to visually break up parking lots, (unless exempted above).	
Tree size and quantity	<ul style="list-style-type: none"> • A minimum 1 tree per 1,000 square feet of parking lot area shall be provided. • If more trees are needed to meet distribution or street tree requirements, that total is the minimum requirement.
Interior landscaping distribution	<ul style="list-style-type: none"> • Trees and planting areas shall be at aisle ends and evenly distributed throughout the new parking lot with no stall more than 50 feet from a tree trunk. • At least 1 tree shall be located within 10 feet of required walkway for each 40 feet of said walkway.
Street trees	<ul style="list-style-type: none"> • In M-1 Districts, 3 trees per 100 feet of site street frontage shall be provided.

Section 13.06.502.F Shoreline District Landscaping	All Shoreline Districts
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Applicability

Landscaping shall be provided consistent with this table for all new surface parking lots as outlined below. In addition to these standards, the specific shoreline landscaping requirements and standards contained in Section 6.7 of the Shoreline Master Program also apply to all shoreline districts.

Minimum Landscaping Area

Overall site	<ul style="list-style-type: none"> • Surface parking shall be separated from any roadway or property line by a landscaped area at least six feet wide. This parking lot perimeter strip may be broken only for vehicle and pedestrian access crossings. Such landscaped area shall be counted toward the requirements below. • Parking lots that are less than 20,000 square feet in area shall contain a minimum of 15 percent landscaping of the parking area (including the interior). • Parking lots that are 20,000 square feet in area or greater shall contain a minimum of 20 percent landscaping of the parking area (including the interior). • If parking areas cannot be located on the street/landward side of the building, or within a structure, a minimum landscaped buffer of 10 feet adjacent to the shoreline shall be provided and maintained. • In the S-8 Thea Foss Waterway Shoreline District, landscaping shall additionally be consistent with the Thea Foss Waterway Design Guidelines.
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<p>Planting Requirements. These requirements are intended to provide trees of sufficient maturity at planting to provide more immediate mitigation to the site, provide trees adequate space to avoid damage and continue growth, and to visually break up parking lots (unless exempted above).</p>	
<p>Tree size and quantity</p>	<ul style="list-style-type: none"> ● Parking lots shall contain one medium growing tree for every 1,500 square feet of parking area. ● Parking lots shall be landscaped with canopy type trees and predominantly evergreen shrubs and groundcover plants. ● In the S-8 Thea Foss Waterway Shoreline District, landscaping shall additionally be consistent with the Thea Foss Waterway Design Guidelines.

Section 13.06.502.G
Landscaping Types

Landscaping Type A—A dense landscaping screen separating different uses. Specifically:

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.

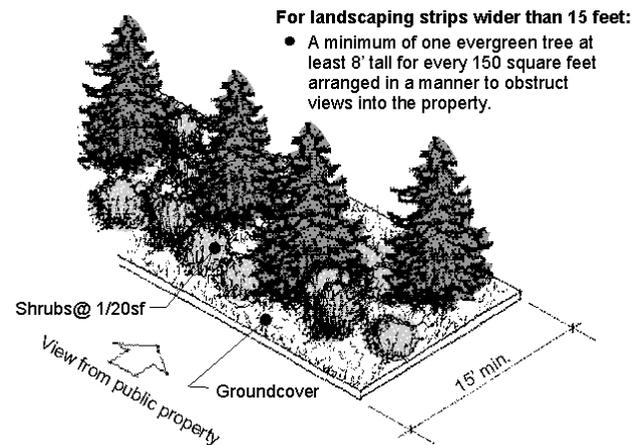
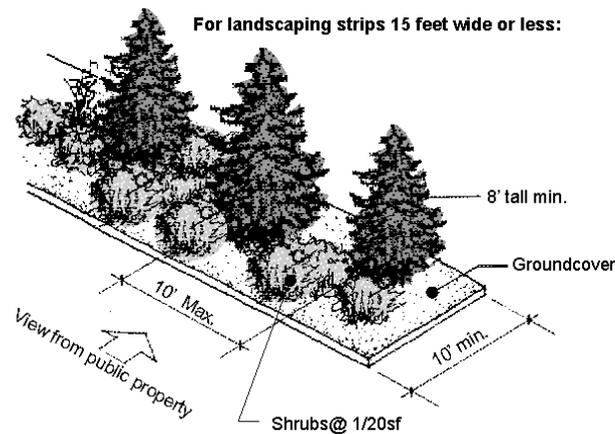
iv.—Bioretention cells or swales can be incorporated into these landscaping strips.

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.

iii.—Bioretention cells or swales can be incorporated into these landscaping strips.



~~Landscaping Type B—A moderately dense and naturalistic vegetation screen to offer visual relief and integrate built elements into the natural environment. Specifically:~~

~~a.—For landscaping strips less than 15 feet wide:~~

~~i.—Informal groupings of evergreen and/or deciduous trees. At least 50 percent of the trees must be evergreen. At least one tree per 500 square feet of landscaped area. Trees to be spaced at an average of 20 feet on center, but may be grouped in asymmetrical arrangements.~~

~~ii.—Shrubs at a rate of one shrub per 20 square feet of landscaped area.~~

~~iii.—Groundcover plants.~~

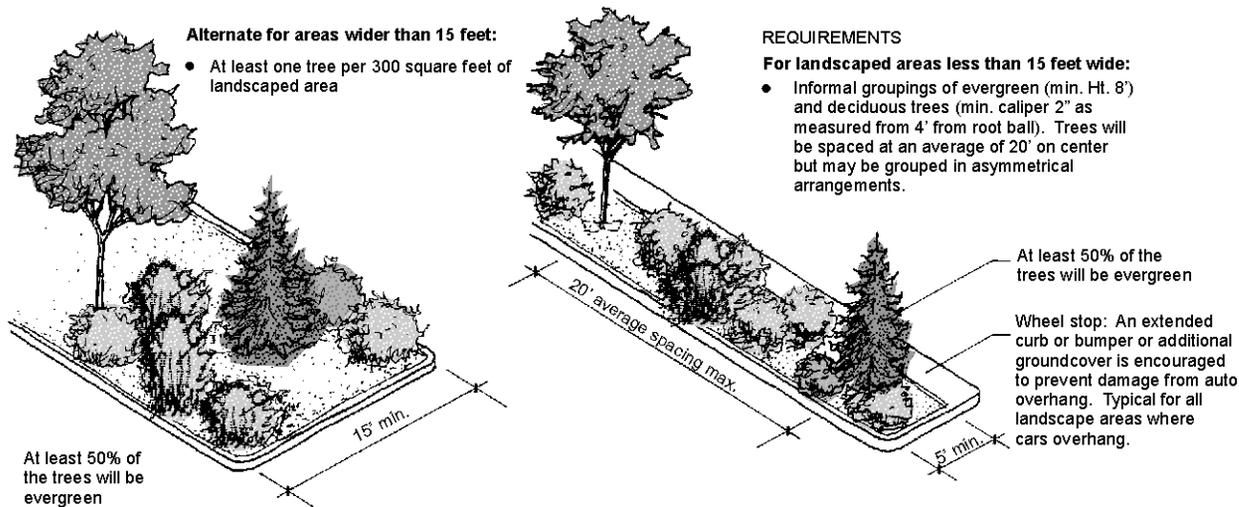
~~iv.—Bioretention cells or swales can be incorporated into these landscaping strips.~~

~~b.—For landscaping strips wider than 15 feet:~~

~~i.—At least one tree per 300 square feet of landscaped area. At least 50 percent of the trees must be evergreen.~~

~~ii.—Tree species, shrubs, and groundcover as required above.~~

~~iii.—Bioretention cells or swales can be incorporated into these landscaping strips.~~



~~Landscaping Type C—Landscaping provides visual relief in parking areas and along roadways where both a canopy of trees and visibility is required.~~

~~a.—For landscaping strips 5 to 20 feet wide:~~

~~i.—Trees at 20 feet on-center.~~

~~ii.—Shrubs at a rate of one shrub per 20 square feet of landscaped area.~~

~~iii.—Groundcover plants.~~

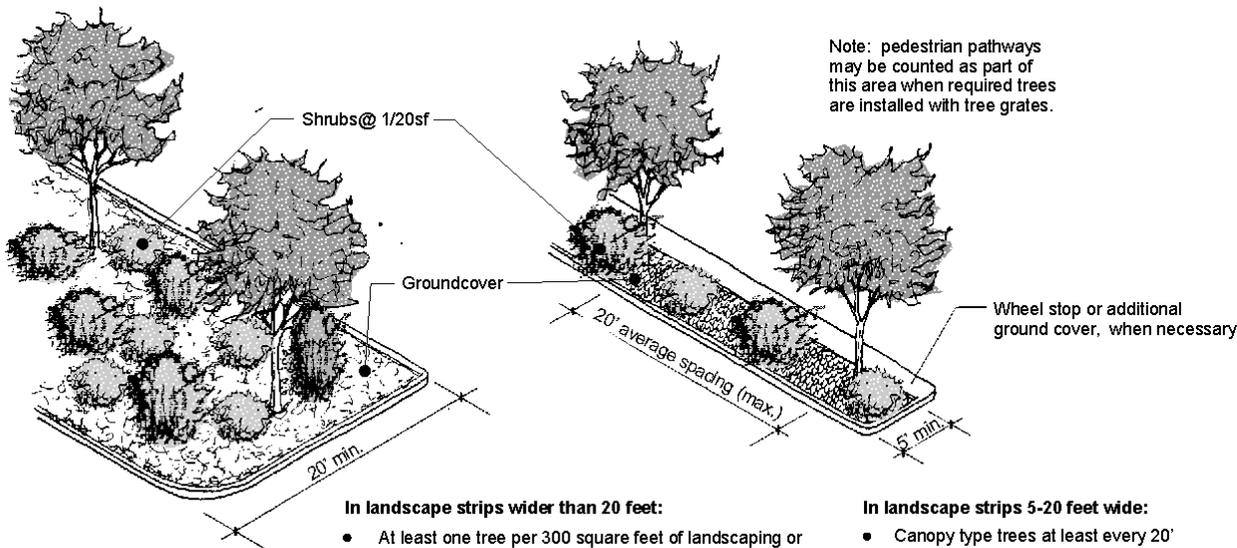
~~iv.—Bioretention cells or swales can be incorporated into these landscaping strips.~~

~~b.—For landscaping strips wider than 20 feet:~~

~~i.—At least one tree per 300 square feet of landscaped area or 20-foot separation (on average). Place trees to create a canopy in desired locations without obstructing necessary view corridors.~~

~~ii.—Tree species, shrubs, and groundcover as required above.~~

~~iii.—Bioretention cells or swales can be incorporated into these landscaping strips.~~



In landscape strips wider than 20 feet:

- At least one tree per 300 square feet of landscaping or 20' separation (on average). Place trees to create a canopy in desired location without obstructing necessary view corridors.

In landscape strips 5-20 feet wide:

- Canopy type trees at least every 20' (on average).

~~Landscaping Type D—A decorative landscaped display with colorful flowers or foliage as a focal setting for signs, special site elements and/or high visibility or pedestrian areas. Specifically:~~

- ~~a.—Shrubs, at least 50 percent of which must exhibit decorative floral or foliage, shall cover at least 50 percent of the landscaped area within 3 years.~~
- ~~b.—The remaining 50 percent of the landscaped area may be planted with trees, shrubs, perennials, groundcover plants, or cultivated flower beds.~~



~~Landscaping Type E—Enhancing natural areas to better integrate developments into existing conditions. Specifically:~~

- ~~a.—Landscaping shall consist of trees, shrubs, and groundcover plants that are native to the Puget Sound and are appropriate to the conditions of the site.~~
- ~~b.—Arrangement of plants shall be asymmetrical and plant material shall be sufficient in quantity to cover the soil in one growing season.~~
- ~~c.—Minimum 20 feet in width if used as a screen or required front yard treatment.~~



Mixture of native trees, shrubs, and groundcover arranged in a naturalistic setting

Min. 20' if used as part of screen or required front yard treatment

13.06.502 Landscaping and buffering standards.

A. Intent. The landscaping requirements, as a whole, are intended to contribute to the aesthetic environment of the City; enhance livability and foster economic development by providing for an attractive urban setting; provide green spaces that can support the urban citywide tree canopy; wildlife, such as birds, in the urban environment; help reduce storm water runoff; filter pollution; buffer visual impacts of development; and, contribute to the planting, maintenance, and preservation of a stable and sustainable urban forest.

B. Applicability. Unless specifically exempted, landscaping shall be provided consistent with this section for all new development, including structures and/or parking lots, as well as alterations to existing development, and street improvements, as outlined below.

1. Alterations. Three thresholds are used to gauge the extent of landscaping standard compliance on alterations to existing development (in Downtown Districts, the thresholds of TMC 13.06A shall apply):

a. Level I alterations to a site include all remodels and/or additions within a two-year period whose cumulative value is less than 50% of the value of the existing development or structure, as determined by the Building Code, excluding purchase costs of the property and/or structure. The requirement for such alterations is only that the proposed improvements meet the standards and do not lead to further nonconformance with the standards. For example, for an expanded parking area, landscaping would be required for the new parking area, but the applicant would not be required to bring an existing parking area into conformance with these landscaping standards.

b. Level II alterations to a site include all remodels and/or additions within a two-year period whose cumulative value ranges from 50% to 200% of the value of the existing development or structure, as determined by the Building Code, excluding purchase costs of the property and/or structure. All standards that do not involve repositioning the building or reconfiguring site development shall apply to Level II.

c. Level III alterations to a site include all remodels and/or additions within a two-year period whose cumulative value exceeds 200% of the value of the existing development or structure, as determined by the Building Code, excluding purchase costs of the property and/or structure. Such developments shall be brought into conformance with ALL of the applicable landscaping standards.

d. 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.

e. No alteration shall increase the level of nonconformity or create new nonconformities to these standards. Existing landscaping that is above and beyond the current requirements may be removed, provided that the quantity is not reduced below the current requirements for the use on the site. All required landscaping shall be preserved in a healthy and thriving condition or replaced as necessary to maintain conformance with the applicable code requirements herein.

2. Street trees. In addition to the thresholds identified above, street trees are required when:

a. Street or sidewalk improvements are required in association with a Preliminary Plats or Short Plats with 5 or more lots; or

b. 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.

c. If street trees are required in the applicable zone, then existing street trees shall be preserved in healthy condition per the tree preservation requirements of this section and the technical specifications of the UFM, or replaced, in association with street improvement projects.

C. General Landscaping Requirements applicable to all required landscaping.

1. Process and procedural requirements.

a. Landscape Plans and Landscape Management Plans demonstrating compliance with the installation, plant material, area and location, and maintenance requirements of this Section shall be submitted for all development proposals with landscaping requirements.

(1.) Landscape Plans and Landscape Management Plans, when required, shall be prepared by a Registered Landscape Architect, Certified Landscape Technician, or Certified Professional Horticulturalist, unless otherwise approved by the City, and shall be submitted in a form specified by the City.

(a.) Landscape Plans must be drawn to scale and show all of the following:

- Plant species names (common and scientific);
- Plant stock sizes, condition, and quantity;
- Installation location of plant materials;
- Existing and proposed utilities;
- Existing and proposed bus stops (as applicable);
- Existing trees planned to be retained;
- Finished grade; and,
- Required irrigation systems (if applicable).

(b.) Landscape Management Plans shall address the following:

- Entity responsible for maintenance of the landscape during the establishment period (3 years following planting); and
- A schedule of maintenance activities, including, but not limited to, pruning, watering, fertilization, and inspection and replacement of dead and/or damaged plant materials.

(2.) Developments with less than 500 square feet of landscaped area are exempt from submitting a Landscape Management Plan, and may submit a Landscape Plan prepared by a non-professional. Capital street improvement projects involving fewer than 10 street trees are exempt from submitting a Landscape Management Plan.

b. The Urban Forest Manual (UFM) provides best management practices for plant selection, design, installation, care, and other specifications. Required landscaping shall be selected, installed and maintained consistent with the technical guidance of the UFM.

c. The Director will consider adopted neighborhood, area-specific or streetscape design specifications and/or plans for landscaping selection and location, and may modify the standard requirements of this section if such plans meet the intent of this section.

d. Modifications to landscaping installed under this section shall be in conformance with the intent of these requirements and the technical guidance of the UFM. Regular maintenance and pruning; replacement of plant material in kind; and revisions to planting plans that are consistent with all requirements and any conditions of approved permits, are authorized without further review. Significant changes to the configuration or location of required landscaped areas require the approval of the Director.

e. Landscaping quantity calculations. When an amount or number of trees or plants is specified, that shall be the minimum number required. Any requirement resulting in a fraction of 0.3 or greater, when applied, shall be rounded up to the nearest whole number. Any requirement resulting in a fraction of less than 0.3 shall be rounded down to the nearest whole number. In cases where the minimum is expressed as a ratio of a number of trees or shrubs per a specified amount of area or length of site frontage or buffer, the number of required trees or shrubs shall be calculated by applying the ratio to the square footage of the area or length. For example, street tree requirements of 4 Small, 3 Medium or 2 Large trees per 100 feet of street frontage can be viewed as 1 Small per 25 feet, 1 Medium per 33.33 feet, or 1 Large tree per 50 feet. Small, Medium and Large Trees may be used in combination, according to the applicable ratios.

EXAMPLE: A site with 50 feet of street frontage would require 2 Small ($50 \times 4/100 = 2$), 2 Medium ($50 \times 3/100 = 1.5$, which rounds up to 2), or 1 Large ($50 \times 2/100 = 1$).

EXAMPLE: A site with 60 feet of street frontage would require 3 Small ($60 \times 4/100 = 2.4$ which rounds up to 2), 2 Medium ($60 \times 3/100 = 1.8$, which rounds up to 2), or 1 Large ($60 \times 2/100 = 1.2$, which rounds down to 1).

f. Landscaping provided to meet one requirement may in some cases count toward another applicable requirement if the intent of both requirements are being fully met. When two or more landscaping requirements apply to the same portion of a site, the most stringent of the requirements shall apply.

g. All landscaping required by this section must be planted prior to the issuance of a certificate of occupancy. If the applicant files financial security with the City, which ensures that the vegetation will be installed, the vegetation may be deferred during the summer months to the next planting season, but for no more than 6 months, unless otherwise approved by the Director.

2. Plant Material Selection.

a. Existing trees, shrubs, and groundcover which comply with the requirements of this Section may count towards the required landscape plantings.

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.

c. Required landscaping areas are encouraged to incorporate Low Impact Development (LID) bioretention and infiltration stormwater facilities, as defined in the City of Tacoma Stormwater Management Manual. Limited flexibility shall be granted to specific standards as applicable to accommodate LID features.

d. Visibility and safety. Except in cases where required landscaping is intended to provide dense visual buffers or to enhance natural conditions, trees and shrubs shall be selected and maintained to maximize visibility at eye level for safety. To meet this requirement, shrubs shall be chosen that will readily remain under 3 feet in height. Trees shall be selected and pruned (once tall enough) to maximize views below 7 feet in height.

e. Trees.

(1) Tree Species Selection – Small, Medium and Large species. Trees are categorized as small, medium or large based on their height and crown spread at maturity and on their growth rate. Trees size categories are determined according to the Canopy Factor, which is calculated using the following formula: (mature height in feet) x (mature crown spread in feet) x (growth rate number) x 0.01 = Canopy Factor. The growth rate number is 1 for slow growing trees, 2 for moderately growing trees, and 3 for fast growing trees. Large Trees have a Canopy Factor greater than 90; Medium Trees have a Canopy Factor from 40 to 90; Small Trees have a Canopy Factor less than 40.

(a.) Small, Medium and Large Tree lists are included in the UFM. To determine the size category of a tree not listed in the UFM, the applicant must provide an authoritative source of information about the tree's mature height, crown spread and growth rate. Objective information must come from published sources or from the nursery providing the tree growth information, often called "cut sheets".

(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. The UFM contains additional guidelines on this subject.

(3) Tree variety. For projects that involve the planting of between four and ten trees, at least two different kinds (Genera) of trees shall be included. For projects involving the planting of more than ten trees, at least three different kinds (Genera) of trees, and a mixture of tree types (evergreen and deciduous) shall be included. For projects that involve planting more than twenty-five trees, no more than 25 percent shall be from one Genera and a minimum of 20 percent must be evergreen.

(4) Tree size at planting. Trees provided to meet the landscaping requirements shall be consistent with the following size requirements at the time of planting: For deciduous trees, at least 50 percent of the trees provided shall be a minimum 2-inch caliper at the time of planting, with the remaining deciduous trees a minimum 1½-inch caliper. For evergreen trees, at least 50 percent of the trees provided shall be a minimum of 6 feet tall, with the remaining evergreen trees a minimum of 5 feet tall at the time of planting. Evergreen trees provided to meet these requirements shall also be species with the ability to develop a minimum branching width of 8 feet within 5 years.

f. Shrubs and Groundcover.

(1) Turf lawn and mulch are not considered groundcover for the purposes of complying with this section.

(2) Low Impact Development bioretention and infiltration stormwater facilities, as defined in the City of Tacoma Stormwater Management Manual, that incorporate trees, shrubs and/or groundcover may count as meeting tree, shrub and groundcover requirements.

(3) Shrub variety. If there are more than 25 required shrubs, no more than 20 percent of them can be of one species.

(4) Groundcover and shrub plants must be planted at a density that will cover the entire area within three years.

(5) Unless specified otherwise, shrubs provided to meet these requirements shall be from a minimum 2-gallon container.

3. Installation and Maintenance.

a. Landscaping shall be installed and maintained in a healthy, thriving, and safe condition, and replaced as necessary, during the plant establishment period and for the life of the project, consistent with the requirements, standards and specifications of this Section and the UFM.

b. Conditions shall be provided to promote tree longevity, thus reducing the need for replacement. Considerations shall include planting species in locations and with conditions favorable to their health, and providing appropriate protection from potential damage from adjacent uses, development or activities.

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

d. All required landscaping must be planted in the ground, where feasible. In cases where this is not feasible, the use of planters or other approaches may be authorized as long as minimum soil depth and unpaved planting area dimensions are maintained. Soil composition and volume shall be provided as appropriate to promote the health of the plants, per the specifications of the UFM.

e. Irrigation. An irrigation system, which in some cases shall include hand watering, shall be provided for all required landscaping per the guidance of the UFM, to ensure survival through the plant establishment period.

f. Pruning: Pruning of required trees or shrubs shall be for the purpose of maintaining the tree or shrub in a healthy and thriving condition and/or to enhance its natural growing form. Trees and shrubs shall not be excessively pruned such that it adversely affects the healthy living condition of the plant, significantly damages the natural growing form of the plant, or eliminates or significantly reduces the purpose for the planting. Topping, an extreme form of pruning, of trees required by this Section is prohibited. This prohibition does not apply to pruning performed to remove a safety hazard, or to remove dead or diseased material. or to avoid overhead power lines.

g. Violations of the provisions of this section are subject to Code Enforcement, per TMC 13.05.100.

D. Credits and Flexibility

1. Utilizing credits and flexibility. The following credits may be utilized separately or in combination.

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.

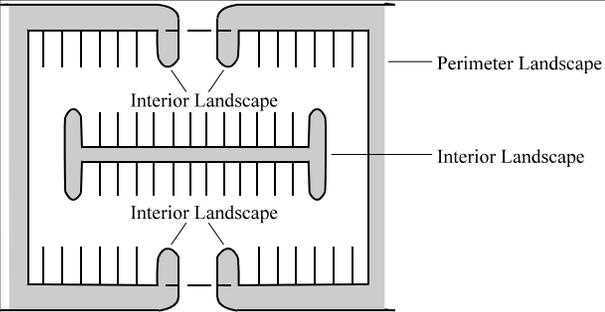
- a. One required tree for every retained tree of at least equal size;
 - b. Two required trees for every retained tree that is 8 inches to 20 inches in DBH;
 - c. Three required trees, for every retained tree 20 inches to 32 inches in DBH;
 - d. Four required trees, for every retained tree over 32 inches in DBH.
- e. In order to facilitate and provide an incentive for the retention of substantial numbers of mature trees, additional flexibility is available on Parking Lot Distribution requirements. See table 13.06.502.E.
3. Evergreen trees. Evergreen trees, above and beyond those otherwise required, shall count as 1.1 trees toward total number required. If greater than two-thirds of required trees are Evergreens, additional flexibility is available on Parking Lot Distribution requirements. See table 13.06.502.E.
 4. Low Impact Development features. For sites utilizing Low Impact Development (LID) techniques as defined in the City of Tacoma Stormwater Management Manual as their primary stormwater management approach, additional flexibility is available on Parking Lot Distribution requirements. See table 13.06.502.E.
 5. Urban Forestry Fund. In limited instances when specific site characteristics do not support the preservation or planting of trees, funds may instead be paid into the City Urban Forestry Fund. Applicants must demonstrate to the satisfaction of the Director that specific site characteristics make the installation of landscaping on the site problematic to its reasonable use. Landscaping buffer requirements may not be modified through this provision. Landscaping must still be installed to the maximum extent practicable. Funds collected will be used by the City Urban Forestry Program to plant trees on other public or private property within the City. The required amount will be equal to 1.5 times the cost to purchase and plant the required landscaping and maintain it through establishment, as specified in the UFM.
 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 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. 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 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 location specified in 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.
 - c. Landscaping Buffers, when required, must be provided on the development site and cannot be shifted to another site. In addition, to the extent feasible, some portion of required street trees and parking lot landscaping shall be planted at the development site, or if shifted from the development site shall be planted in proximity to impervious surfaces, in order to achieve commensurate stormwater benefits.

TMC 13.06.502.E Landscaping requirements applicable to Residential, Commercial, Industrial and Mixed-Use Districts.	
The standards of this section are intended to implement the goals of the Comprehensive Plan and the intent of this section. The landscaping standards of this table apply to new development and substantial alterations, as stipulated above, in Residential, Commercial, Industrial and Mixed-Use Centers (X) Districts.	
Exemptions:	
<p>(1) Single, two and three-family developments, unless in association with a full plat, are exempt from all landscaping requirements.</p> <p>(2) Passive open space areas are exempt from all landscaping requirements (however development activities on such sites may trigger landscaping requirements).</p> <p>(3) Park and recreation uses are exempt from the Site Perimeter and Buffer requirements of this section.</p>	
Using this table:	
<ul style="list-style-type: none"> This table contains both numerical and distribution requirements for trees. In each case, whichever requirement would generate the larger number shall control and be the required number of trees. 	
Overall Site Landscaping: Overall Site Landscaping is intended to ensure that a minimum amount of landscaping is provided with development.	
Overall Site Landscaping Minimums	<p>This requirement may be provided anywhere on the site. The amount is determined as a percentage of the site which is not covered with structures. It may be satisfied by landscaping provided to meet other requirements.</p> <ul style="list-style-type: none"> Residential Districts: 5 percent Commercial Districts: 10 percent Industrial Districts: 5 percent of parking areas over 20,000 sf X Districts: 15 percent
Planting requirements	<p>When Required, Overall Site Landscaping shall consist of a mixture of trees, shrubs and groundcover plants, as follows:</p> <ul style="list-style-type: none"> At least one Small Tree per 200 square feet; one Medium Tree per 300 sf; or one Large Tree per 400 sf of required overall site landscaped area. Shrubs and groundcover to completely cover the remaining area within 3 years.
X Districts Exceptions	<ul style="list-style-type: none"> Requirements for developments with structured parking are relaxed based on the percentage of structured parking to the total number of on-site parking spaces. For example, if all parking is structured, there is no overall site landscaping requirement. If 50 percent of the parking is structured, then the amount of required overall site landscaping is reduced by 50 percent. Green roofs and roof gardens may be used to meet up to one-third of the landscaped area requirements. Planting strips within street rights-of-way shall not be counted toward this requirement.

<p>Site Perimeter Landscaping: Site Perimeter Landscaping is intended to ensure that areas abutting public rights-of-way, and not developed with structures, be attractive, and provide the environmental benefits of vegetation.</p>	
<p>Exceptions:</p> <p>(1) Site Perimeter Landscaping is not required in Industrial or X Districts.</p>	
<p>General</p>	<ul style="list-style-type: none"> • When applicable, a Site Perimeter is required around the entire perimeter of the site. Perimeter strips may be broken for primary structures, vehicle and pedestrian access crossings, and to allow limited access to and use of utility services located in alleys, but not by accessory structures, paved areas, outdoor storage or other development. • A minimum 7-foot wide site perimeter strip shall be provided on sides without abutting street trees. The required perimeter strip shall be reduced to 5 feet for parcels of 150 feet or less in depth. • A minimum 5-foot wide site perimeter strip shall be provided on sides with abutting street trees.
<p>Planting Requirements</p>	<p>The perimeter strip shall be covered with a mixture of trees, shrubs, and groundcover plants, as follows:</p> <ul style="list-style-type: none"> • At least one Small Tree per 200 sf; one Medium Tree per 300 sf; or one Large Tree per 400 sf of required landscaped area. • Trees planted shall be generally evenly distributed over the site. • Place trees to create a canopy in desired locations without obstructing necessary view corridors. • Shrubs and groundcover to completely cover the remaining area within 3 years.
<p>Landscaping Buffers: Landscaping buffers are intended to function as a substantial vegetative screening providing physical and visual separation between dissimilar districts in order to soften visual and aesthetic impacts. Buffers also provide the aesthetic and environmental benefits of vegetation.</p>	
<p>Exceptions:</p> <p>(1) When there is a 20 foot vertical grade difference between a development site that is located across the street or alley or is abutting R-District property, no Landscape buffers are required along the affected property line if such grade difference is demonstrated to provide comparable protection.</p> <p>(2) When the development site is across an arterial street or highway from the R-District property being screened, it is not required to provide a Landscape buffer along the affected property line abutting the arterial street or highway.</p> <p>(3) The Director may waive the requirement for a screening if equivalent screening is provided by existing parks, parkways, recreation areas, or by topography or other natural conditions.</p> <p>(4) The Director may waive the requirement for a screening if the R-District property being screened is in long-term use for a purpose other than residential, and which would not be negatively impacted by adjacency to a more intensive use.</p>	

<p>More intensive district abutting an R-District property</p>	<ul style="list-style-type: none"> • A continuous planting area that has a minimum width of 15 feet shall be provided on the property, along the boundary with the R-District. • Where the property required to provide a buffer is 150 feet or less in depth, measured perpendicularly from the residential parcel, the buffer can be reduced to the minimum 10-foot wide buffer listed below.
<p>More intensive district across the street or alley from R-District property</p>	<ul style="list-style-type: none"> • A continuous planting area that has a minimum width of 7 feet shall be provided on the property, across from the R-District. • In cases where there is a demonstrated site constraint, the minimum buffer width may be reduced to a minimum 4 feet, with the integration of a continuous site-obscuring vegetated fence or wall.
<p>Planting – when abutting R-District</p>	<p>a. For landscaping strips 10 to 15 feet wide:</p> <ol style="list-style-type: none"> At least one row of evergreen trees, minimum 8 feet in height at the time of planting and 10 feet maximum separation. 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. Groundcover plants. <p>Note: These provisions supersede the standard height, spacing and visibility provisions of the General Section, above.</p> <p>b. For landscaping strips wider than 15 feet:</p> <ol style="list-style-type: none"> A minimum of one evergreen tree for every 150 square feet arranged in a manner to obstruct views into the property. Shrubs and groundcover as required above. <p>c. This Landscaping Buffer is not subject to landscaping credits or flexibility provisions of TMC 13.06.502.D.</p> <div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div data-bbox="583 885 1192 1315" style="text-align: center;"> <p>For landscaping strips 15 feet wide or less:</p> <p>8' tall min.</p> <p>Groundcover</p> <p>10' Max.</p> <p>10' min.</p> <p>Shrubs@ 1/20sf</p> <p>View from public property</p> </div> <div data-bbox="1207 873 1837 1315" style="text-align: center;"> <p>For landscaping strips wider than 15 feet:</p> <ul style="list-style-type: none"> • A minimum of one evergreen tree at least 8' tall for every 150 square feet arranged in a manner to obstruct views into the property. <p>Shrubs@ 1/20sf</p> <p>Groundcover</p> <p>15' min.</p> <p>View from public property</p> </div> </div>

<p>Planting – across the street or alley from R-District</p>	<ul style="list-style-type: none"> • At least one Medium Tree per 300; or one Large Tree per 400 square feet of landscaped area. • Trees to be spaced at an average of 20 feet on-center, but may be grouped in asymmetrical arrangements. • At least 50 percent of trees must be evergreen conifers.
<p>Mobile home/trailer courts abutting Residential districts (where permitted).</p>	<ul style="list-style-type: none"> • A wall, fence, vegetated wall, evergreen hedge, or other suitable enclosure of minimum height four and one half feet and maximum height of seven feet placed at least five feet from the side and rear lot lines. The area between such enclosures and the property lines shall be landscaped to form a permanent screening area. • A landscaped screening area at least five feet in depth must be provided along the street frontage on a non-arterial street forming a boundary between a mobile home park site and an R-1, R-2, or R-3 District. • No signs shall be permitted on any part of a screening enclosure or within a screening area.
<p>Street trees: Street trees are intended to provide multiple benefits including aesthetics, traffic calming, environmental, shading, visual buffering and noise separation from streets.</p>	
<p>Exceptions:</p> <p>(1) Street trees are not required in PMI Districts, with the exception of the following gateway corridors into the City located within or near the Port of Tacoma: Marine View Drive, E. 11th Street west of Portland Avenue, Portland Avenue (south of E. 11th Street), and Port of Tacoma Road (south of E. 11th Street).</p>	
<p>Planting Requirements:</p>	<ul style="list-style-type: none"> • Four Small Trees; three Medium Trees; or, Two Large Trees per 100 linear feet of site frontage. • Street trees should generally be evenly spaced to create or maintain a rhythmic pattern, but can be provided with variations in spacing and/or grouped to accommodate driveways, building entrances, traffic signs, or other streetscape features, or if such variations are demonstrated to better achieve the intent. • Street trees shall, when possible, be planted within the right-of-way adjacent to the curb and between the pedestrian lane/sidewalk and curb. When this is not possible or a different location would better achieve the intent, street trees may be located elsewhere within the right-of-way, including behind the sidewalk, in street medians, parking strips or bulbouts. If neither of these preferred locations is possible, such as when existing infrastructure prevents trees from being planted within the right-of-way, trees located within 10 feet of the right-of-way may be counted as street trees.

<p>Parking Lot Landscaping: Parking lot landscaping is intended to provide visual relief, to enhance the aesthetic appearance, screening from adjacent sites and public areas, to reduce environmental impacts of parking and other paved areas, and to provide shade and shelter for pedestrians.</p>	
<p>Exceptions: (1) Parking Lot Perimeter Landscaping is not required in M-2 or PMI Districts.</p>	
<p>Parking Area tree minimum - overall</p>	<ul style="list-style-type: none"> One Small Tree per 700 square feet; one Medium Tree per 1,000 square feet; or, one Large Tree per 1,400 square feet of parking lot area.
<p>Parking Lot – Interior Planting Requirements</p>	<p>A mixture of trees, shrubs and groundcover meeting the following requirements:</p> <ul style="list-style-type: none"> At least one Small Tree per 200 sf, one Medium Tree per 300 sf; or one Large Tree per 400 sf of landscaped area. Trees planted shall be generally evenly distributed over the site. Shrubs and groundcover plants as required above. Trees placed to create a canopy in desired locations without obstructing necessary view corridors.  <p style="text-align: center;">LANDSCAPING: INTERIOR/EXTERIOR</p>
<p>Distribution</p>	<ul style="list-style-type: none"> No stall shall be more than 50 feet from a tree trunk. Long rows of parking shall be broken by islands or peninsulas with trees, such that there are no more than eight parking stalls in a row without a tree. Planting areas with trees are required at all parking aisle ends. Trees shall be provided at an average of 40-foot intervals along walkways within or adjacent to parking lots. In X Districts, trees shall be provided at an average of 30-foot intervals.
<p>Distribution Flexibility Bonuses</p>	<p>For each of the following bonuses provided, Parking Lot Distribution requirements may be modified as follows: The maximum distance from each stall may increase by 10 feet; and, maximum parking row length may increase by 1 stall.</p> <ul style="list-style-type: none"> Tree retention: Retention of trees at least 20 inches in diameter constitutes at least 50 percent of the number of required trees. Evergreen trees: Evergreen trees constitute greater than two-thirds of required trees. Low Impact Development: Sites utilizing Low Impact Development (LID) techniques as defined in the City of Tacoma Stormwater Management Manual as their primary stormwater management approach.
<p>Parking lot - Perimeter landscaping Planting Requirements</p>	<ul style="list-style-type: none"> Parking Lots with more than 20 stalls are required to provide a 10-foot wide planting strip per the planting requirements below. Where the subject property is 150 feet or less in depth, the perimeter strip can be reduced to 5 feet in width. When applicable, a Parking Lot Perimeter is required around the shortest circumferential line defining the exterior boundary of a

	<p>parking, loading or similar paved area, excluding driveways or walkways providing access to the facility.</p> <p>Parking Lot Perimeters shall be planted with a mixture of trees, shrubs and groundcover meeting the following requirements:</p> <ul style="list-style-type: none"> • At least one Small Tree per 200 sf, one Medium Tree per 300 sf; or one Large Tree per 400 sf of landscaped area. • Trees planted shall be generally evenly distributed over the site. • Shrubs and groundcover plants as required above. • Trees placed to create a canopy in desired locations without obstructing necessary view corridors.
<p>X District Front Yard and Foundation Landscaping: Trees, shrubs and groundcover plantings intended to soften the visual appearance of exposed foundations and building frontages in highly pedestrian areas.</p>	
<ul style="list-style-type: none"> • In areas where buildings are not located adjacent to the sidewalk, the area between the public sidewalk and buildings shall incorporate expanded sidewalk space, outdoor seating, plazas and/or landscaping with a combination of trees, shrubs, and/or ground cover plants. • All street-facing elevations must have landscaping along any exposed foundation. The landscaped area may be along the outer edge of a porch instead of the foundation. This landscaping requirement does not apply to portions of the building facade that provide access for pedestrians or vehicles to the building. The foundation landscaping must meet the following standards: <ol style="list-style-type: none"> 1. The landscaped area must be at least three feet wide. 2. There must be at least one shrub for every three lineal feet of foundation. 3. Groundcover plants must fully cover the remainder of the landscaped area. 	

13.06.700 Definitions and illustrations.

13.06.700.A

Arborist: An individual engaged in the profession of arboriculture who, through experience, education and related training, possesses the competence to provide for or supervise the management of trees and other woody plants and is certified and in good standing with the International Society of Arboriculture (ISA), or equivalent agency.

13.06.700 C

Caliper: Diameter of a tree's trunk or stem measured at a point 6 inches above finish grade if the resulting measurement is up to and including 4 inches. If the resulting measurement is more than 4 inches the point of measurement shall be relocated to 12 inches above finish grade.

13.06.700.D

Deciduous: A plant that loses its leaves and remains leafless for some months of the year, usually in winter (temperate zones) or the dry season (tropical zones).

Diameter at breast height (DBH): A tree's trunk or stem diameter measured at four and one-half feet above the ground.

13.06.700.E

Establishment period. A minimum of a three year time period following the transplanting/installation of vegetation where maintenance is crucial to the survival of the vegetation.

Evergreen: A plant that bears leaves throughout the year. ~~Evergreen. A tree or shrub that retains green leaves throughout the year.~~

13.06.700.G

Genus (pl. genera): A group of plants within a family that is morphologically similar and contains one of more species.

Groundcover. Low and dense growing plants that cover the ground in place of turf, planted for ornamental purposes or to prevent soil erosion. Turf lawn and mulch do not count as groundcover.

13.06.700.H

Hazard Tree. Hazard Tree as defined by the Pacific Northwest Chapter of the International Society of Arboriculture: A hazard tree, or a hazardous component, exists when the sum of the risk factors assessed equals or exceeds a predetermined threshold of risk. Below that threshold, the tree (or component parts) is not considered to be a hazard.

13.06.700.I

Invasive species. A plant species that has a negative environmental, economical, recreational, and/or public health impacts that overcome native plants or ornamental landscaping for resources. For a current listing of Pierce County Invasive/Noxious weeds consult the Pierce County Noxious Weed Control Board.

13.06.700.L

Low-Impact Development. Low-Impact Development is a stormwater management strategy that emphasizes conservation and the use of natural site features, including transplanted and retained trees, integrated with engineered, small-scale stormwater controls to more closely mimic predevelopment hydrologic conditions.

13.06.700.M

Mature or maturity, tree. A tree that has achieved at least 75 percent of its anticipated crown growth or a tree that is over 15 years of age.

13.06.700.N

Noxious weed. A plant that, once established, is highly destructive, competitive, and difficult to control using cultural or chemical practices. For a current listing of Pierce County Invasive/Noxious weeds consult the Pierce County Noxious Weed Control Board.

13.06.700.P

Permeable pavement. Pervious concrete, permeable pavers, or other forms of pervious or porous paving material effectively allowing the passage of water through the pavement section. It often includes an aggregate base that provides structural support and acts as a stormwater reservoir.

Plants; Plant; Plant Material: These terms refer to vegetation in general, including trees, shrubs, vines, groundcovers, ornamental grasses, bulbs, corms, tubers, or herbaceous vegetation.

13.06.700.S

Shrub. Any woody perennial plant that is generally less than fifteen feet in height at maturity.

13.06.700.T

Tree. Any woody perennial that generally matures over fifteen feet in height, generally has a minimum mature canopy width of ten feet and greater, and is capable of being shaped and pruned to develop a branch-free trunk to at least eight feet in height at maturity.

Tree Size: Categorized as Large, Medium or Small as determined by the Canopy Factor, which takes into account the trees mature height, mature crown spread and growth rate. The Canopy Factor is calculated using the following formula: (mature height in feet) x (mature crown spread in feet) x (growth rate number) x 0.01 = Canopy Factor. The growth rate number is 1 for slow growing trees, 2 for moderately growing trees, and 3 for fast growing trees.

(A) Large Trees = Canopy Factor greater than 90

(B) Medium Trees = Canopy Factor from 40 to 90

(C) Small Trees = Canopy Factor less than 40

13.06.700.U

Urban Forest Manual. A compilation of City urban forestry practices and standards.

Chapter 13.06A
DOWNTOWN TACOMA

Sections:

13.06A.010	Purpose.
13.06A.020	Applicability.
13.06A.030	Definitions.
13.06A.040	Downtown Districts and uses.
13.06A.050	Additional use regulations.
13.06A.052	Primary Pedestrian Streets.
13.06A.055	Nonconforming Development.
13.06A.060	Development Standards.
13.06A.065	Parking Standards.
13.06A.070	Basic design standards.
13.06A.080	Design standards for increasing allowable FAR.
13.06A.090	Transfer of Development Rights for Increasing Allowable Floor Area Ratio.
13.06A.100	Downtown Master Planned Development (DMPD).
13.06A.110	Variances.
13.06A.111	Downtown District Fencing Standards.
13.06A.112	Known Archaeological, Cultural, and Historic Resources within the South Downtown Subarea.
13.06A.113	Traffic Impacts Assessment.
13.06A.120	<i>Repealed.</i>
13.06A.130	Severability.

13.06A.065 Parking Standards

D. General Parking Design Standards Applicable to the RPA and All Downtown Zones

3. All new surface parking lots, additions to parking lots, parking lots associated with buildings undergoing substantial alteration, parking lots increased in size by 50 percent, and parking lots altered on 50 percent of its surface shall provide a perimeter landscaping strip abutting adjacent sidewalks containing a combination of trees, ~~and shrubs~~ and groundcover per the General Landscaping requirements and the Parking Lot Perimeter requirements of TMC 13.06.502.

a. In no case shall fewer than three trees per 100 linear feet of frontage be provided.

b. Masonry walls no lower than 15” and no higher than 30” may be substituted for shrubs.

c. For lots greater than 20 stalls, at least 15 percent of the interior area shall be planted with trees, ~~and shrubs~~ and groundcover.

~~d. All trees shall have a minimum caliper of 2 1/2 inch at the time of planting.~~

13.06A.070 Basic design standards.

3. ~~Four Small Trees, Three Medium Trees, or Two Large Trees~~~~One street tree~~ shall be provided per each ~~25-100~~ linear feet of frontage, with tree grates or alternative pervious surface materials covering the pits, in conformance with the City General Landscaping requirements of TMC 13.06.502. This standard, in its entirety, shall apply to all new construction, additions, substantial alterations, and when 50 percent or more of the existing sidewalk is replaced. ~~One s~~Street trees shall be provided, consistent with the requirements of this standard, proportionate with the linear length of~~for each 25 linear feet of~~ existing sidewalk that is replaced. Existing street trees shall be counted toward meeting this standard. Trees and grates should generally conform to the Tacoma Downtown Streetscape Study and Design Concepts.

a. The required street trees should generally be evenly spaced to create or maintain a rhythmic pattern, but can be provided with variations in spacing and/or grouped to accommodate driveways, building entrances, etc. ~~To achieve consistency with the existing pattern of tree spacing, the quantity of required street trees may be modified.~~

b. ~~Tree pits shall be covered by tree grates, or alternative pervious surface materials, to accommodate pedestrians in the planting area.~~ The use of tree grates or alternative pervious surface materials will be determined by the presence of existing grates or surface materials in the district, and the width and function of the sidewalk.

c. Residential development may substitute plantings for grates or alternative tree pit pervious surface materials.

d. Where existing areaways, vaults or insufficient sidewalk widths prevent this form of planting, trees may be planted in planters that are generally in conformance with the Tacoma Downtown Streetscape Study and Design Concepts and the technical guidance of the Urban Forest Manual.

~~e. All trees shall have a minimum caliper of 2 1/2 inch at the time of planting.~~

6. Development shall also comply with the General Landscaping requirements of Section 13.06.502, the requirements as established in Section 13.06.511, Transit Support Facilities and Section 13.06.512, Pedestrian and Bicycle Support Standards.

Proposed Amendments and Staff Analyses

Application #2014-11: Regulatory Code Cleanup



2014 Annual Amendment *Staff Analysis Report*

Application No.:	2014-11
Proposed Amendment:	Plan and Code Clean-ups
Applicant:	Planning and Development Services
Location & Size of Area:	Citywide
Current Land Use & Zoning:	Various
Neighborhood Council Area:	Citywide
Staff Contact:	Cheri Gibbons, Planning Services Division (253) 591-5379, cgibbons@cityoftacoma.org
Date of Report: (Planning Commission review date; draft or final)	February 5, 2014 (draft)

I. Description of the Proposed Amendment:

1. Describe the proposed amendment, including the existing and proposed amendatory language, if applicable.

The proposed amendments involve changes to the Transportation Element of the Comprehensive Plan and changes to various sections in the Tacoma Municipal Code (TMC), Chapters 13.04, 13.05, 13.06, 13.11, and 13.12. These minor amendments are intended to address inconsistencies, correct minor errors, and improve provisions that, through administration and application of the Zoning Code, are found to be unclear or not fully meeting their intent.

A general summary of the proposed amendments is as follows:

Changes to the Transportation Element of the Comprehensive Plan:

- Updating the Commute Trip Reduction (CTR) section to reflect the latest regulatory requirements and program opportunities approved by the Washington State Department of Transportation (WSDOT). Updating project cost information in the Mobility Master Plan section by:
 - Removing the cost information from the following tables:
 - Table 2 Short Term Bicycle Project Priority List
 - Table 9 Short Term Project Costs and Maintenance Estimates
 - Table 10 Medium Term Project Costs and Maintenance Estimates
 - Table 11 Long Term Project Costs and Maintenance Estimates
 - Deleting the following tables:
 - Table 7 Summary of Construction Costs for Recommended Projects
 - Table 8 Summary of Maintenance Costs for Recommended Projects
 - Adding a new table:
 - Table 7 Estimated Cost Range for Bicycle Facilities.

Changes to Chapter 13.04 Platting and Subdivisions, including:

- Clarification of the submittal requirements for short plats. The requirement to provide legal descriptions for all proposed lots will not be required at submittal but prior to recording for verification by the City Surveyor.
- The requirement that a vicinity sketch is included on the notice has been removed, consistent with the State's requirement. The requirement that a legal description and a non-legal description are included in the notice remain.
- Standards for pipe stem lots have been added. The intent of the standards are to ensure better integration of the new parcel and dwelling within the existing neighborhood. The standards include setback requirements and building height limitation.
- The correction of minor scrivener's errors.

Changes to 13.05 Land Use Permit Procedures, including:

- Updating the Expiration of Permits chart to ensure accuracy and consistency within other code sections.
- Clarification the Hearing Examiner's authority to hear appeals of Short Plat decisions.
- The addition of code language which changes the permitting process for Major Modifications to Conditional Use Permits.
- The correction of minor scrivener's errors.

Changes to 13.06 Zoning, including:

Section 13.06.100 – Residential Zoning and Development Standards

- The addition of provisions requiring single-family dwellings to be oriented to the adjacent street or right-of-way.
- A clarification to the Home Occupation Standards that on-premises sales of products associated with a Home Occupation are accessory to a service offered. For example, a home occupation engaged in hair salon services would be allowed to sell hair products and accessories.

Section 13.06.200 – Commercial Districts

- The addition of work-live units to the use Chart. Work-live units are allowed in most commercially zoned districts.

Section 13.06.300 – Mixed-Use Center Districts

- Changes include the removal of references and regulations pertaining to the Urban Center Mixed-Use - Tacoma Dome (UCX-TD) zoning designation as it was eliminated through the South Downtown Subarea Plan process. The UCX-TD zoning district was rezoned to Downtown Mixed-Use (DMU).

Section 13.06.400 – Industrial Districts

- The addition of Work-live units to the use charts.

Section 13.06.501 – Building Design Standards

- The revision of fencing standards language to ensure consistency with the Downtown (13.06A) code.

Section 13.06.502 Landscaping and/or Buffering Standards

- Removal of references to the zoning designation Urban Center Mixed-Use - Tacoma Dome (UCX-TD) as it has been replaced with Downtown Mixed-Use (DMU).

Section 13.06.510 Off-Street Parking and Storage Areas

- Removal of references to the zoning designation Urban Center Mixed-Use - Tacoma Dome (UCX-TD) as it has been replaced with Downtown Mixed-Use (DMU).

Section 13.06.513 Drive-throughs

- Removal of references to the zoning designation Urban Center Mixed-Use - Tacoma Dome (UCX-TD) as it has been replaced with Downtown Mixed-Use (DMU).

Section 13.06.522

- The addition of reference to an applicable part of the code was added to the sign table. This will ensure applicable regulations are found with ease.

Section 13.06.700 Definitions

- The addition of a definition for ‘work-live unit’ which is a combined living and work unit that includes a kitchen and a bathroom.

Changes to 13.06A

- Clarification of the regulations for work-live units in the Downtown by removing references to the Mixed-Use Centers.

Changes to 13.11 CAPO, including:

- Changes making the CAPO compliant with the new Shoreline Master Program and code.
- The removal of and all invalid references to critical areas that are now regulated under the shoreline code (Refer to 13.11.190.D).
- The CAPO changes will include minor corrections due to scrivener’s errors, duplication of code citation, and clarification of intent and regulatory application for certain code citations that in practice have revealed unintended interpretation errors.

Changes to 13.12 SEPA, including:

- The clarification of the appeals process for Shoreline Substantial Development Permits. Appeals of Shoreline Substantial Development Permits are appealable to the Shoreline Hearings Board.

2. Describe the intent of the proposed amendment and/or the reason why it is needed.

The proposed amendments to the Transportation Element would maintain the City’s funding eligibility for future transportation program funds and grants. In addition, trip reduction and transportation demand management are evolving fields and WSDOT is allowing jurisdictions to modify and customize CTR programs in some cases. The proposed amendment to the CTR section would more accurately describe how the City is currently participating in CTR in downtown areas. The proposed amendments to the Mobility Master Plan section, on the other hand, are intended to keep the project information current and correct some inaccuracies.

The proposed amendments to the Tacoma Municipal Code are being brought forward as part of staff’s ongoing efforts to improve the clarity and effectiveness of the Zoning Code by addressing inconsistencies, incorporating legislative revisions, correcting minor errors, and improving confusing or ineffective standards. The proposed amendments would address issues that have been identified by staff, the community, as well as customers of the Planning and Development Services Department.

- 3. Describe the geographical areas associated with the proposed amendment. Include such information as: location, size, parcel number(s), ownership(s), site map, site characteristics, natural features, current and proposed Comprehensive Plan land use designations, current and proposed zoning classifications, and other appropriate and applicable information for the affected area and the surrounding areas.**

The proposed amendments would apply citywide.

- 4. Provide any additional background information associated with the proposed amendment.**

While many of the code changes associated with this application are relatively minor, a few of the proposed changes are worth highlighting.

Standards for pipe stem lots

The intent of the standards are to ensure better integration of the new dwelling within the existing neighborhood. Currently, homes placed upon the pipe stem lots that are out of character with the surrounding homes due to size, height, or setback are allowed. This has been a frustration for many residents. In order to ensure new pipe stem lots are better integrated in to the neighborhood, setback, height, and landscaping requirements have been added. Homes on pipestem lots will be required to maintain a 10 or 15 foot setback on all sides of the lot, depending on the zoning district. New homes will also be required to be no higher than the average height of abutting dwellings and if the building height of the main building on a pipestem lot is 5 feet or greater than an abutting dwelling, then 5 feet of landscaping buffer is required along the abutting property line(s).

Reduction in the Process for Major Modifications to Existing Conditional Use Permits

The changes to the code reduce the process for major modifications to Conditional Use permits (CUP). Major modifications to CUPs are currently subject to a process that requires it to be processed as a newly submitted CUP, a Level II permit type. The Level II permit type process requires that a public notice is sent to neighbors within 400 feet and that there is a 30-day comment period. The proposed changes to the code would require major modifications to CUPs to be processed as a Level I type permit. The Level I permit type process requires a public notice of 100 feet and a 14-day comment period. Both processes require a public notice sign to be posted at the site. Given the specialized nature of Conditional Uses and the fact that the use is already in operation at the time of submittal for a major modification to the permit, a reduced process is more adequate. In addition, reducing the process will reduce the permit review time and reduce expenditures for public noticing.

II. Analysis of the Proposed Amendment:

- 1. How does the proposed amendment conform to applicable provisions of State statutes, case law, regional policies, the Comprehensive Plan, and development regulations?**

The proposed amendments are designed to further many of the goals and policies outlined in the Comprehensive Plan, to address inconsistencies and ambiguities in the code, and to better reflect current development trends and techniques. Proposed changes to the standards will bring the City in-line with current standards and provide additional flexibility in code application.

In addition, the proposed changes are consistent with the Growth Management Act (GMA). The GMA requires that development regulations shall be consistent with and implement the Comprehensive Plan. Development regulations include, but are not limited to, zoning controls, critical area ordinances, shoreline master programs, official controls, planned unit development ordinances, subdivision

ordinances, and binding site plan ordinances. The proposed amendments are designed to improve consistency and compatibility within the development regulations and between the Comprehensive Plan, zoning classifications and development regulations.

Applicable Provisions of the Comprehensive Plan:

The following provisions of the City’s Comprehensive Plan relate to the proposed amendment:

Generalized Land Use Element

General Growth and Development Goal: To achieve orderly, timely, desirable, planned growth and development that enhances the quality of life for the citizens of Tacoma.

General Growth and Development Policies:

- LU-GGD-1 Intergovernmental Coordination - Manage growth and development in an orderly and desirable manner consistent with the expressed goals of the City, local governmental jurisdictions, regional and federal agencies, and the State of Washington.

Urban Aesthetics and Design Policies:

- LU-UAD-1 Development Standards - Craft development standards that are easy to use and administer and encourage quality site and building design consistent with the goals and policies herein. Refine development standards as needed to accomplish design goals per changing demographics, development conditions, and community interests.
- LU-UAD-3 Distinct Character and Identity of the City - Enhance the distinct character and identity of Tacoma by:
 - Emphasizing pedestrian-oriented design at all levels of design (city, neighborhood, site, and building).
 - Recognizing and retaining existing scale, proportion and rhythm and using compatible materials in new development and redevelopment.
 - Embracing the natural setting and encouraging regional character in new development.
 - Balancing the historic, working-class character of the community and its physical development with the community’s desire to be progressive, innovative and accepting of new ideas and methods.

Residential Development Policies:

- LU-RDG-2 Prohibit Incompatible Land Uses - Prohibit incompatible land uses from situating within or adjacent to existing or future residential developments and gradually eliminate existing incompatible uses from existing residential areas.
- LU-RDG-3 Housing Opportunities - Encourage the development of residential areas that offer a variety of housing opportunities for all segments of the population within all areas of the city.

Commercial Development Goal: To achieve an attractive, convenient and well-balanced system of commercial facilities, which serve the needs of the citizens, are appropriate to their relative service areas and are compatible with adjacent land use.

Commercial Development Policies:

- LU-CDLA-5 Citizen Needs and Land Use Capabilities - Consider population needs and land use compatibilities when planning the development of neighborhood, community or regional commercial facilities in order to insure minimal adverse influences on surrounding or adjacent land uses.
2. **Would the proposed amendment achieve any of the following objectives?**
 - **Address inconsistencies or errors in the Comprehensive Plan or development regulations;**
 - **Respond to changing circumstances, such as growth and development patterns, needs and desires of the community, and the City's capacity to provide adequate services;**
 - **Maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern; and/or**
 - **Enhance the quality of the neighborhood.**

The proposed amendments will help to achieve all of the objectives listed above. The intent of the amendment is to improve inconsistencies and errors in the Comprehensive Plan and development regulations. Many of the changes were brought forth by internal administrators of the code or by external customers and as such, the changes reflect the desires of the community and an increased capacity by the City to provide adequate service. The results of the changes will enhance the compatibility of planned land uses and existing development as well as enhance the quality of neighborhoods and business districts across the city.

3. **Assess the proposed amendment with the following measures: economic impact assessment, sustainability impact assessment, health impact assessment, environmental determination, wetland delineation study, traffic study, visual analysis, and other applicable analytical data, research and studies.**

This proposal would reduce regulatory barriers resulting in cost savings, increased certainty regarding City requirements, and reduced delay in the City permitting process. Secondary communitywide economic benefits could result from this proposal, to the extent that the proposed amendments achieve their objectives of streamlining and facilitating development. Both are important components of a long-term strategy to improve quality of life and thus make the City more attractive to existing and new residents and employers. Lastly, by promoting more orderly growth, this proposal is in harmony with the City's sustainability goals.

4. **Describe the community outreach efforts conducted for the proposed amendment, and the public comments, concerns and suggestions received.**

Over the past few months, staff has discussed the 2014 Annual Amendment package with various stakeholder groups, including the Master Builders Association (MBA), other development industry representatives, and Neighborhood Councils. In addition, planning staff have or plan to reach out to the Community Council, the Cross District Association, and Neighborhood Business Districts, informing them of the 2014 Annual Amendment process and offering presentations on the proposed amendments at their board meetings. Additional outreach will occur through and during the Planning Commission and City Council's public hearing and notice processes.

5. **Will the proposed amendment benefit the City as a whole? Will it adversely affect the City's public facilities and services? Does it bear a reasonable relationship to the public health, safety, and welfare?**

By providing the benefits described above, this proposal would benefit the City as a whole. The proposed Amendments will not have a negative impact on facilities and services and will likely benefit the public

health, safety, and welfare through improved development patterns, removal of regulatory barriers, and better managed growth within the City.

III. Staff Recommendation:

Staff recommends that the proposed amendments to the Comprehensive Plan and the Land Use Regulatory Code, as depicted in Exhibits A and B, be distributed for public review. Staff will continue to engage in public outreach and provide a summary to the Planning Commission prior to the public hearing process which is tentatively scheduled for March 19, 2014.

IV. Exhibits:

- A. Proposed Amendments to the Transportation Element of the Comprehensive Plan
- B. Proposed Amendments to the Tacoma Municipal Code, Chapters 13.04, 13.05, 13.06, 13.11, and 13.12.

Exhibit A
Proposed Amendments to the
Transportation Element
of the Comprehensive Plan

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**Section I –
General Goal and Policies**

Goal

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

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Land Use and Transportation

- T-LUT-1 Land Use Considerations
- T-LUT-2 Land Use Patterns
- T-LUT-3 Centers and Corridors
- T-LUT-4 Support Economic Bases
- T-LUT-5 Access to Work
- T-LUT-6 Concurrency
- T-LUT-7 Street Rights-of-Way
- T-LUT-8 Partner with Transit
- T-LUT-9 Transit-Oriented Development

Transportation System Management

- T-TSM-1 Roadway Classifications
- T-TSM-2 Street System Design
- T-TSM-3 Traffic Calming Measures
- T-TSM-4 Transportation Facilities Maintenance
- T-TSM-5 Downtown Parking System
- T-TSM-6 Level of Service Standards

Multimodal System

- T-MS-1 Transportation Demand Management
- T-MS-2 Roadway Capacity
- T-MS-3 Inter-Modal Conflict
- T-MS-4 Transit Planning
- T-MS-5 Transit Operational Efficiency
- T-MS-6 Freight Transportation
- T-MS-7 Special Transportation Needs
- T-MS-8 Partner with Pierce Transit
- T-MS-9 Car-Sharing

- T-MS-10 Encourage Transit Ridership to Manufacturing/Industrial Centers
- T-MS-11 Truck Movement and Infrastructure Design
- T-MS-12 Complete Streets
- T-MS-13 Walkability
- T-MS-14 Minimize Conflicts in Manufacturing/Industrial Centers

Commute Trip Reduction

- T-CTR-1 Comprehensive Plan and CTR
- T-CTR-2 Funding for CTR
- T-CTR-3 Collaboration on CTR
- T-CTR-4 Climate Change and CTR
- T-CTR-5 Expansion of CTR
- T-CTR-6 Evaluation of CTR
- T-CTR-7 Leadership on CTR

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- T-ES-1 Minimum Environmental Disruption
- T-ES-2 Noise and Air Pollution
- T-ES-3 Congestion Management
- T-ES-4 Stormwater Management
- T-ES-5 Urban Design
- T-ES-6 Public Awareness
- T-ES-7 Electric Vehicles
- T-ES-8 Emission-free Vehicles and Devices
- T-ES-9 Skateboards
- T-ES-10 Electric Vehicle Infrastructure

Financing and Funding Sources

- T-FFS-1 Reliable Financing
- T-FFS-2 Development Incentives
- T-FFS-3 Transportation Funding for Manufacturing/Industrial Centers

Intergovernmental Coordination and Citizen Participation

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

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T-MMP-2	Livability
T-MMP-3	Environmental Sustainability
T-MMP-4	Transit Integration
T-MMP-5	Connectivity and Access
T-MMP-6	Maintenance
T-MMP-7	Education and Encouragement
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11. Evaluation

Commute Trip Reduction

Policy Intent

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

The City's CTR Plan is an evolving document that is frequently updated and provides guidelines for the City and major employers affected by the State law to implement effective strategies to achieve trip reduction goals. The CTR Ordinance establishes requirements for affected employers, including an appeals process, and procedures for the City for program administration, monitoring, enforcement and intergovernmental coordination.

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

In addition to the mandated CTR activities, the City of Tacoma is also committed to participating in voluntary, innovative trip reduction pilot programs as approved by the Washington State Department of Transportation (WSDOT). These pilots allow for designing customized strategies for a given boundary or target audience. The City of Tacoma will embark on its first residential outreach efforts as part of WSDOT's CTR Pilot Alternative Plan from July 2013 – June of 2015. Commute Trip Reduction is now also referred to as Community Trip Reduction to more broadly refer to a variety of travel destinations beyond employment.

And between July 2008 to June 2012, Tacoma participated in the Growth and Transportation Efficiency Center pilot that enabled the development of Tacoma's first Transportation Management Association called Downtown On the Go (DOTG). This innovative effort to target downtown trip reduction was created in partnership with Pierce Transit and the Tacoma

Pierce County Chamber of Commerce. DOTG focuses trip reduction efforts in downtown Tacoma which has the highest employment and residential densities in the city.

DTOG has a Board made up of downtown businesses and local transportation agencies. Its purpose is to be the transportation advocate for anyone whose daily life is downtown by:

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

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

Policies

T-CTR-1 Comprehensive Planning and CTR

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

- Promote transit-oriented development
- Encourage maximum parking requirements for new development
- Require active transportation connections between retail, living and work places
- Evaluate land use changes to the Comprehensive Plan and determine how the development furthers the goals of CTR
- Realize the Complete Street concept
- Strive for job-housing balance
- Support an integrated, regional high capacity transit system

- Enhance walking and bicycling environment
- Require parking for bicycles where applicable
- Ensure that connectivity, accessibility and transferability among multiple modes of transportation are adequate, efficient, safe and friendly for pedestrians and bicyclists

by maintaining a strong Commute Trip Reduction program for its employees.

Environmental Stewardship

Policy Intent

The City of Tacoma recognizes that environmental stewardship must be a central focus in establishing a transportation system that serves today's users and future generations. This is consistent with the City of Tacoma's compliance with the Washington Clean Air Act, the Commute Trip Reduction Law, the National Environmental Policy Act, and the State Environmental Policy Act. It also supports the City's interest in reducing stormwater and air pollution by lessening the use of petroleum fuel vehicles.

T-CTR-2 Funding for CTR

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

T-CTR-3 Collaboration on CTR

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

T-CTR-4 Climate Change and CTR

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

T-CTR-5 Innovation and Expansion of CTR

Pursue innovative measures of Commute Trip Reduction beyond the statutory suggestions and endeavor in expanding the scope of CTR beyond the statutory requirements, in order to maximize the effects of CTR. Focus efforts on personal trips as well as commute trips with an emphasis on active transportation for short travel distances.

T-CTR-6 Monitoring and Evaluation of CTR

Continually monitor and evaluate the effectiveness of employers' Commute Trip Reduction programs and the City's CTR policies, and implement changes needed to achieve and exceed the statutory goals.

T-CTR-7 Leadership in CTR

The City of Tacoma as an employer should take the leadership role and set a positive example

Section II – Mobility Master Plan

Policy Intent

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

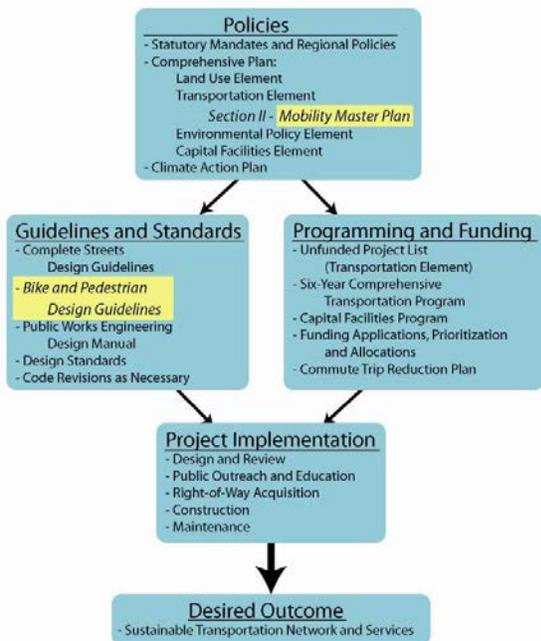
The Mobility Master Plan Section envisions an interconnected bicycle and pedestrian network that provides safe routes to neighborhoods, schools, transit, business districts recreational facilities, and other destinations.

The implementation of a new set of mobility policies will improve Tacoma residents' health, enhance their quality of life, help protect the City's natural resources and be a source of pride to the community. It will also lead toward the goal of achieving "Bicycle Friendly Community" status by the League of American Bicyclists.

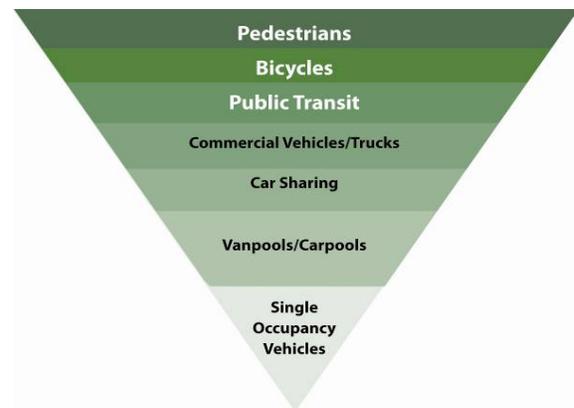
The Mobility Master Plan Section is consistent with the City's Complete Streets policy and its associated design guidelines. The Mobility Master Plan Design Guidelines (Appendix E of the *2010 Mobility Master Plan Study*) provide a comprehensive set of tools for designing and implementing pedestrian and bicycle infrastructure. Tacoma's streets vary significantly in width, speed and usage and the Design Guidelines provide a wide array of options to make them more user-friendly.

Prioritizing Transportation Investment

The 'Green Transportation Hierarchy' is a recent movement that recognizes transportation modes that have the least environmental impact and greatest contribution to livability. Intended as a prioritization strategy, the Green Transportation Hierarchy promotes funding and development of facilities for modes that affordably enhance access for the majority of Tacoma residents, rather than using level of service standards focused on vehicle movement. The hierarchy gives precedence to pedestrians, then to bicyclists and public transit. Commercial vehicles and trucks are also recognized as having priority over passenger vehicles.



Mobility Master Plan integration with City Policies



Implementation

The recommended pedestrian and bicycle network improvements were developed with a thorough analysis of existing conditions utilizing a variety of methodologies, including the Pedestrian Zone Analysis, Pedestrian Crash Analysis, Bikeway Quality Index and Cycle Zone Analysis. Detailed descriptions of existing conditions analyses can be found in Appendix D of the *2010 Mobility Master Study*. The recommended pedestrian network improvements should be consistent with the City of Tacoma's *2008 ADA Transition Plan*. This Plan outlines the City's strategic priorities for curb ramp and sidewalk improvements.

The following table lists the criteria used to evaluate potential projects for the pedestrian and bicycle networks. These criteria, listed in the order of importance, were developed with input from public workshops and the Steering Committee.

Table 1. Infrastructure Project Evaluation Criteria

Criterion	Measurement
Enhances system connectivity/Closure of critical gap	To what degree does the project fill a missing gap in the bicycle and/or pedestrian system? How well does the project overcome a barrier in the current bicycle and pedestrian network?
Interface with other transportation modes (e.g., transit)	To what degree does the project connect to transit facilities?
Geographic distribution of City coverage	To what degree does the project offer potential benefits to the wider, regional community by offering opportunities for increased connectivity to surrounding communities, other regional walkways/bikeways etc.?
Cost Effectiveness	How difficult will it be to implement the project? This criterion takes into account constraints like topography, existing development, presence or lack of available right-of-way, and environmental and political issues.
Suitability for bicycling and/or walking with improvements	Does the route have potential to be safe and/or comfortable for bicycling after improvements have been made?
Destinations served	Does the project provide connectivity to key destinations, including schools, parks, employment, commercial centers, and civic centers?
Improvement that serves an immediate safety need	Can the project potentially improve bicycling and walking at locations with perceived or documented safety issues? This criterion takes into account available crash data as well as feedback from the Steering Committee and Tacoma residents.
Integration into the existing local and regional bikeway/walkway system	How many user generators does the project connect to within reasonable walking or bicycling distance, such as schools, parks, Downtown, colleges and universities, etc.?
Projected reduction in vehicle trips and vehicle miles traveled	To what degree will the project likely generate transportation or recreational usage based on population, corridor aesthetics, etc.? Does the project serve transportation needs, reducing the need for drive-alone trips, and promoting bicycling as a viable alternative to driving?

Table 2. Short Term Bicycle Project Priority List¹

Priority	Street	From-To	Length (miles)		Facility Type
Completed and Underway Projects					
Complete	Tyler St	S 60th St – S Manitou Wy	1.46		Bike Lane
Construction Phase	S Park Ave	S 40th St – E 96th St	3.66		Bicycle Boulevard
Construction Phase	S 40th St	S Park Ave – S G St	0.06		Bike Lane
Construction Phase	Delin St/S G St/S 36th St/Tacoma/S 38th St	S 25th St – S 48th St	1.73		Bike Lane
Construction Phase	Fawcett Ave/S 25th St	6th Ave – Tacoma	1.51		Bicycle Boulevard
Construction Phase	6th Ave	S G St – Fawcett Ave	0.10		Sharrow ³
Construction Phase	S G St	Division Ave – 6th St	0.39		Bicycle Boulevard
Construction Phase	Division Ave/Wright Park	Yakima Ave – N G St	0.07		Shared-Use Path
Construction Phase	N 23th/N 24th/Yakima Ave	Highland – Division Ave	3.39		Bicycle Boulevard
Construction Phase	N Highland St	N 23rd St – N 21st St	0.11		Bicycle Boulevard
Construction Phase	N 26th St	N Stevens St – Pearl St	0.79		Bike Lane
Complete	N 26th St	N Proctor – Alder	0.50		Sharrow/Bike Lane
Construction Phase	S 37th St.	A St – S Hosmer St	1.55		Bicycle Boulevard
Complete	S Alaska St	S 38th St – S 37th St	0.10		Bike Lane
Complete	N 30 th St	Alder St – McCarver St	0.59		Bike Lane/Sharrow
Construction Phase	Historic Water Ditch Trail – Phase 2	S 80 th / S Tacoma Way – S 72 nd and S 60 th – S 56 th Streets	1.82		Shared-Use Path
Total Completed and Underway			17.83		
Short Term					
1	N Stevens St	N 46th St – N 37th	0.62		Bike Lane
1 ⁴	Stevens/ Tyler St	6th Ave – S Wright Ave	1.76		Bike Lane
2	S 47th St/S 48th St/E C St/E 46th St/E E St	S Tacoma Wy – McKinley Ave	3.20		Bike Lane
3	Puyallup Ave	Pacific Ave – City Line	1.71		Bike Lane
4	Orchard	S19th – N 26 th	1.70		Bike Lane
5	N 1st St/Broadway	N Tacoma Ave – Prairie Line Trail	1.43		Bicycle Boulevard
6	NE Nassau Ave	Browns Pt Blvd – NE Northshore Pkwy	1.06		Bike Lane
7	S 11th St	Ferry St – Pacific Ave	1.25		Bike Lane
8	S 12th St	S Jackson Ave – S Union Ave	2.51		Bike Lane

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

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

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

Priority	Street	From-To	Length (miles)		Facility Type
9	6th Ave	Ainsworth Ave – E Broadway	0.87		Bike Lane
9	Ainsworth Ave	N Steele St – 6th Ave	0.49		Bicycle Boulevard
9	N 11th St	N Pearl St – N Steele St	2.25		Bicycle Boulevard
10	S Washington	S 60 th – S 43 rd (S Tacoma Way)	1.20		Bike Lane
11	S 66 th St	Orchard St – Tacoma Mall Blvd	2.14		Lanes/Sharrows/ Bike Boulevard
12	N Alder/N Cedar St	N 22nd St – SR 16	2.79		Bike Lane
12	S Oakes St/S Pine St	SR16 – S 74th St	3.11		Bike Lane
13	Historic Water Ditch Trail	Pine – C St	2.78		Shared-Use Path
14	Schuster Parkway Trail	S 7 th – Ruston Way	1.50		Trail
15	Pipeline Road Trail	E 40th St – Waller Rd and 72 nd	2.31		Shared-Use Path
15	E I St/E K St/E Wright Ave /Pipeline Rd	D St at Tacoma Dome/McKinley Park/Pipeline Road Trail	1.20		Bicycle Boulevard
15	Sheridan Ave	6th St – S 25th St	1.37		Bicycle Boulevard
15	S 25th St	S State St/Scott Pierson Trail – Sheridan Ave	0.21		Bike Lane
16	Prairie Line Trail (Hood Street)	Foss Waterway to S 17 th to S 25 th St	0.80		Shared-Use Path
17	S 64 th St	S Alaska Way – Waller Rd	3.31		Bicycle Boulevard
18	S 43 rd St/E E St/E 40 th St	A St – Portland Ave	1.90		Bicycle Boulevard
19	S 37 th St/Sprague Ave	Water Ditch Trail – S Steele St	0.87		Bike Lane
20	NE 51 st St/NE Northshore Pkwy	NE Harbor View Dr – Hoyt Rd	2.07		Bike Lane
20	NE Slayden Rd	NE Marine View Dr – NE Harbor View Dr	0.41		Sharrow
21	N Baltimore St	N 46 th – N 26 th St	1.67		Bicycle Boulevard
22	N Pearl St/Ferry Landing	N 51 st St – Ferry Station	0.50		Sharrow
23	S 80 th /82 nd St	S Hosmer – McKinley Ave	2.07		Bicycle Boulevard
24	S Alaska St	S 56 th – 96 th St S	2.51		Bike Lane
25	S Mildred St	S 12 th St – S 19 th St	0.50		Bike Lane
26	Dock St	S Schuster Pkwy – E D St	1.62		Sharrow
26	N 51 st St/Gallagher Dr	N Vassault St – Ruston Way	1.15		Bike Lane
26	Ruston Way	N 49 th St – Schuster Parkway	2.37		Sharrow
27	S Oxford St/S 8 th St/S Meyers St/S 15 th St	N Skyline Dr – S 19 th St	1.15		Bicycle Boulevard
28	N 37 th St	N Shirley St – N Orchard St	0.27		Shared-Use Path
29	E Side Foss (D Street)	Murray Morgan Bridge to E 3 rd St	0.42		Shared-Use Path
30	S A St	E 96th St – E 37th St	3.78		Bicycle Boulevard
31	Pearl St	N 11 th – N 9 th (Scott Pierson)	0.20		Shared-Use Path
32	Jackson St	N 10 th St – Scott Pierson Trail	0.10		Bike Lanes
33	Dome District to Puyallup Connection	Analysis for best route to River Road/Pioneer from Dome District and reverse direction	.25/TBD		Bike Lanes
Total Short Term			65.13		

Implementation Costs

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



The charts below show the total projected mile of new facilities as well as the approximate cost.

Table 6. Tiered Facility Lengths

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

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

Facility Type	Completed/ Underway	Short Term	Medium Term	Long Term	Total

Table 7. Estimated Cost Range for Bicycle Facilities

Facility	Approximate Cost per Mile (low end)	Approximate Cost per Mile (high end)
Off Street	\$1,456,000	\$1,573,000
Cycle Track	\$1,546,000	\$1,894,000
Bike Boulevard	\$659,000	\$925,000
In Street, Minor Separation (bike lanes or buffered bike lanes)	\$321,000	\$574,000
Shared Street	\$48,000	\$48,000

Source: Cost estimates for bike facilities derived from the Seattle Bicycle Master Plan. Costs estimates include the facility treatment and not any additional costs of roadway expansion or improvement. Costs are in 2013 dollars.
. Additional work may be required at some intersections to make them ADA accessible per federal regulations.

Table 9. Short Term Project Costs

Street	From - To	Length (Miles)		1
Bicycle Boulevards				
Ainsworth Ave	N Steele St – 6th Ave	0.49		
E I St/E Wright Ave/E K St/Pipeline Rd	McKinley Park – Pipeline Road Trail	1.20		
N 11th St	N Pearl St – N Steele St	2.25		
N 1st St/Broadway	N Tacoma Ave – Prairie Line Trail	1.43		
N Baltimore	N 46th – N 26th St	1.67		
S 43rd St/E E St/E 40th St	S A St – Portland Ave	1.90		
S 64th St	S Alaska Way – Waller Rd	3.31		
S 66th St	Orchard St – Tacoma Mall Blvd	2.14		
S 80th/82nd St	S Hosmer – McKinley Ave	2.07		
S A St	E 96th St – E 37th St	3.78		
S Oxford St/S 8th St/S Meyers St/S 15th St	N Skyline Dr – S 19th St	1.15		
Sheridan Ave	6th St – S 25th St	1.37		
Bike Lanes				
6th Ave	Ainsworth Ave – E Broadway	0.87		
N 51st St/Gallagher Dr	N Vassault St – Ruston Way	1.15		
N Alder/N Cedar St	N 30th St – SR 16	2.79		
N Stevens St	N 46th St – N 37th	0.62		
NE Nassau Ave	Browns Pt Blvd – NE Northshore Pkwy	1.06		
NE 51st St/NE Northshore Pkwy	NE Harbor View Dr – Hoyt Rd	2.07		
Orchard	S 19th – N 26th	1.70		
Puyallup Ave	Pacific Ave – City Line (bike lane only)	1.71		
S 11th St	Ferry St – Pacific Ave	1.25		
S 12th St	S Jackson Ave – S Union Ave	2.51		
S 25th St	S State St/Scott Pierson Trail – Sheridan Ave	0.21		
S 37th St/Sprague Ave	Water Ditch Trail – S Steele	0.87		
S 47th St/S 48th St/E C St/E 46th St/E E St	S Tacoma Wy – McKinley Ave	3.20		
S Alaska	S 56th – 96th St S	2.51		
S Mildred St	S 12th St – S 19th St	0.50		
S Washington St	S 60th – S 43rd (S Tacoma Way)	1.20		

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

Street	From - To	Length (Miles)		1
S Oakes St/SPine St	SR 16 – S 74th St	3.11		
Stephens/ Tyler St	6th Ave – S Wright Ave	1.76		
Jackson St	N 10th – Scott Pierson Trail	0.10		
Sharrows²				
Dock St	S Schuster Pkwy – E D St	1.62		
N Pearl St/Ferry Landing	N 51st St – Ferry Station	0.50		
NE Slayden Rd	NE Marine View Dr – NE Harbor View Dr	0.41		
Ruston Way	N 49th St – Schuster Parkway	2.37		
Sidewalks				
S 76th St	Alaska Ave – Pacific Ave	0.89		
NE 51st St	Slayden Rd – Browns Point Blvd	0.35		
S 66th St	S Verde St Aly – South Tacoma Wy	0.60		
S 64th St	E J St – E N St	0.42		
S 66th St	S Junett St – Wapato	0.30		
S 84th St	Tacoma Mall Blvd – S Alaska St	0.41		
N Vassault, E	N 26th St – N 24th St	0.09		
S 92nd Ave	S Hosmer – S D St	0.91		
S L St	South End Neigh. Center – S 80th St	0.18		
N 24th St	N Narrows Dr – Lenore Dr	0.22		
NE Harbor View Dr/NE 49th St	NE 51st St – Browns Point Blvd	0.90		
S Wapato	S 64th St – S 68th St	0.51		
S 64th St	S Orchard St – Tyler St	1.16		
S 80th St	S Sheridan Ave – S Tacoma Ave	1.09		
McKinley Ave	E D St – Wright St	0.30		
Intersection Project Improvements				
S I St & Division Ave				
Tacoma Ave S & S 9th St				
Division St & Sprague & 6th Ave				
Tacoma Mall Blvd & S 48th St				
S J St & S 19th St				
Shared-Use Paths³				
E Side Foss (D Street)	Murray Morgan Bridge – E 3rd St	0.42		
Pearl Street	N 11th – N 9th (Scott Pierson)	0.20		
N 37th St ³	N Shirley St – N Orchard St	0.27		
Pipeline Road Trail ³	E 40th St – Waller Rd	2.31		
Prairie Line Trail	Pacific Ave to Water Ditch Trail	0.80		
Total Short Term Projects		71.96		

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

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

Table 10. Medium Term Project Costs

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

Street	From - To	Length (mile)	Construction Cost	Maintenance Estimate ¹
Bicycle Boulevards				
Court D/St Helens Ave	S G St – S 9 th St	0.64		
J St	N 3 rd St – S 27 th St	1.87		
J St	S 37 th St – S 84 th St	3.05		
N 37 th St	N Orchard St – N Proctor St	0.78		
N 45 th St/N Verde St/N 45 th St	N Baltimore St – N Stevens St	0.57		
N 7 th St	N Orchard St – N Pine St	1.48		
N Highland St	N 23 rd St – N 21 st St	0.11		
S 56 th St	S Washington St – S State St	1.16		
Skyline Dr	N 17 th /Westgate Blvd – N 11 th St	0.36		
State St	S 25 th St – N Grant Ave	1.53		
Upper Park St/E 29 th St/E L St	E 26 th St to McKinley Park	0.63		
Bike Lanes				
Center St	S Orchard St – S 25th St	3.44		
E 11th St/Taylor Way	SR 509 – Marine View Dr	2.76		
E 38th St	A St – Portland Ave	1.11		
E McKinley Ave	S 72nd St – E D St	3.17		
Jackson Ave	SR 16 – S 12th St	0.60		
Marine View Rd	SR 509 – NE Slayden Rd	0.51		
McCarver St/Tacoma St	N Schuster Pkwy – S Tacoma Ave	1.50		
N 17th St/Westgate Blvd/N 21st St	N Narrows Dr – N Proctor St	2.23		
N 21st St/N I St/S I St	N Alder St – Division Ave	1.66		
N 46th St	N Vassault St – N Baltimore St	0.61		
NE 49th Ave	NE 45th Ave – NE 33rd St	0.70		
N Ferdinand St	Ruston Way – N 46th St	0.49		
N Highland	N 21st – N 11th	0.51		
NE Norpoint Way	Marine View Dr – NE 29th St	1.20		
Puyallup Ave	Holgate – Pacific Ave	0.10		
S 19th St	Mildred – Yakima Ave	3.80		
S 35th St	S Pine St – S Sprague St	0.43		
S 56th St	S State St – Pipeline Trail	2.90		
S 56th St	S Orchard St – S Washington St	0.96		
S Yakima Ave /Thompson Ave	S 27th St – S 56th St	2.28		
Tacoma Ave	N 3rd St – S 2nd St	0.30		
Yakima Ave	Wright Park – S 27th St	1.49		
Sharrows²				
Five Mile Dr/N 51st St	N Vassault St – N 54th St	0.48		
Ruston connection	N 51st St – Ferry Landing Road	0.53		
S 96th St	Park – Pacific	0.37		
Cycle Tracks				
SR 509	Pacific Ave – Marine View Dr	3.84		
Sidewalks				
S 58th St	S Durango St – S Tacoma Way Aly	0.43		

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

Street	From - To	Length (mile)	Construction Cost	Maintenance Estimate ¹
S Adams St	S 56th St – S 66th St	0.80		
N 21st St	W of N Pearl St – Highland St	0.07		
Union Ave	Center – S 19 th St	0.20		
S Pine St/S Cedar St	S 19th – Hood St	0.80		
N 11th St	N Highland St – N Orchard St	0.32		
S 62nd St	S Clement Ave – S Wapato St	0.61		
N 11th St	N Adams St – N Union Ave	0.27		
S M St	S 84th St – S 88th St	0.34		
S 56th St	Tacoma Mall Blvd – S Alaska St	0.49		
Intersection Improvements				
A St & S 38th St				
E 56th & E McKinley Ave				
E Portland Ave & E 29th St				
S 74th St & Tacoma Mall Blvd				
S 72nd St & Hosmer				
I-5 NB off-ramp terminus at Portland Ave/E 28th St				
S 38th St & Pacific Ave				
S 38th & McKinley Ave				
E Portland Ave & E 32nd St				
N 11th & N Pearl				
S 84th & Pacific Ave				
S 96th St & Pacific Ave				
S Hosmer St & S 84th St				
S Puget Sound Ave & S 56th St				
S Steele St & S 96th St				
Tacoma Ave & N 1st St				
S 54th & Tacoma Mall Boulevard				
Shared-Use Paths				
Pipeline Trail Connection	Collaborate with neighboring jurisdictions for connectivity	0.97		
Schuster Parkway Trail	Cost is for 10' asphalt trail alone and does not include slope stabilization or other infrastructure	1.30		
Total Medium-Term Projects:		56.75		

Table 11. Long Term Project Costs

Street	From - To	Length (mile)	Construction Cost	Maintenance Estimate ¹⁰
Bicycle Boulevards				
Cheyenne St	N 46th – 6th	2.46		
N Fife St/N 15th St/N Pine	N Yakima Ave – S 12th St	1.86		
S 18th St	S Puget Sound Ave – S Pine St	0.40		
S 43 rd St	Park Ave – A St	0.50		
S Puget Sound Ave	N 7th St – S 18th St	0.85		
Bike Lanes				
N Baltimore St	N 49th St – N 46th St	0.29		
Portland Ave	Puyallup Ave – S 72nd St	3.52		
Proctor St	N 37th St – S 19th St	2.67		
Regents St/Center St	Princeton – Tyler St	1.29		
S 11th St	Dock St – E Portland Ave	0.85		
S 25th St	S Sheridan Ave – MLK Jr Way	0.21		
S 66th St/S 64th St Bridge	Tacoma Mall Blvd – S Alaska St	0.20		
Uphill Bike Lanes				
6th Ave	S Walters Rd – S Jackson Ave	1.15		
Intersection Improvements				
N 26th & N Pearl St				
S 56th St & Pacific Ave				
Shared-Use Paths				
E Side Foss	S 11th – Waterway Park	1.65		
Garfield/Ruston Way	Garfield Gulch – Ruston	0.76		
Puyallup River Levee Trail	City Limits – 11th St	2.1		
Point Defiance Trail (Metro)	Point Ruston – Vashon Ferry	2.26		
Dome to Pt. Defiance	Foss Esplanade to Pt. Ruston	6.2		
President's Ridge Trail	SR 7 – Jennie Reed – S. 34 th St	2.95		
West Slope Trail	Pt. Defiance /Titlow/S. 19 th St	6.03		
Trails with undetermined alignment. Coordination with neighboring jurisdictions critical for connectivity.				
Trail to Mountain Corridor	Tacoma Dome to Mt. Rainier	TBD		
Tacoma Dome to Sumner	Tacoma Dome to Sumner	TBD		
Total Long Term Projects		38.2		

¹⁰ Maintenance costs include re-stripping, signage replacement, and roadway patching depending on facility type. Estimates do not include sweeping and other repair that is part of regular street maintenance activities. Estimated maintenance costs are presented on an annual basis, however the overall cost has been amortized by the frequency of maintenance tasks. For example, the need for re-stripping is estimated to occur every other year, so the total cost (\$4.50 per LF) is divided in half for the annual estimate.

**Exhibit B
Proposed Amendments to the
Tacoma Municipal Code Chapter 13**

**TITLE 13
LAND USE REGULATORY CODE**

Chapter 13.04

PLATTING AND SUBDIVISIONS

6. A City-approved preliminary short plat layout drawing containing the following information:

- a. The name and address of the owner or owners of said tract;
- b. The legal description of the existing lot, tract or parcel, ~~and the legal descriptions for all proposed lots, tracts, or parcels;~~

Mailed notices required by these regulations shall provide a legal description of the property to be subdivided, ~~a vicinity sketch,~~ a vicinity and a location description in non-legal vernacular.

G. Final Short Plat. The final short plat shall be submitted to the Planning and Development Services Department and shall be an accurate short plat for official record, surveyed and prepared by, or under the supervision of, a registered land surveyor who shall certify on the plat that it is a true and correct representation of the lands actually surveyed. The final short plat shall be prepared in accordance with the regulations set forth in subsequent sections of this chapter and the City's Comprehensive Plan and applicable ordinances, manuals, design specifications, plans and guidelines in Section 13.04.120. When the final short plat is submitted to the Planning and Development Services Department for processing, it shall be accompanied by two copies of a ~~file title~~ report confirming that the title of lands, as described and shown on the short plat, is in the name of the owner(s) signing the certificate of the short plat. The final short plat will be reviewed by the City Engineer and representatives of the Water and Light Divisions of the Department of Public Utilities, and the Tacoma-Pierce County Health Department.

13.04.095 Appeals.

The Director's decision on a boundary line adjustment, binding site plan approval, or short subdivision shall be final unless a request for reconsideration or appeal is filed in accordance with the provisions of Chapter ~~13-051.23~~ of the Tacoma Municipal Code.

Mailed notices required by these regulations shall give the time, date, and place of the hearing; a legal description of the property to be platted; ~~a vicinity sketch;~~ and a location description in non-legal language.

D. Pipestem Lots. The creation of pipestem lots shall be allowed in certain circumstances. The intent of these limitations is to minimize negative impacts of inconsistent development patterns while allowing land to be divided when more traditional layouts are not achievable. The creation of pipestem lots is not allowed when a lot configuration can be provided that is consistent with the established pattern on the block without significantly reducing the number of allowed lots (see examples

provided below). Pipestem lots shall provide a lot extension or primary accessway which connects to a public or private street. The creation of a pipestem lot is allowed under the following circumstances:

1. No more than one out of every three proposed lots is a pipestem lot; and
2. One of the following are met:
 - a. An existing dwelling which has been on the site for at least five years precludes a land division that is consistent with Section 13.04.230.A and would otherwise not meet the lot width, frontage, or setback requirements without a pipestem configuration (see examples for R-2 District below); or
 - b. The site has dimensions which preclude a land division that is consistent with Section 13.04.230.A and would otherwise not meet the lot width, frontage, or setback requirements without a pipestem configuration.

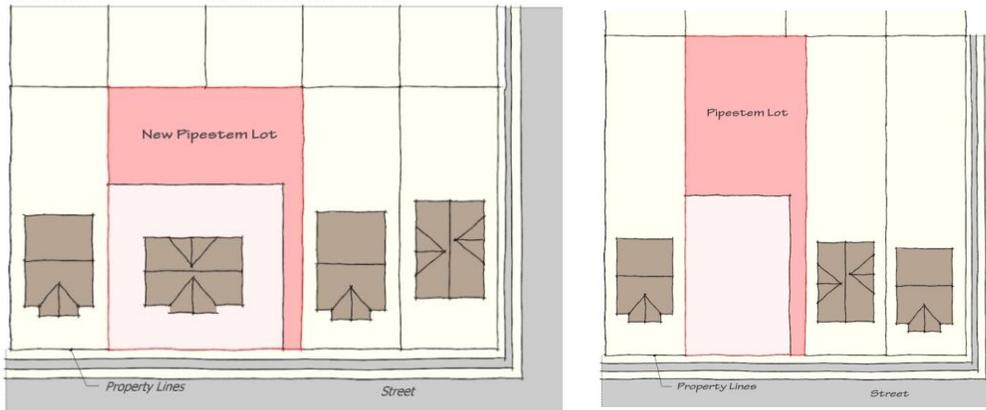
3. Upon the creation of a pipestem lot, the following standards apply:

a. Pipestem lots shall have the same setback along all lot lines. In the R-1 District the setback shall be 15 feet. For all other districts the setback shall be 10 feet.

b. The height of the main building on a pipestem lot shall be no taller than 25 feet or no more than the average of the height of the dwellings on each abutting property line and shall not exceed the height of the zoning district.

Examples of allowed pipestem layouts

In the first example, even though there is an established pattern on the block, the existing home prevents a property division consistent with that pattern. In the second example, the width and size of the property lends itself to a pipestem lot being created.



Example of a prohibited pipestem layout

In this example there is an established pattern on the block and a division consistent with that layout can be provided without significantly reducing the number of possible lots. Instead of creating a pipestem lot, the property should be divided consistent with the existing pattern.

Chapter 13.05

LAND USE PERMIT PROCEDURES

Project Permit or Project Permit Application: Any land use or environmental permit or license required for a project action, including, but not limited to, subdivisions, binding site plans, planned developments, conditional uses, shoreline substantial development permits, site plan review, permits or approvals required by the critical area preservation ordinance, site-specific rezones authorized by a Comprehensive Plan or sub area plan, but excluding the adoption or amendment of a Comprehensive Plan, sub area plan, or development regulations, except as otherwise specifically included in this subsection. This chapter does not apply to Exempted Activities under Section 13.11.140 to activities allowed under 13.11.200 or 13.11.210.

H. Notice and Comment Period for Specified Permit Applications. Table H specifies how to notify, the distance required, the comment period allowed, expiration of permits, and who has authority for the decision to be made on the application.

Table H – Notice, Comment and Expiration for Land Use Permits

Permit Type	Preapplication Meeting	Notice: Distance	Notice: Newspaper	Notice: Post Site	Comment Period	Decision	Hearing Required	City Council	Expiration of Permit
Interpretation of code	Recommended	100 feet for site specific	For general application	Yes	14 days	Director	No	No	None
Uses not specifically classified	Recommended	400 feet	Yes	Yes	30 days	Director	No	No	None
Boundary line adjustment	Required	No	No	No	No	Director	No	No	5 years ³
Binding site plan	Required	No	No	No	No	Director	No	No	5 years ³
Environmental SEPA DNS/EIS	Optional	Same as case type	Yes if no hearing required	Yes for EIS	Same as case type	Director	No	No	None
Variance, height of main structure	Required	400 feet	No	Yes	30 days	Director	No ¹	No	5 years
Open space classification	Required	400 feet	No	Yes	²	Hearing Examiner	Yes	Yes	None
Plats 10+ lots	Required	400 feet	Yes	Yes	21 days SEPA ²	Hearing Examiner	Yes	Final Plat	5 years ⁶
Rezones	Required	400 feet	No	Yes	21 days SEPA ²	Hearing Examiner	Yes	Yes	None
Shoreline/CUP/ variance	Required	400 feet	No	Yes	30 days ⁵	Director	No ¹	No	2 years/ maximum 6
Short plat (2-4 lots)	Required	No	No	No	No	Director	No	No	5 years ³
Short plat (5-9 lots)	Required	400 feet	No	Yes	14 days	Director	No ¹	No	5 years ⁶
Site approval	Optional	400 feet	No	Yes	30 days ⁵	Director	No	No	5 years
Conditional use	Required	400 feet	No	Yes	30 days ⁵	Director	No	No	5 years ⁴
Conditional use, large-scale retail	Required	1,000 feet	Yes	Yes	30 days ²	Hearing Examiner	Yes	No	5 years
<u>Conditional Use Minor Modification</u>	<u>Optional</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>Director</u>	<u>No</u>	<u>No</u>	<u>5 years</u>
<u>Conditional Use Major Modification</u>	<u>Recommended</u>	<u>100 feet</u>	<u>No</u>	<u>Yes</u>	<u>14 Days</u>	<u>Director</u>	<u>No</u>	<u>No</u>	<u>5 years</u>
Minor Variance	Optional	100 feet ⁷	No	No	14 Days	Director	No ¹	No	5 Years
Variance	Optional	100 feet	No	Yes	14 days	Director	No ¹	No	5 years
Waiver	Optional	100 feet	No	Yes	14 days	Director	No ¹	No	Condition of permit
Wetland/Stream/ FWPCA development permits	Required	400 feet	No	Yes	30 days	Director	No ¹	No	5 years* with 5-year-renewal option to a maximum of 20 years-total
Wetland/Stream/ FWPCA Minor Development Permits	Required	100 feet	No	Yes	14 days	Director	No ¹	No	5 years* with 5-year-renewal option to a maximum of 20 years-total
Wetland/Stream/ FWPCA verification	Required	100 feet	No	Yes	14 days	Director	No ¹	No	5 years

INFORMATION IN THIS TABLE IS FOR REFERENCE PURPOSE ONLY.

*Programmatic Restoration Projects can request 5 year renewals to a maximum of 20 years total.

-When an open record hearing is required, all other land use permit applications for a specific site or project shall be considered concurrently by the Hearing Examiner (refer to Section 13.05.040.E).

² Comment on land use permit proposal allowed from date of notice to hearing.

³ Must be recorded with the Pierce County Auditor within five years.

⁴ Special use permits for wireless communication facilities, including towers, are limited to two years from the effective date of the Director's decision.

⁵ If a public meeting is held, the public comment period shall be extended 7 days beyond and including the date of the public meeting.

⁶ Refer to Section 13.05.070 for preliminary plat expiration dates.

⁷ Public Notification of Minor Variances may be sent at the discretion of the Director. There is no notice of application for Minor Variances.

BD. Interpretation and Application of Land Use Regulatory Code. In interpreting and applying the provisions of the Land Use Regulatory Code, the provisions shall be held to be the minimum requirements for the promotion of the public safety, health, morals or general welfare. It is not intended by this code to interfere with or abrogate or annul any easements, covenants or agreements between parties. Where this code imposes a greater restriction upon the use of buildings or premises or upon the heights of buildings or requires larger yards or setbacks and open spaces than are required in other ordinances, codes, regulations, easements, covenants or agreements, the provisions of this code shall govern. An interpretation shall be utilized where the factual basis to make a determination is unusually complex or there is some problem with the veracity of the facts; where the applicable code provision(s) is ambiguous or its application to the facts unclear; or in those instances where a person applying for a license or permit disagrees with a staff determination made on the application. Requests for interpretation of the provisions of the Land Use Regulatory Code shall be processed in accordance with the requirements of Section 13.05.040.

CE. Permitted Uses – Uses Not Specifically Classified. In addition to the authorized permitted uses for the districts as set forth in this title, any other use not elsewhere specifically classified may be permitted upon a finding by the Director that such use will be in conformity with the authorized permitted uses of the district in which the use is requested. Notification of the decision shall be made by publication in a newspaper of general circulation.

DF. Reasonable Accommodation. Any person claiming to have a handicap, or someone acting on his or her behalf, who wishes to be excused from an otherwise applicable requirement of this Land Use Code under the Fair Housing Amendments Act of 1988, 42 USC § 3604(f)(3)(b), or the Washington Law Against Discrimination, Chapter 49.60 RCW, must provide the Director with verifiable documentation of handicap eligibility and need for accommodation. The Director shall act promptly on the request for accommodation. If handicap eligibility and need for accommodation are demonstrated, the Director shall approve an accommodation, which may include granting an exception to the provisions of this Code.

C. Appeal to the Hearing Examiner. The Hearing Examiner shall have the authority to hear and decide appeals from any final written order, requirement, permit, decision, or determination on land use proposals, except for appeals of decisions identified in Chapter 13.04, ~~made by the Director~~. The Hearing Examiner shall consider the appeal in accordance with procedures set forth in Chapter 1.23 and the Hearing Examiner's rules of procedure.

13.05.070 Expiration of permits.

(Refer to Table H in Section 13.05.020).

A. Expiration Schedule. The following schedule indicates the expiration provisions for land use permits within the City of Tacoma.

¹ Conditional use permits for wireless communication facilities, including towers, shall expire two years from the effective date of the Director's decision and are not eligible for a one-year extension.

	Type of Permit	Maximum Duration
1.	Conditional Use Permit	5 years, possible 1-year extension ¹
2.	Variance	5 years, possible 1-year extension
3.	Site Approval	5 years, possible 1-year extension
4.	Waiver	5 years, possible 1-year extension
5.	Wetland/Stream/FWHCA Development Permits and Wetland/Stream/FWHCA Minor Development Permits	5 years, with 5-year renewal option to a maximum of 20 years <u>Programmatic Restoration projects can apply for possible 5 year renewals, not to exceed 20 years total.</u>
6.	Wetland Delineation Verifications	5 years
7.	Preliminary Plat	5 years, 7 years, or <u>9-10</u> years to submit a final plat permit application, dependent on preliminary plat approval date per RCW 58 ²
8.	Binding Site Plans, Short Plats, Boundary Line Adjustments	5 years to record with Pierce County Auditor
9.	Shoreline Permits	2 years to commence construction; 5 years maximum, possible one- year extension

C. When Permit Expired. A permit under this chapter shall expire if, on the date the permit expires, the project sponsor has not submitted a complete application for building permit or the building permit has expired, with the exception of projects that qualify for a programmatic restoration project extension. Programmatic restoration projects shall be allowed to apply for a be renewed every five (5) years for a maximum total of 20 years to allow implementation of long-term habitat recovery that may be utilized as advanced mitigation for future impacts associated with public access and enjoyment.

In order to apply for a renewal every 5 years, the applicant is required to submit a status report explaining the progress of a minor development permit or development permit and shall identify the remaining items requiring additional permitting, including building permits. The applicant shall provide copies of any monitoring reports that were required as part of the permit conditions. The renewal application shall be submitted prior to the termination of the five year limit with the appropriate renewal fees.

(See 13.11.220.A – Programmatic Restoration Projects processed under either the Minor Development Permit or the Development Permit may qualify for additional time extensions according to TMC 13.05.070.)

D. Extension of Permits (excluding those permits subject to RCW 58 Boundaries and Plats and those permits subject to WAC 173-27-090). The Director may authorize a permit extension for up to one (1) year if a written request for an extension has been filed prior to the permit expiration date and has been determined to comply with the following criteria:

13.05.080 Modification/revision to permits.

A. Purpose. The purpose of this section is to define types of modifications to permits and to identify procedures for those actions.

B. Minor Modifications. No additional review for minor modifications to previously approved land use permits is required, provided the modification proposed is consistent with the standards set forth below:

1. The proposal results in a change of use that is permitted outright in the current zoning classification.
2. The proposal does not add to the site or approved structures more than a 10 percent increase in square footage.
3. If a modification in a special condition of approval imposed upon the original permit is requested, the proposed change does not modify the intent of the original condition.
4. The proposal does not increase the overall impervious surface on the site by more than 25 percent.

² If the preliminary plat was approved on or before December ~~7~~31, 2007, the final plat must be submitted within ~~nine-ten~~ years of the preliminary plat approval. If the preliminary plat was approved after December ~~7~~31, 2007, but on or before December 31, 2014, the final plat must be submitted within seven years of the preliminary plat approval. A preliminary plat approved after January 1, 2015, must be submitted for final plat within five years of the preliminary plat approval.

5. The proposal is unlikely to result in a notable increase in or any new significant adverse effects on adjacent properties or the environment.
6. Any additions or expansions approved through a series of minor modifications that cumulatively exceed the requirements of this section shall be reviewed as a major modification.
- C. Major Modifications. Any modification exceeding any of the standards for minor modifications outlined above shall be subject to the following standards.
1. Major modifications shall be processed in the same manner and be subject to the same decision criteria that are currently required for the type of permit being modified: Major modifications to Conditional Use permits shall be processed as a Process I permit, consistent with the regulations found in Section 13.05.020.C.
 2. In addition to the standard decision criteria, the Director or Hearing Examiner shall, in his/her review and decision, address the applicability of any specific conditions of approval for the original permit.

Chapter 13.06 ZONING¹

Sections:

13.06.300.B.3 UCX ~~and UCX-TD~~ Urban Center Mixed-Use District.

D. Lot size and building envelope standards.

	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5
Max. Height Limits (in feet)								
Main Buildings	35	35	35	35	35	35	60	150
<u>Main Buildings on Pipestem Lots</u>	<u>The height of the main building on a pipestem lot shall be no higher than 25 feet or no higher than the average of the height of the dwellings on each abutting property line, not to exceed the height of the zoning district.</u>							
Accessory Buildings	15-feet							
Exceptions	Buildings within a View Sensitive Overlay district are subject to the additional height restrictions contained in 13.06.555. Certain specified uses and structures are allowed to extend above height limits, per Section 13.06.602.							
<u>Townhouse Dwelling Setback</u>	For townhouse dwellings, the minimum rear yard setback shall apply only along the rear property line of the development, and not to property lines internal to the development. For additional townhouse development requirements, see Section 13.06.100.G.							
<u>Pipestem Lot Setback</u>	<u>Pipestem lots shall have the same setback along all lot lines. In the R-1 District the setback shall be 15 feet. For all other districts the setback shall be 10 feet. For additional pipestem requirements, see Section 13.04.230.D.</u>							
Additional Residential Development Standards								
Minimum Usable Yard Space	<p>All lots shall provide a contiguous rear or side usable yard space equivalent to at least 10% of the lot size. This usable yard space shall meet all of the following standards:</p> <ul style="list-style-type: none"> • Have no dimension less than 15-feet, except for lots that are less than 3500 SF, where the minimum dimension shall be no less than 12 feet • Not include structures, parking, alley or driveway spaces or required critical area buffers • Not be located in the front yard <p>For townhouse and multi-family developments, this usable yard space requirement can be calculated based on the overall project site and the yard space(s) provided to meet the requirement can be any combination of individual and shared yard spaces, as long as each meets the above standards and as long as all dwellings have access to at least one qualifying yard space.</p> <p>For through lots, the required yard space may be located within the “functional rear yard” (see Subsection 13.06.100.F.5.a for additional information about “functional rear yards”).</p>							
Vehicular Access and Parking	All on-site parking for dwellings and buildings other than dwellings shall be located in the rear portion of the lot and shall not be accessed from the front if suitable access to the rear is available, such as an abutting right-of-way that is or can practicably be developed. If access is not practicably available to the rear yard or not practicably limited only to the rear and sides (such as for institutional and other large uses), subject to determination by the City Engineer, then vehicular access to the front may be developed. However, in all cases such access and parking shall be limited to the minimum necessary and in no case shall driveway and/or parking areas exceed a total of 50 percent of the front yard or 50 percent of a corner street side yard.							
<u>Building Orientation</u>	<u>All dwellings shall maintain primary orientation to the adjacent street or right-of-way and not toward the alley or rear of the site, unless otherwise determined by the Director. The building elevation facing the street or right-of-way shall not contain elements commonly associated with a rear elevation appearance.</u>							

5. Limited on-premises sales of products or stock-in-trade may be permitted in conjunction with a home occupation; provided, that the product is accessory to a service offered through the home occupation and that the applicant can clearly demonstrate that such on-premises sales will not be inconsistent with the criteria set forth above. For example, a home occupation engaged in hair salon services may sell hair care products or accessories.

13.06.200 Commercial Districts.

4. District use table.

Uses	T	C-1	C-2 ¹	HM	PDB	Additional Regulations ^{2,3} (also see footnotes at bottom of table)
<u>Live-Work unit</u>	N	P	P	P	P	

13.06.300 Mixed-Use Center Districts.

3. UCX ~~and UCX-TD~~ Urban Center Mixed-Use District. To provide for dense concentration of residential, commercial, and institutional development, including regional shopping centers, supporting business and service uses, and other regional attractions. These centers are to hold the highest densities outside the Central Business District. An urban center is a focus for both regional and local transit systems. ~~A TD designation is used for the Urban Center Mixed-Use District in the Tacoma Dome area to provide specific transit-oriented development, consistent with the Tacoma Dome Area Plan.~~ Walking and transit use is facilitated through designs which decrease walking distances and increase pedestrian safety. Residential uses are encouraged in UCX Districts as integrated development components.

3. District use table.

Uses	NCX	CCX	UCX	UCX-TD	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations ^{3,4,5} (also see footnotes at bottom of table)
Adult family home	P	P	P	P	P	P	P	P	P	Subject to additional requirements contained in Section 13.06.535. See definition for bed limit. Prohibited at street level along designated pedestrian streets in NCX. ² Not subject to minimum densities found in Section 13.06.300.E.
Adult retail and entertainment	N	N	N	N	N	N	N	N	N	Prohibited, except as provided for in Section 13.06.525.
Agricultural uses	N	N	N	N	N	N	N	N	N	
Airport	CU	CU	CU	CU	CU	CU	CU	CU	CU	
Ambulance services	N	CU	CU	CU	N	P	P	N	N	
Animal sales and service	P	P	P	P	N	P	N	N	N	Except in the CIX District, must be conducted entirely within an enclosed structure. Must be set back 20 feet from any adjacent residential district or use.
Assembly facility	P	P	P	P	CU	P	N	N	N	Prohibited at street level along designated pedestrian streets in NCX. ²
Brewpub	P	P	P	P	P	P	N	N	N	Brewpubs located in NCX, CCX, UCX, and RCX shall be limited to producing, on-premises, a maximum of 2,400 barrels per year of beer, ale, or other malt beverages, as determined by the annual filings of barrelage tax reports to the Washington State Liquor Control Board. UCX-TD is limited to 5,000 barrels in the same manner. Equivalent volume winery limits apply.
Building materials and services	N	P	P	CU	N	P	N	N	N	Prohibited at street level along frontage of designated core pedestrian streets. ²
Business support services	P	P	P	P	N	P	N	N	N	In NCX, all activities must occur within buildings; outdoor storage/repair is prohibited. Customer service offices must be located at building fronts on designated pedestrian streets in NCX.
Carnival	TU	TU	P	TU	N	TU	TU	TU	N	Subject to Section 13.06.635.
Cemetery/internment services	N	N	N	N	N	N	N	N	N	New facilities are not permitted. Enlargement of facilities in existence prior to the effective date of this provision (May 27, 1975) may be approved in any zoning district subject to a conditional use permit. See Section 13.06.640.
Commercial parking facility	P	P	P	P	N	P	P	N	N	In UCX-TD, only permitted if provided in a structure or below ground facility. Prohibited at street level along frontage of designated pedestrian streets in NCX and CCX Districts. ²
Commercial recreation and entertainment	P	P	P	P	N	P	N	N	N	
Communication facility	CU	CU	P	P	N	P	N	N	N	Prohibited at street level along frontage of designated pedestrian streets in NCX and CCX Districts. ²

Uses	NCX	CCX	UCX	UCX-TD	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations ^{3,4,5} (also see footnotes at bottom of table)
Confidential shelter	P	P	P	P	P	P	P	P	P	See Section 13.06.535. Prohibited at street level along frontage of designated core pedestrian streets in NCX. ² Not subject to minimum densities founding Section 13.06.300.E.
Continuing care retirement community	P	P	P	P	P	P	P	P	P	See Section 13.06.535. Prohibited at street level along frontage of designated core pedestrian streets in NCX. ²
Correctional facility	N	N	N	N	N	N	N	N	N	
Craft Production	P	P	P	P	P	P	N	N	N	Must include a retail/eating/drinking/tasting component that occupies a minimum of 10 percent of usable space, fronts the street at sidewalk level or has a well-marked and visible entrance at sidewalk level, and is open to the public. Outside storage is allowed provided screening and/or buffer planting areas are provided in accordance with Section 13.06.502.D. All production, processing and distribution activities are to be conducted within an enclosed building.
Cultural institution	P	P	P	P	N	P	N	N	N	
Day care, family	P	P	P	P	P	N	P	P	P	
Day care center	P	P	P	P	P	P	P	P	CU	Not subject to RCX residential requirement. ¹
Detoxification center	N	N	N	N	N	CU	CU	N	N	
Drive-through with any use	P	P	P	P	N	P	P*	N	N	~Within the "UCX – TD" District, drive-throughs are required to be located entirely within a building. * In the HMX District, drive-throughs are only allowed for hospitals and associated medical uses. All drive-throughs are subject to the requirements of TMC 13.06.513.
Dwelling, single-family detached	P	P	P	P	P	P	P	P	P	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ² See Section 13.06.300.E for minimum densities.
Dwelling, two-family	P	P	P	P	P	P	P	P	CU	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ² See Section 13.06.300.E for minimum densities.
Dwelling, three-family	P	P	P	P	P	P	P	P	CU	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ² See Section 13.06.300.E for minimum densities.

Uses	NCX	CCX	UCX	UCX FD	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations ^{3,4,5} (also see footnotes at bottom of table)
Dwelling, multiple-family	P	P	P	P	P	P	P	P	N	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ² See Section 13.06.300.E for minimum densities. In the NRX District, multiple-family dwellings lawfully in existence on August 31, 2009, the time of reclassification to this district, shall be considered permitted uses; said multiple-family dwellings may continue and may be changed, repaired, replaced or otherwise modified, provided, however that the use may not be expanded beyond property boundaries owned, leased, or operated as a multiple-family dwelling at the time of reclassification to this district.
Dwelling, townhouse	P	P	P	P	P	P	P	P	CU	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ² See Section 13.06.300.E for minimum densities.
Dwelling, accessory (ADU)	P	P	P	P	P	P	P	P	P	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ² See Section 13.06.150 for specific Accessory Dwelling Unit (ADU) Standards.
Eating and drinking	P	P	P	P	P	P	P*	N	N	Outdoor seating is permitted with a 12-seat maximum in RCX. In RCX live entertainment is limited to that consistent with a Class "C" Cabaret license, as designated in Chapter 6B.70. In all other districts, live entertainment is limited to that consistent with a either a Class "B" or Class "C" Cabaret license, as designated in Chapter 6B.70. *Limited to 7,000 square feet of floor area, per business, in the HMX District.
Emergency and transitional housing	CU	P	P	P	CU	N	CU	CU	CU	See Section 13.06.535. In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ²
Extended care facility	P	P	P	P	P	P	P	P	P	See Section 13.06.535. In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ²
Foster home	P	P	P	P	P	P	P	P	P	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ²
Fueling station	N	P	P	P	N	P	N	N	N	Prohibited along frontage of designated pedestrian streets within the UCX and CCX Districts. ² Fueling station pump islands, stacking lanes and parking areas shall be located at the side or rear of the building.
Funeral home	P	P	P	P	N	P	P	N	N	
Golf course	N	N	N	N	N	N	N	N	N	
Group housing	P	P	P	P	P	P	P	P	P	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ²
Heliport	N	N	N	N	N	CU	CU	N	N	

Uses	NCX	CCX	UCX	UCX-TD	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations ^{3,4,5} (also see footnotes at bottom of table)
Home occupation	P	P	P	P	P	P	P	P	P	Home occupations shall be allowed in all X-Districts pursuant to the standards found in Sections 13.06.100.E and 13.06A.050.
Hospital	N	CU	CU	CU	N	P	P	N	N	
Hotel/motel	P	P	P	P	N	P	P	N	N	
Industry, heavy	N	N	N	N	N	N	N	N	N	
Industry, light	N	N	N	P	N	P	N	N	N	In UCX-TD, only permitted if 50 percent of site contains an enclosed building.
Intermediate care facility	P	P	P	P	P	P	P	P	P	See Section 13.06.535. In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ²
Juvenile community facility	P	P	P	P	P/CU	P	N	P/CU	CU	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ² See Section 13.06.530 for additional information about size limitations and permitting requirements.
Lodging house	P	P	P	P	P	P	P	P	CU	Prohibited at street level along frontage of designated core pedestrian streets in NCX and CCX Districts. ²
Master plan for any conditional use	CU	CU	CU	CU	CU	CU	CU	CU	CU	The purpose of this process is to allow an applicant to seek approval for a development program which occupies a large site with multiple-buildings, a complex program, and a detailed plan developed by the applicant which would be implemented in phases and which would extend beyond the normal expiration date, to be reviewed after a ten-year period for those portions of the plan which have not yet been developed.
Microbrewery/winery	N	N	N	P	N	P	N	N	N	Microbreweries shall be limited to 15,000 barrels per year of beer, ale, or other malt beverages, as determined by the filings of barrelage tax reports to the Washington State Liquor Control Board. Equivalent volume winery limits apply.
Mobile home/trailer court	N	N	N	N	N	N	N	N	N	
Nursery	P	P	P	N	N	P	N	N	N	
Office	P	P	P	P	P	P	P	N	N	Not subject to RCX residential requirement for properties fronting the west side of South Pine Street between South 40th Street and South 47th Street. ¹
Parks, recreation and open space	P	P	P	P	P	P	P	P	P	Not subject to RCX residential requirement. ¹ Subject to the requirements of Section 13.06.560.D.
Passenger terminal	P	P	P	P	N	P	N	N	N	
Personal services	P	P	P	P	P	P	P*	N	N	*Limited to 7,000 square feet of floor area, per business, in the HMX District.

Uses	NCX	CCX	UCX	UCX- FD	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations ^{3,4,5} (also see footnotes at bottom of table)
Port, terminal, and industrial; water-dependent or water-related (as defined in Chapter 13.10)	N	N	N	N	N	N	N	N	N	
Public safety and public service facilities	P	P	P	P	P	P	P	P	CU	In the NRX District, unless the specific use is otherwise allowed outright, public service facilities are permitted only upon issuance of a conditional use permit. See Section 13.06.640. Not subject to RCX residential requirement. ¹
Religious assembly	P	P	P	P	P	P	P	P	CU	Not subject to RCX residential requirement. ¹
Repair services	P	P	P	P	N	P	N	N	N	In NCX, all activities must occur within buildings; outdoor storage/repair is prohibited.
Research and development industry	N	N	N	N	N	P	N	N	N	
Residential care facility for youth	P	P	P	P	P	P	P	P	P	See Section 13.06.535. See definition for bed limit. In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ² Not subject to minimum densities found in Section 13.06.300.E.
Residential chemical dependency treatment facility	P	P	P	P	P	P	P	P	P	See Section 13.06.535. In CCX and NCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ²
Retail	P	P/CU~	P/CU~	P/CU~	P	P/CU~	P*	N	N	~ A conditional use permit is required for retail uses exceeding 45,000 square feet. See Section 13.06.640.J. *Limited to 7,000 square feet of floor area, per business, in the HMX District.
Retirement home	P	P	P	P	P	P	P	P	P	See Section 13.06.535. In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ²
School, public or private	P	P	P	P	P	P	P	P	CU	Not subject to RCX residential requirement. ¹
Seasonal sales	TU	TU	TU	TU	TU	TU	TU	TU	TU	Subject to Section 13.06.635.
Self-storage	N	P	P	P	N	P	N	N	N	See specific requirements in Section 13.06.503.B. In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ²
Staffed residential home	P	P	P	P	P	P	P	P	P	See Section 13.06.535. See definition for bed limit. Prohibited at street level along designated core pedestrian streets in NCX and CCX Districts. ² Not subject to minimum densities found in Section 13.06.300.E.

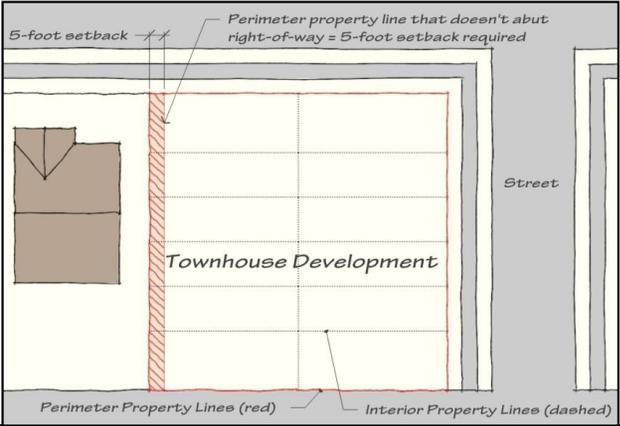
Uses	NCX	CCX	UCX	UCX-TD	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations ^{3,4,5} (also see footnotes at bottom of table)
Student housing	P	P	P	P	P	P	P	P	N	Prohibited at street level along frontage of designated core pedestrian streets in NCX and CCX Districts. ²
Surface mining	CU	CU	CU	CU	CU	CU	CU	CU	N	
Temporary uses	TU	TU	TU	TU	TU	TU	TU	TU	TU	See Section 13.06.635
Theater	P	P	P	P	N	P	N	N	N	Theaters only permitted up to 4 screens in NCX and CCX. Theaters only permitted up to 6 screens in CIX.
Transportation/freight terminal	P	P	P	P	N	P	P	N	N	
Utilities	CU	CU	CU	CU	CU	CU	CU	CU	CU	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ² Not subject to RCX residential requirement. ¹
Vehicle rental and sales	N*	P	P	P	N	P	N	N	N	In UCX-TD, only permitted if 50 percent of site contains an enclosed building. In CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ² *Use permitted in the 56th Street and South Tacoma Way Mixed-Use Center NCX only, if all activities occur within buildings; outdoor storage repair, and sales are prohibited.
Vehicle service and repair	N*	P	P	P	N	P	N	N	N	All activities must occur within buildings; outdoor storage and/or repair is prohibited. Subject to development standards contained in Section 13.06.510.E. In UCX-TD, only permitted if 50 percent of site contains an enclosed building. In CCX Districts, prohibited along frontage of designated core pedestrian streets. ² *Use permitted in the 56th Street and South Tacoma Way Mixed-Use Center NCX only, provided all activities occur entirely within buildings; outdoor storage and/or repair is prohibited.
Vehicle service and repair, industrial	N	N	P	P	N	P	N	N	N	Subject to additional development standards contained in Section 13.06.510.E.
Vehicle storage	N	N	N	N	N	P	N	N	N	Subject to development standards contained in Section 13.06.510.D.
Warehouse, storage	N	N	N	N	N	P	N	N	N	
Wholesale or distribution	N	N	N	N	N	P	N	N	N	
Wireless communication facility	P*/CU**	P*/CU**	P*/CU**	P*/CU**	P*/CU**	P*/CU**	P*/CU**	P*/CU**	P*/CU**	*Wireless communication facilities are also subject to Section 13.06.545.D.1. **Wireless communication facilities are also subject to Section 13.06.545.D.2.

Uses	NCX	CCX	UCX	UCX-TD	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations ^{3,4,5} (also see footnotes at bottom of table)
Work release center	N	N	CU	N	N	CU	N	N	N	Permitted with no more than 15 residents in the UCX and no more than 25 residents in the CIX, subject to a Conditional Use Permit and the development regulations found in Section 13.06.550.
Uses not prohibited by City Charter and not prohibited herein	N	N	N	N	N	N	N	N	N	

E. Building envelope standards.

1. The following table contains the primary building envelope requirements. See Section 13.06.501 for additional requirements :

	NCX	CCX	UCX	UCX-TD	RCX	CIX	HMX	URX	NRX	Additional Requirements
Minimum lot area	0 square feet	0 square feet	0 square feet	0 square feet	0 square feet	0 square feet	0 square feet	0 square feet	3,750 square feet for single-family dwellings; 2,500 square feet per unit for duplexes; 6,000 square feet for triplexes and multi-family dwellings; 5,000 square feet total per townhouse development	
Minimum lot width	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	25 feet for single-family dwellings, duplexes and triplexes; 14 feet for townhouses	

	NCX	CCX	UCX	UCX-TD	RCX	CIX	HMX	URX	NRX	Additional Requirements
Minimum setbacks:	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	For single, two- and three-family dwellings and townhouses: 10-foot front, 5-foot sides, 15-foot rear For other uses: 10-foot front, 7.5-foot sides, 20-foot rear	Maximum setbacks may apply (see Section 13.06.300.F). If a buffer is required, a minimum setback is created (see Section 13.06.503). Townhouse setback standards apply to the perimeter property lines of the development and not to individual internal property lines between townhouses in the same development. See 13.06.501.N for additional requirements applicable to duplex, triplex and townhouse developments.
<p>For townhouse developments, a setback of at least 5 feet shall be provided along the perimeter of the development on all sides that do not abut public street or alley right-of-way.</p>  <p>The diagram illustrates a townhouse development on a lot. A red line represents the perimeter property line, and a dashed line represents the interior property lines between individual townhouse units. A 5-foot setback is indicated from the perimeter property line to the right-of-way. A street is shown to the right of the development. Labels include '5-foot setback', 'Perimeter property line that doesn't abut right-of-way = 5-foot setback required', 'Townhouse Development', 'Street', 'Perimeter Property Lines (red)', and 'Interior Property Lines (dashed)'.</p>										
<p>For X District property across a non-designated Pedestrian Street from R-1, R-2 or R-2SRD District property, the following front yard setback shall be provided:</p> <ul style="list-style-type: none"> • Minimum 10-foot front yard setbacks are required along non-designated Pedestrian Streets. • Limited exception: For corner lots that also front on a designated Pedestrian Street, this setback shall not apply for the first 130 feet from the corner, as measured along the edge of the right-of-way. • Covered porches and entry features may project up to 6 feet into the setback. • The setback area may include landscaping, walkways, pedestrian plazas, private patios, porches, or vehicular access crossings (where allowed), but not include parking. 										

	NCX	CCX	UCX	UCX-TD	RCX	CIX	HMX	URX	NRX	Additional Requirements
Maximum height of structures (feet)	45 feet ¹ ; 65 feet in the Stadium Mixed-Use Center ¹	60 feet; 75 feet, if at least 25 percent of floor area is residential or through use of TDRs from an identified TDR sending area ⁴ .	75 feet; 120 feet, if at least 25 percent of floor area is residential or through use of TDRs from an identified TDR sending area ⁴ .	75 feet²; 120 feet, if for a cultural institution or at least 25 percent of floor area is residential, including hotels, or through use of TDRs from an identified TDR sending area⁴.	60 feet ¹	75 feet	150 feet	45 feet ³	35 feet	Height will be measured consistent with Building Code, Height of Building. Maximum heights, shall be superseded by the provisions of Section 13.06.503.A. Certain specified uses and structures are allowed to extend above height limits, per Section 13.06.602.
	¹ In NCX, RCX, and CIX Districts, additional height above these standard height limits may be allowed in certain areas through the X-District Height Bonus Program – see Section 13.06.300.E.2.									
	² In UCX-TD Districts, for all properties lying south of a line running parallel to the center line of the alley between East 26th Street and East 27th Street starting at the western boundary of the UCX-TD District and running east to the center line of East E Street, then north to the center line of East 26th Street, then east to the eastern boundary of the UCX-TD District, height is 120 feet, if at least 4 of the design elements found in Section 13.06A.080 (excluding Section 13.06A.080(8)) are incorporated into the project. Height can be increased to 225 feet, if at least 4 of the design elements are incorporated and 2 of the special features found in Section 13.06A.090 (excluding Section 13.06A.090(7)) are included.									
	³ In the McKinley Mixed-Use Center, the portion of the URX District that is north of the alley between East Wright Avenue and East 34 th Street has a height limit of 35 feet instead of 45 feet.									
Upper story setback	See Section 501.C.2 for stepback standards along pedestrian streets.	See Section 501.C.2 for stepback standards along pedestrian streets.	None	10 feet from adjacent lot line for portion over 50 feet in height.	None	None	None	None	None	See Section 13.06.503; residential transition standards may also apply.

	NCX	CCX	UCX	UCX-TD	RCX	CIX	HMX	URX	NRX	Additional Requirements
Maximum floor area	30,000 square feet per business; 45,000 square feet for full service grocery stores only; offices shall be exempt from these limits.	45,000 square feet per business for retail uses, unless approved with a conditional use permit. See Section 13.06.640.J	45,000 square feet per business for retail uses, unless approved with a conditional use permit. See Section 13.06.640.J	45,000 square feet per business for retail uses, unless approved with a conditional use permit. See Section 13.06.640.J	30,000 square feet per business ; 45,000 square feet for full service grocery stores only.	45,000 square feet per business for retail uses, unless approved with a conditional use permit. See Section 13.06.640.J	7,000 SF per business for eating and drinking, retail and personal services uses	None	None	See Section 13.06.300.D for limitations on the amount of non-residential space allowed in developments in RCX Districts.
Minimum density (units/acre)	30; 40 on designated pedestrian streets (see Section 13.06.300.C)	30; 40 on designated pedestrian streets (see Section 13.06.300.C)	40	30	30; 40 on designated pedestrian streets (see Section 13.06.300.C)	None	None	25	None	Projects that do not include residential uses, and mixed-use projects (such as residential & commercial, residential & industrial, or residential & institutional) are exempt from minimum-density requirements.
<p>For purposes of this provision, density shall be calculated by dividing the total number of dwelling units in a development by the area, in acres, of the development site, excluding any accessory dwelling units or areas dedicated or reserved for public rights-of-way or full private streets. In the same manner, to determine the minimum number of units required to meet this standard, multiply the size of the property, in acres, by the required minimum density, then round up to the nearest whole number. For example, the minimum number of units required on a 67,500 square foot (.156-acre) property located in the UCX-TD District would be 65 units (.156 x 340 = 4.476.4, which rounds up-down to 65 units).</p>										

F. Maximum setback standards. To achieve a pedestrian serviceable environment, where buildings are located in close proximity to the street and designed with areas free of pedestrian and vehicle movement conflicts, maximum building setbacks are required as follows:

	Non-residential buildings and/or shopping centers of 30,000 square feet or less floor area	Non-residential buildings greater than 30,000 square feet floor area	Shopping centers greater than 30,000 square feet floor area
NCX and RCX, and UCX-TD Districts	<ul style="list-style-type: none"> 5 feet maximum front and corner side setback from the property lines at the public right-of-way for 75 percent of front and corner side facade. 	<ul style="list-style-type: none"> 5 feet maximum setback from property lines at the public right-of-way for 75 percent of front and corner side facade. 	<ul style="list-style-type: none"> 5 feet maximum setback from property lines at the public right-of-way for at least 75 percent of the front and corner side street frontage of the shopping center.
CCX Districts	<ul style="list-style-type: none"> 10 feet maximum front and corner side setback from the property lines at the public right-of-way for 50 percent of front and corner side facade. 	<ul style="list-style-type: none"> 10 feet maximum setback from the property line at the public right-of-way for 50 percent of the front or side of the facade. 	<ul style="list-style-type: none"> 10 feet maximum setback from the property lines at the public right-of-way for at least 25 percent of the front and corner side street frontage of the shopping center.
UCX, HMX and CIX Districts	<ul style="list-style-type: none"> 20 feet maximum front and corner side setback from the property lines at the public right-of-way for 50 percent of front and corner side facade. 	<ul style="list-style-type: none"> 20 feet maximum setback from the property line at the public right-of-way on either 50 percent of the front or side of the facade. 	<ul style="list-style-type: none"> 20 feet maximum setback from the property lines at the public right-of-way for at least 25 percent of the front and corner side street frontage of the shopping center.
Pedestrian Streets	<ul style="list-style-type: none"> When the site is adjacent to a designated pedestrian street(s), that street(s) frontage shall be utilized to meet the maximum setback requirement with the front, side, and/or corner side of the facade, as indicated above. When the site has more than two pedestrian street frontages, the primary pedestrian street frontage shall be utilized to meet the maximum setback requirement. 		
Motor Vehicles	<ul style="list-style-type: none"> Maximum setback areas shall be designed to be sidewalk, pedestrian plaza, public open space, landscaping, and/or courtyard, and to be free of motor vehicles at all times. 		
Corner Sites	<ul style="list-style-type: none"> To allow additional flexibility on corner sites, particularly for features such as outdoor seating areas or other enhanced pedestrian amenities, the minimum percentage may be calculated based on the total of the front and corner side building frontage and the required percentage provided along any combination of the two, as long as the total percentage requirement is met. 		
Exceptions	<ul style="list-style-type: none"> In UCX-TD, setback distance beyond the maximum may be used if the additional area is devoted to pedestrian plazas, public open spaces, and/or courtyards, with no motor vehicle use and at least 25 percent of the building frontage meets the maximum setback. In all X-Districts, when there is a steep slope (at least 25% slope with a vertical relief of 10 or more feet) located adjacent to the sidewalk the maximum setback requirement shall be measured from the top or toe of the slope, as appropriate. When a residential buffer is required, the buffer requirement shall supersede the maximum setback requirement (see Section 13.06.502.D). 		
Exemptions in all Mixed-Use Center Districts	<ul style="list-style-type: none"> Additions to legal, nonconforming buildings are exempt from maximum setbacks, provided, the addition reduces the level of nonconformity as to maximum setback. When a public easement precludes compliance with this standard, the setback requirement shall be measured from the back edge of the easement. Buildings that are 100 percent residential do not have a maximum setback. The primary building of a fueling station, where fueling stations are allowed, is subject to the maximum setback on only one side of the building on corner parcels. Kiosks without retail, and intended for fuel payment only, are exempt. Public facilities on sites greater than 5 acres in neighborhood, community and urban mixed-use centers shall be exempt from maximum setback requirements. This exemption shall expire upon the establishment of a new Institutional Zoning designation, an Institutional Master Plan process, or similar zoning process for reviewing, evaluating and approving large, public, campus-like facilities. Within parks, recreation and open space uses, accessory or ancillary structures, such as restroom buildings, playground equipment and picnic shelters, are exempt from the maximum setback standards. 		

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13.06.400 Industrial Districts.

Uses	M-1	M-2	PMI	Additional Regulations ¹
Live-Work unit	P	N	N	

13.06.501 Building design standards.

A. General applicability. The design standards of this section are required to implement the urban design goals of the Comprehensive Plan of the City of Tacoma. The building design standards apply to all new development in C-1, C-2, HM, T, PDB, and Mixed-Use Center Districts and alterations, as outlined below, as well as to townhouses in R-districts, except as follows:

1. Standards. Each item of this section shall be addressed individually. Exceptions and exemptions noted for specific development situations apply only to the item noted.
2. Alterations. Three thresholds are used to gauge the extent of design standard compliance on alterations to existing development:
 - a. Level I alterations include all remodels and/or additions within a two year period whose cumulative value is less than 50% of the value of existing development or structures, as determined by the applicable Building Code. The requirement for such alterations is only that the proposed improvements meet the standards and do not lead to further nonconformance with the standards. For example, if a property owner decides to replace a building façade’s siding, then the siding shall meet the applicable exterior building material standards, but elements such as building modulation would not be required.
 - b. Level II alterations include all remodels and/or additions within a two year period whose cumulative value ranges from 50% to 200% of the value of the existing development or structure, as determined by the applicable Building Code. All standards that do not involve repositioning the building or reconfiguring site development shall apply to Level II alterations.
 - c. Level III alterations include all remodels and/or additions within a two year period whose cumulative value exceeds 200% of the value of the existing development or structure, as determined by the applicable Building Code. Such alterations shall conform to ALL standards.
 - d. 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.
 - e. No addition or remodel shall increase the level of nonconformity or create new nonconformities to the development or design standards.

M. X-District Fencing, Retaining Wall and Utility Standards. The following requirements apply to all development in any X-District, unless specifically exempted. They are intended to provide for thoughtful placement and design of utilities, mechanical equipment, service areas and fences to mitigate visual impact on public views, general community aesthetics and residential privacy.

<p>2. Fencing type limitation</p>	<p>a. Chain link fencing, with or without slats, is prohibited for required screening.</p> <p>b. Barbed or razor wire. The use of barbed or razor wire is limited to those areas not visible to a public street or to an adjacent residential use.</p> <p>c. Chain link. Chain link or similar wire fencing is prohibited between the front of a building and a public street, except for wetland preservation and recreation uses.</p> <p>d. Electrified. The use of electrified fencing is prohibited in all zoning districts.</p> <p>e. The maximum height of free-standing walls, fences, or hedges between any public street and building shall be 3 feet. Exception: Decorative fences up to 8 feet in height may be allowed between a public street and any residential use provided the portion of the fence between 3 and 7 feet above grade is at least 50 percent transparent and features a planting strip at least 5 feet wide with Type C or D landscaping to soften the view of the fence and contribute to the pedestrian environment. Fences required by the Washington State Liquor Control Board shall also be exempt from the maximum height limitation, provided any portion of the fence between 3 and 7 feet above grade is at least 50 percent transparent.</p> <p>f. The maximum height of free-standing fences along an alley shall be 3 feet, except that fences greater than 3 feet in height are allowed if the portion of the fence between 3 and 7 feet above grade is at least 20% transparent. Fences along alleys are allowed provided fences greater than 3 feet in height above grade are at least 20% transparent between 3 and 7 feet. If no transparency is provided, the maximum height of such fence shall be 3 feet.</p>
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Section 13.06.502.D X-District Landscaping	RCX, NCX, CCX, UCX, UCX-TD, CIX, URX, HMX, NRX
Exemptions	
<ul style="list-style-type: none"> • Single-family detached dwellings are exempt from all landscaping requirements contained in this table. • Parking lots of 15 stalls or less, loading areas, and fueling stations are exempt from the Interior Landscaping Distribution requirements contained in the Planting Requirements section of this table, to allow flexibility in placement of required landscaping. • Parking lots of 15 stalls or less, located behind buildings and accessed by alleys, are exempt from the Perimeter Strip, Buffer and Interior Landscaping Distribution requirements below. • Property across an arterial street or highway from R-District property is not required to provide a Buffer Planting Area along the affected property line abutting the arterial street or highway. • Park and recreation uses are only required to meet the Front Yard and Planting Requirements of this table. Passive open space areas of such uses are exempt from all landscaping requirements of this table. 	

TABLE 2 – Parking in Mixed-Use Center Districts	
Quantity	Residential Uses. Minimum 1.0 stall per unit. Commercial or Office Uses. Minimum 2.5 stalls per 1000 square feet of floor area. UCX-TD Commercial or Office Uses (including retail, service and eating and drinking establishments). Minimum 0 stalls per 1000 square feet of floor area. Other Uses. For uses not specifically listed above, the parking requirement in the Mixed-Use Center Districts shall be 70% of the parking requirement for that use identified in Table 1. See Section 13.06.510.B.2.f for use of compact stalls. For purposes of calculating parking quantity requirements, “floor area,” when used, shall not include space devoted to parking.
Development Standards – Location.	
NCX, RCX, NRX, and URX and UCX-TD Districts	Parking shall be located to the rear, side, within, or under a structure, or on a separate lot. Surface parking located to the side of a structure shall not exceed a maximum of 60 feet in width for paved vehicular area along designated pedestrian street frontages.

2. The following additional standard applies in Downtown Districts ~~and within the UCX-TD District:~~

a. Drive-throughs and associated stacking lanes shall be located entirely within buildings.

13.06.522 District sign regulations.

Tacoma Municipal Code

Section 13.06.522.J	DCC, DMU	WR	DR
Sign Features			
Lighting	Indirect, internal illumination, neon, and bare bulb allowed.	Same as DCC.	Bare bulb illumination prohibited.
Rotating, mechanized	Allowed.	Same as DCC.	Prohibited.
Flashing, animated	Prohibited.	Prohibited.	Prohibited.
Electronic changing message center	Allowed. Refer to 13.06.521.H for additional regulations.	Same as DCC.	Same as DCC.
Temporary Signs			
Temporary off-premises advertising signs	Section 13.06.521.C shall apply, except public facility sites in DCC and DMU shall be allowed temporary advertising signs of 32 square feet, including banners not to exceed 160 square feet, attached to temporary fencing during the time of construction.	Prohibited.	Prohibited.

Section 13.06.522.K	C-2, CIX, CCX, UCX, UCX-TD, M-1, M-2, PMI	C-1
Signage Allocation		
Maximum total sign area	Wall signage, 1 square foot per 1 linear foot of the building frontage with the public entrance. Freestanding signage, 1 square foot per 1 linear foot of street frontage(s).	Same as C-2.
Setback	Provisions of Section 13.06.521.G shall apply, minimum 200 feet separation from other freestanding signs, sites with freeway frontage shall locate signs on the abutting parallel frontage, no signs shall be allowed adjacent to the freeway.	Same as C-2.
Billboards	Allowed only in C-2, M-1, M-2, and PMI. Provisions of Section 13.06.521.M shall apply.	Prohibited.
Sign Features		
Lighting	Indirect, internal illumination, neon and bare bulb allowed.	Bare bulb illumination prohibited.
Rotating, mechanized	Allowed.	Prohibited.
Flashing, animated	Prohibited.	Prohibited.
Electronic changing message center	Allowed, but prohibited on Pedestrian Streets and Core Pedestrian Streets, as defined in 13.06.300.C and 13.06.200.D, and 13.06.521.H	Same as C-2.
Temporary Signs		
Temporary off-premises advertising signs	Provisions of Section 13.06.521.C shall apply, except public facility sites in UCX-TD shall be allowed temporary advertising signs of 32 square feet each, including banners not to exceed 160 square feet, attached to temporary fencing during the time of construction.	Prohibited.

Section 13.06.522.M	PDB	RCX
Signage Allocation		
Sign Features		
Lighting	Indirect or internal illumination allowed. No bare bulb or neon illumination allowed. All external lighting shall be directed away from adjacent properties to minimize effects of light and glare upon adjacent uses.	Same as PDB.
Rotating, mechanized	Prohibited.	Same as PDB.
Flashing	Prohibited.	Same as PDB.
Electronic changing message center	Allowed. <u>Refer to 13.06.521.H for additional regulations.</u>	Prohibited.

13.06.535 Special needs housing.

Special Needs Housing – Use Table (P = Permitted Outright, CU = Conditional Use Permit Required, N = Not Permitted)						
*Note: See Subsection C, below, for additional siting restrictions						
**Note: The residency limitations indicated in this use table apply to the number of residents housed at a facility, exclusive of any support or care staff. Where specific residency limitations are provided in the definition of the use, the size information herein is provided for reference only.						
	Size (number of residents)	R-1, R-2, R-2SRD, HMR- SRD, NRX	R-3	R-4L, R-4, R-5, PRD, URX, RCX, NCX, T, C-1, HM, HMX, PDB	UCX, UCX TD, CCX, CIX, C-2, M-1, DCC, DMU, DR, WR	M-2, PMI

13.06.630 Nonconforming parcels/uses/structures.

F. Nonconforming structure and conforming commercial, industrial, and institutional uses.



A legal conforming use located in a structure that is nonconforming as to setback, location, maximum height, lot coverage, or other development regulations may be replaced, enlarged, moved, or modified in volume, area, or space; provided, such replacement, enlargement, movement, or modification does not increase the degree of nonconformity. Any structure's replacement, enlargement, movement or modification of volume, area, or space must comply with all other-current applicable development regulations ~~as provided by this chapter~~, and with the requirements of TMC Chapter 13.11.

13.06.700 Definitions and illustrations.

Work-live unit. A combined living and work unit that includes a kitchen and a bathroom. The residential portion of the unit, including the sleeping area, kitchen, bathroom, and closet areas, occupies no more than 33 percent of the total floor area of the legal non-residential use, and the living space is not separated from the work space. It must be located within buildings lawfully in existence on September 25, 2012, in Downtown districts or mixed-use centers.

**Chapter 13.06A
DOWNTOWN TACOMA**

E. Work-Live.

1. Purpose and Intent: The purpose of this Section is to assist with the revitalization of Downtown Tacoma ~~and the City's other Mixed-Use Centers~~ and with the implementation of the City's Comprehensive Plan by facilitating the conversion of older, economically distressed, or historically significant buildings to work-live units. This will help to reduce vacant space as well as preserve Downtown's architectural and cultural past and encourage the development of a work-live and residential community Downtown, thus creating a more balanced ratio between housing and jobs in the region's primary employment center. This revitalization will also facilitate the development of a "24-hour city" and encourage mixed commercial and residential uses in order to improve air quality and reduce vehicle trips and vehicle miles traveled by locating residents, jobs, hotels and transit services near each other. Adding a minor residential component to an existing or historic building does not trigger change of use requirements under the City's Land-use codes.

a. A work-live unit is a combined living and work unit that includes a kitchen and a bathroom. The residential portion of the unit, including the sleeping area, kitchen, bathroom, and closet areas, occupies no more than 33 percent of the total floor area of the legal non-residential use, and the living space is not separated from the work space. It must be located within buildings lawfully in existence on September 25, 2012 in Downtown ~~or the other mixed-use centers.~~

**Chapter 13.11
CRITICAL AREAS PRESERVATION**

Sections:

~~13.11.530 FWHCA's Shoreline Marine Buffers.
13.11.540 FWHCA's Marine Buffer Modifications.~~

13.11.145 Pre-existing Uses/Structures.

A. An established use or existing structure that was lawfully permitted prior to adoption of this chapter, but which is not in compliance with this chapter, may continue subject to the provisions of Tacoma Municipal Code (TMC) Chapter 13.11 Critical Areas Preservation, ~~Chapter 13.10 Shoreline Management~~ and Section 13.06.630.

B. Site Review. In order to assist customers with potential proposals, City staff will provide an initial site review based on existing information, maps and a potential site visit to identify potential wetlands, streams, and their associated buffers within

300 feet. FWHCAs and their ~~marine habitat buffer~~/management areas will also be identified. Site reviews are completed on a case by case basis and may require the applicant to submit a wetland delineation, wetland categorization, stream type and Ordinary High Water Mark location, hydrology reports, and priority fish and wildlife species and habitat presence information from WDFW or the City.

Following the site visit and Review Process, a project may proceed without further critical area permitting if the applicant can demonstrate the following:

1. There are no adverse impacts to the critical area or buffer, and
2. Structures and improvements are all located beyond the required buffers, and
3. Existing hydrology will be maintained to support critical areas, and
4. The proposed use or activity is consistent with WDFW species management recommendations.

C. In conjunction with the site review process, the Director of Planning and Development Services (the "Director"; see 13.11.900 D., below) may require additional information on the physical, biological, and anthropogenic features that contribute to the existing ecological conditions and functions to determine whether a formal wetland/stream/FWHCA ~~exemption, assessment or~~ development permit is required.

D. Review, Assessment and Permit Requirements.

1. Review of development activities within the jurisdiction of the Shoreline Management Act, including Puget Sound, Wapato Lake, or any stream where the mean annual flow is 20 cubic feet per second or greater are regulated under provisions ~~of both this Chapter and TMC 13.10, Shoreline Management. If there are any conflicts between TMC 13.10, Shoreline Management, and Chapter 13.11, Critical Areas Preservation, the most restrictive requirements shall apply.~~ Upon adoption of the new Shoreline Master Program and code, all critical area code excerpts referring to the regulation of critical areas within the shoreline will no longer be valid and those critical areas shall be regulated under the new shoreline code.

~~a. Development activities that require a Shoreline Substantial Development permit do not require a separate Wetland/Stream/FWHCA permit or exemption, provided the Shoreline Substantial Development Permit review includes review for consistency with this Chapter.~~

~~b. Development activities that require a Shoreline Exemption and a Wetland/Stream/FWHCA permit will be processed separately.~~

~~c. Development activities that require a Shoreline Exemption and a Wetland/Stream/FWHCA exemption will be processed under the Shoreline Exemption.~~

~~d. Development activities that do not require a building or land use permit may still be subject to a Wetland/Stream/FWHCA review or permit or exemption.~~

~~13. Within Shorelines of the State, as defined by RCW 90.58.030, activities exempt under WAC 173-27-040, with the exception of WAC 173-27-040 (2) (c), (g) and (h). This exemption shall not include activities within wetlands, streams, or their associated buffers, and also shall not include activities within associated wetlands or streams as established in RCW 90.58.030(2)(d).²~~

~~1413.~~ Watershed restoration projects that conform to the provisions of RCW 89.08.460 shall be reviewed without fee and approved within 45 days per RCW 89.08.490.

~~145.~~ Fish habitat enhancement projects that conform to the provision of RCW 77.55.181 shall be reviewed without fee and comments provided as specified in RCW 77.55.181.

~~16. Maintenance and repair of existing bulkheads, stream bank armoring and bioengineered stabilization measures designed to protect property from erosion or slope failure.~~

~~175.~~ Demolition of structures.

(Ord. 28070 Ex. B; passed May 8, 2012; Ord. 27728 Ex. A; passed Jul. 1, 2008; Ord. 27431 § 23; passed Nov. 15, 2005; Ord. 27294 § 2; passed Nov. 16, 2004)

e. Critical Areas including all surveyed, delineated wetland boundaries, and the ordinary high water mark of any stream and their buffers, and all Fish and Wildlife Conservation Areas (FWHCA), ~~marine buffers~~ and any FWHCA Management Areas.

13.11.500 Fish and Wildlife Habitat Conservation Areas (FWHCAs).

The 500 section contains the regulations for fish and wildlife habitat conservation areas (FWHCAs), including the following:

- 13.11.510 Classification.
- 13.11.520 Standards.
- ~~13.11.530 FWHCA's Shoreline—Marine Buffers.~~
- ~~13.11.540 FWHCA's Marine Buffer Modifications.~~
- 13.11.550 FWHCA's Mitigation Requirements.
- 13.11.560 FWHCA's Management Areas.
- 13.11.580 *Repealed.*

(Ord. 28070 Ex. B; passed May 8, 2012; Ord. 27728 Ex. A; passed Jul. 1, 2008; Ord. 27431 § 42; passed Nov. 15, 2005; Ord. 27294 § 2; passed Nov. 16, 2004)

13.11.510 Classification.

A. Fish and wildlife habitat conservation areas are areas identified by the Washington Department of Wildlife as being of critical importance to the maintenance of fish and wildlife species. These areas may include other critical areas such as geologically hazardous areas, stream corridors, wetlands, and these critical areas' associative buffers.

1. Fish and Wildlife Habitat Conservation Areas (FWHCAs). Fish and Wildlife habitat areas include:

- ~~a. Lands and waters containing priority habitats and species including Commencement Bay and all waterways.~~
- ~~b. All public and private tidelands or bedlands suitable for shellfish harvest, including any shellfish protection districts established pursuant to Chapter 90.72 RCW. The Washington Department of Health's classification system shall be used to classify commercial shellfish areas.~~
- ~~c. Kelp and eelgrass beds and herring, sand lance, and smelt spawning areas. Kelp and eelgrass beds may be classified and identified by the Washington Department of Natural Resources Aquatic Lands Program and the Washington Department of Ecology. Locations are compiled in the WDNR Aquatic Lands Shore Zone Inventory, and the Puget Sound Environmental Atlas, Volumes 1 and 2. Herring, sand lance, and surf smelt spawning times and locations are outlined in RCW 220-110; Hydraulic Code Rules and the Puget Sound Environmental Atlas.~~
- ad. Natural ponds under 20 acres and their submerged aquatic beds that provide critical fish or wildlife habitat.
- be. Waters of the State, which are defined in WAC Title 222, Forest Practices Rules and Regulations. Waters of the State must be classified using the system in WAC 222-16-030. In classifying waters of the state as FWHCAs the following may be considered:

- ~~fc. Lakes, ponds, streams and rivers planted with game fish, including those planted under the auspices of a federal, state, local, or tribal program and waters which support priority fish species as identified by the Washington Department of Fish and Wildlife.~~

~~**13.11.530 FWHCA's Shoreline—Marine Buffers.**~~

~~A. FWHCA's Marine Buffers~~

- ~~1. General. A marine buffer area shall be provided within the shoreline for all uses adjacent to a FWHCA to protect the integrity and function of the FWHCA. The buffer shall be measured horizontally from the edge of the ordinary high water mark landward.~~
- ~~2. Marine Buffer. Beneficial nearshore habitat functions that can be provided by landward buffers include feeder bluff input, water quality, sediment control, wildlife habitat, microclimate, nutrient input, fish prey production, shade, and habitat structure such as large woody debris. Buffer widths shall be established according to Table 7.~~

~~Table 7. Minimum Marine Buffers ²~~

Marine Habitat Area	Buffer Width (feet)
Tacoma Narrows South (from south city limits to waterward extension of 6th Avenue).	50

Tacoma Narrows Central (from public ownership starting at waterward extension of 6th Avenue to centerline of SR 16)	115
Tacoma Narrows North and Point Defiance (from centerline of SR 16 to the existing northwesterly portion of the existing bulkheaded promenade at Owen Beach)	200
Commencement Bay West (the northwesterly portion of the existing bulkheaded promenade at Owen Beach to Thea Foss Waterway, except for Slag Island beginning at the boundary between parcels S950100017 and S940100016 that runs perpendicular from Eaton Street and continuing to Point Ruston, the site of the former ASARCO Tacoma Smelter, at the waterward extension of North 49th Street)	115 (50 feet for Slag Island and former ASARCO Tacoma Smelter site)
Commencement Bay Waterways (industrial waterways and Thea Foss)	50
Commencement Bay East (East 11th Street to city limits)	115

* Buffers may not apply if use is exempt according to Section 13.11.140.B.8.

(Ord. 27728 Ex. A; passed Jul. 1, 2008; Ord. 27431 § 45; passed Nov. 15, 2005)

13.11.540 – FWHCA’s Marine Buffer Modifications.

A. Where a designated FWHCA marine buffer geographically coincides with a stream or wetland, provisions for increasing buffers, buffer averaging, and buffer reductions for the wetland and stream component shall apply as described within this chapter only when there is no impact to the FWHCA.

B. Modification of a FWHCA marine buffer is subject to the site review requirements, according to Section 13.11.250 and are not subject to the permitting requirements of Section 13.11.230, when modification is necessary to accommodate an essential public facility or public utility where no feasible alternative location will accommodate the facility; for water dependent uses and their accessory structures; water related uses; or the minimum public access as required in the S-6, S-7, and S-8 shoreline districts as required by TMC Section 13.10.175, where:

1. No new surface that is permeable by water at the time of the application will be covered with an impervious surface; and
2. No vegetation important to the function of the critical area will be removed; and
3. Any additional stormwater impacts will be managed according to the City’s Surface Water Management Manual or an equivalent, in accordance with the Department of Ecology’s Stormwater Management Manual for Western Washington; and
4. The facility is located, designed, and constructed to minimize and, where possible, avoid FWHCA marine buffer disturbance to the maximum extent feasible; and
5. In-water uses are subject to review and approval through the Washington Department of Fish and Wildlife’s Hydraulic Project Approval and/or U.S. Army Corps of Engineer’s Nationwide or Individual Permit; and
6. The use must also comply with all applicable local, state, and federal laws; or

C. Modification of a FWHCA marine buffer is also allowed for applicable uses and activities per 13.11.140 and for those uses and activities subject to the permitting requirements contained within Section 13.11.230, including Innovative Mitigation, and 13.11.550.

(Ord. 27728 Ex. A; passed Jul. 1, 2008)

13.11.550 FWHCA’s Mitigation Requirements.

A. All proposed modification in a FWHCA ~~or its marine buffer~~ shall be in accordance with the standards of this section, except where ~~the modification has met the standards contained in 13.11.540.B or is Exempt per 13.11.140~~ allowed through 13.11.200 or 13.11.210.

B. All FWHCA ~~and their marine buffer~~ mitigation will comply with applicable mitigation requirements specified in ~~13.11.260 and~~ 13.11.270, including, but not limited to, mitigation plan requirements, monitoring and bonding.

C. Where a designated FWHCA geographically coincides with a stream or wetland, mitigation will comply with applicable mitigation requirements described within this chapter.

~~D. Mitigation for habitat impacts in the marine buffer shall occur in the following order of preference:~~

1. On the parcel within the buffer as close to the ordinary high water mark as possible;

~~2. Within the buffer as close to the ordinary high water mark as possible on a parcel that abuts the ordinary high watermark within one quarter (1/4) mile along the shoreline from where the vegetation removal, placement of impervious surface or other loss of habitat occurred;~~

~~3. Farther along the shoreline within the buffer as close to the ordinary high watermark as possible.~~

~~E. The following mitigation ratios are required for habitat impacts in the marine buffer. The first number specifies the area of replacement habitat, and second specifies the area of altered habitat:~~

~~1. 1:1 for areas on the parcel or on a parcel that abuts the ordinary high watermark within one quarter (1/4) mile along the shoreline from where the vegetation removal, placement of impervious surface or other loss of habitat occurred.~~

~~2. 3:1 farther along the shoreline, provided that if a five (5) year bonded monitoring program is provided that monitors the effectiveness of mitigation measures and provides a means for ensuring the attainment of the goals of the program, the Director may approve a 2:1 ratio.~~

~~DF. Habitat Management Plan. If the critical area review process as described in this chapter (13.11.250) determines that a Habitat Management Plan shall be prepared as part of a development proposal to avoid or minimize impacts to FWHCAs or marine buffers/management areas, the following standards shall apply.~~

1. A habitat management plan shall be prepared in coordination with the Washington State Department of Fish and Wildlife by a qualified professional.
2. A habitat management plan shall contain, at a minimum, the following:
 - a. Analysis and discussion on the project's effects on critical fish and wildlife habitat;
 - b. An assessment and discussion on special management recommendations which have been developed for species or habitat located on the site by any federal or state agency;
 - c. Proposed mitigation measures which could minimize or avoid impacts;
 - d. Assessment and evaluation of the effectiveness of mitigation measures proposed; and
 - e. Assessment and evaluation of ongoing management practices which will protect critical fish and wildlife habitat after development of the project site, including proposed monitoring and maintenance programs.

~~GE. If mitigation is performed off-site, a conservation easement or other legal document must be provided to the City to ensure that the party responsible for the maintenance and monitoring of the mitigation has access and the right to perform these activities.~~

~~(Ord. 28109 Ex. O; passed Dec. 4, 2012; Ord. 27728 Ex. A; passed Jul. 1, 2008)~~

13.11.900.S

~~Shoreline modifications. Those actions that modify the physical configuration or qualities of the shoreline area, usually through the construction of a physical element such as a dike, breakwater, pier, weir, dredged basin, fill, bulkhead, or other shoreline structure.~~

~~Shoreline structure. A permanent or temporary edifice or building, or any piece of work artificially built or composed of parts joined together in some definite manner, whether installed on, above, or below the surface of the ground or water, except for vessels.~~

13.11.900.W

~~Water dependent activity. Activity or use which requires direct contact with the water and cannot exist at a non-water location due to the intrinsic nature of its operation.~~

~~Water related activity. Activity or use which is not intrinsically dependent on a waterfront location, but whose operation cannot occur economically without a waterfront location.~~

Chapter 13.12
ENVIRONMENTAL CODE

13.12.820 Appeals of SEPA threshold determination and adequacy of final environmental impact statement.

a. Threshold determination or adequacy of a final environmental impact statement for a proposed land use action shall be appealable to the Hearing Examiner. All other appeals under this chapter, other than appeals of environmental reviews associated with Shoreline Substantial Development Permits, shall be made as set forth in 13.12.820.B, below.

C. Appeals of non-land use, shoreline, and other actions.

3. Appeals of SEPA associated with Shoreline Substantial Development Permits shall be made to the Shoreline Hearings Board in accordance with the *Tacoma Shoreline Master Program Section 2.7*.

4. Appeals of other actions shall be processed in accordance with the appeal provisions of the underlying action.

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**Determination of Environmental Nonsignificance
and
Environmental Checklist**



Preliminary Determination of Environmental Nonsignificance

City of Tacoma Comprehensive Plan and Land Use Regulatory Code Proposed Amendments for 2014

SEPA File Number: SEP2014-40000218532

TO: All Departments and Agencies with Jurisdiction

SUBJECT: Preliminary Determination of Environmental Nonsignificance

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

Applicant: City of Tacoma – Planning and Development Services Department

Proposal:

The proposed 2014 Annual Amendment would amend five elements of the Comprehensive Plan and eight chapters of the Tacoma Municipal Code, as listed below:

Comprehensive Plan Elements being amended:

- Growth Strategy and Development Concept Element
- Housing Element
- Transportation Element
- Open Space Habitat and Recreation Element
- Container Port Element (new element)

Tacoma Municipal Code Chapters being amended:

- 1.37 Transfer of Development Rights Program Administrative Code
- 13.04 Platting and Subdivisions
- 13.05 Land Use Permit Procedures
- 13.06 Zoning
- 13.06A Downtown Tacoma
- 13.11 Critical Areas Preservation
- 13.12 Environmental Code
- 13.17 Mixed-Use Center Development

The complete text of the proposed amendments and the associated staff analysis reports are available for review at the Planning and Development Services Department at the below address and posted on the Planning Division's website at www.cityoftacoma.org/planning (under the link "2014 Annual Amendment").

Location: City of Tacoma

Lead Agency: City of Tacoma

City Contact: Lihuang Wung
Planning and Development Services Department
747 Market Street, Room 345
Tacoma, WA 98402
(253) 591-5682

The lead agency for this proposal has made a preliminary determination that this project does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2) (c). This decision was made after review of an environmental checklist and other information on file with the lead agency. This information is available to the public upon request. This Preliminary Determination of Nonsignificance (DNS) is issued under WAC 197-11-340(2). **Comments must be submitted by 5:00 p.m. on March 21, 2014.** The Responsible Official will reconsider the DNS based on timely comments and may retain, modify, or, if significant adverse impacts are likely, withdraw the DNS. **Unless modified by the City, this determination will become final on March 28, 2014.** There is no administrative appeal for this determination. Appeals must be filed in conjunction with appeals of the adopted amendments to the Growth Management Hearings Board; appeals shall be taken in accordance with procedures and limitations set forth in RCW 43.21C.075 and WAC 242-02. In addition to Growth Management Hearings Board requirements, a copy of the appeal shall be filed with the Planning and Development Services Department, 747 Market Street, Room 345, Tacoma, Washington 98402.

The Puyallup Tribe is notified that this initiates the consultation process.

Responsible Official: Peter Huffman
Position/Title: Director, Planning and Development Services Department

Signature: _____

SEPA Officer Signature: _____

Issue Date:

February 24, 2014

Comment Deadline:

March 21, 2014, 5:00 p.m.

NOTE: The issuance of this Preliminary Determination of Nonsignificance does not constitute project approval. Future project applicants must comply with all other applicable requirements of the City of Tacoma and other agencies with jurisdiction prior to receiving development permits.

- c: via U.S. Mail:
Tacoma Public School District #10, Steve Murikami, 3223 South Union Ave., Tacoma, WA 98409
Nature and Environment Advisory Council, Terry Larson, 808 North Ainsworth Ave., Tacoma, WA 98403
Puyallup Tribe of Indians, Bill Sullivan, Natural Resources Director, 3009 E. Portland Ave., Tacoma, WA 98404
Puyallup Tribe of Indians, David Duenos, Building Official, 3009 E. Portland Ave., Tacoma, WA 98404
Puyallup Tribe of Indians, Brandon Reynon, Tribal Historian, 3009 E. Portland Ave., Tacoma, WA 98404
Puyallup Tribe of Indians, Jeffrey Thomas, TFW Program Director, 3009 E. Portland Ave., Tacoma, WA 98404
Puyallup Tribe of Indians, Peter Mill, Planning Director, 3009 E. Portland Ave., Tacoma, WA 98404
Puyallup Tribe of Indians, Lisa A. Brautigam, Environmental Attorney, 3009 E. Portland Ave., Tacoma, WA 98404
Puyallup Tribe of Indians, Russ Ladley, Tribal Attorney, 3009 E. Portland Ave., Tacoma, WA 98404
Puyallup Tribe of Indians, Shawn Villegas, 3009 E. Portland Ave., Tacoma, WA 98404
Puyallup Tribe of Indians, Andrew Stroebel, Land Use Manager, 3009 E. Portland Ave., Tacoma, WA 98404
- c: via E-mail:
Tacoma Planning and Development Services Department, Shirley Schultz, Shirley.schultz@cityoftacoma.org
Tacoma Planning and Development Services Department, Reuben McKnight, reuben.mcknight@cityoftacoma.org
Tacoma Pierce County Health Department, SEPA Review Team, sepa@tpchd.org
Port of Tacoma, Jason Jordan, jjordan@portoftacoma.com
Metro Parks, Doug Fraser, dougf@tacomaparks.com
Puget Sound Clean Air Agency, Steve Van Slyke, stevev@pscleanair.org
Department of Ecology, sepaunit@ecy.wa.gov
Department of Natural Resources, SEPA Center, PO Box 47015, Olympia, WA 98504-7015, sepacenter@dnr.wa.gov
Department of Transportation, Olympia Region Development Services Team, OR-SEPA-REVIEW@wsdot.wa.gov

File: Planning and Development Services

SEPA ENVIRONMENTAL CHECKLIST

SEPA File Number: SEP2014-40000218532

A. BACKGROUND

1. Name of proposed project, if applicable:

City of Tacoma *Comprehensive Plan* and Land Use Regulatory Code – Proposed Amendments for 2014 (“2014 Annual Amendment”).

2. Proponent/applicant:

City of Tacoma
Planning and Development Services Department
747 Market Street, Room 345
Tacoma, WA 98402-3769

3. Contact:

Lihuang Wung
Planning and Development Services Department
747 Market Street, Room 345
Tacoma, WA 98402-3769
Phone: (253) 591-5682
E-mail: lwung@cityoftacoma.org

4. Date checklist prepared: February 24, 2014

5. Agency requesting checklist:

City of Tacoma, Planning and Development Services Department

6. Proposed timing or schedule (including phasing, if applicable):

The schedule (critical dates) for the 2014 Annual Amendment is as follows:

Aug. 2013-Feb. 2014:	Analysis of the proposed amendments
February-March 2014:	Public review of the proposed amendments
March 19, 2014:	Planning Commission public hearing
April 16, 2014:	Planning Commission makes recommendations to the City Council
April-May 2014:	City Council review of the Commission’s recommendations
May 20, 2014:	City Council study session and public hearing
May 20 & June 3, 2014:	City Council considers adoption of the proposed amendments
July 1, 2014:	Effective date of adopted amendments

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

The *Comprehensive Plan* and implementing development regulations are amended on an annual basis consistent with the State Growth Management Act. The proposed changes to text, map and policies of the *Comprehensive Plan* will apply to future land use and development. Proposed changes to the Land Use Regulatory Code and the Official Zoning Map will provide the basis to evaluate and regulate future development proposals.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

SEPA analyses have been prepared for amendments to the *Comprehensive Plan* and Land Use Regulatory Code on an annual basis since 1994. Listed below are those for the last three years, with the rest on file and available for review upon request:

- SEP2013-40000195799 Adoption of 2013 Annual Amendment to the *Comprehensive Plan* and Land Use Regulatory Code
- SEP2012-40000176242 Adoption of 2012 Annual Amendment to the *Comprehensive Plan* and Land Use Regulatory Code
- SEP2011-40000157940 Adoption of 2011 Annual Amendment to the *Comprehensive Plan* and Land Use Regulatory Code

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

There are no known applications; however, future development applications would be subject to the approved amendments to the *Comprehensive Plan* and the Land Use Regulatory Code.

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

The proposed amendments to the *Comprehensive Plan* and the Land Use Regulatory Code will be adopted by the City Council by ordinance, i.e. through the legislative process. Future development applications will be subject to the amended Plan, regulations, and zoning classifications and be approved through issuance of various permits and approvals as required.

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

The proposed 2014 Annual Amendment would amend five elements of the Comprehensive Plan and eight chapters of the Tacoma Municipal Code, as listed below:

Comprehensive Plan Elements being amended:

- Growth Strategy and Development Concept Element
- Housing Element
- Transportation Element
- Open Space Habitat and Recreation Element
- Container Port Element (new element)

Tacoma Municipal Code Chapters being amended:

- 1.37 Transfer of Development Rights Program Administrative Code
- 13.04 Platting and Subdivisions
- 13.05 Land Use Permit Procedures
- 13.06 Zoning
- 13.06A Downtown Tacoma
- 13.11 Critical Areas Preservation
- 13.12 Environmental Code
- 13.17 Mixed-Use Center Development

The complete text of the proposed amendments and the associated staff analysis reports are available for review at the Planning and Development Services Department and posted on the Planning Division's website at www.cityoftacoma.org/planning (and linked to "2014 Annual Amendment"). A summary packet of the amendments is available at all branches of the Tacoma Public Library.

The proposed “2014 Annual Amendment” is packaged with nine (9) applications for amending the Comprehensive Plan and/or Land Use Regulatory Code, as summarized below:

Application	Description
1. Point Ruston Mixed-Use Center	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	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. The proposed changes would allow for additional flexibility for the types of uses allowed at the park. (A private application by Metro Parks Tacoma).
3. Mixed-Use Centers Code Review (MUC-Lite)	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	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	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	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	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	Amending the Comprehensive Plan and Land Use Regulatory Code to improve trees and landscaping related regulations.
9. Plan and Code Cleanup	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.

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

The proposed 2014 Annual Amendment entails only non-project actions and generally affects properties throughout the City of Tacoma. However two applications are worth pointing out. The first application concerning the Point Ruston Mixed-Use Center is located in the West End Neighborhood Council area, at the north end of Ruston Way and by the boundaries between the City of Tacoma and the City of Ruston, as shown in the map below. The second application for Point Defiance Park Land Use Policies, is located at the northernmost point within the City of Tacoma and consists of approximately 702 acres of parkland.

Point Ruston Mixed-Use Center Location:



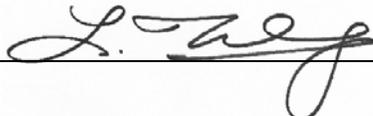
13. Assessor Parcel Number:

The proposed Point Ruston Mixed-Use Center site includes 11 parcels: 8950003311, 8950003312, 8950003313, 8950003314, 8950003315, 8950003316, 8950003317, 8950003318, 8950003319, 8950003320, and 8950003321.

Parcels affected by other applications are located throughout the city and are too numerous to list.

C. SIGNATURE

**The above answers are true and complete to the best of my knowledge.
I understand that the lead agency is relying on them to make its decision.**

Signature: _____ 

Name of signee: Lihuang Wung
Position and Agency/Organization: Senior Planner, City of Tacoma

Date Submitted: February 24, 2014

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

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

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

The 2014 Annual Amendment to the Comprehensive Plan and Land Use Regulatory Code ("2014 Annual amendment") is a nonproject proposal; none of the proposed amendments contained therein is likely to result in increases in discharges, emissions, hazardous substances, or noise.

Proposed measures to avoid or reduce such increases are:

No such measures are necessary as no increases are anticipated from any of the proposed amendments. Nonetheless, the proposed Sustainability Code Amendment should, over time, reduce greenhouse gas emissions and help to improve overall air quality. The same positive environmental effects are expected to be reached by the proposed Urban Forestry Landscaping Code Update which will increase the quantity, quality, and health of trees and plants in the City, which will help to also improve air quality.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

The 2014 Annual Amendment is a nonproject proposal and is unlikely to have a significant impact on plants, animals, fish, or marine life.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

The proposed Sustainability Code Amendment should, over time, reduce greenhouse gas emissions and help to improve overall air quality, thereby have a positive effect on plants, animals, fish, and marine life. In addition, the proposed Urban Forestry Landscaping Code Update is intended to enhance the quantity, quality, and health of trees and other plants in the City which will also have a positive effect on animals.

3. How would the proposal be likely to deplete energy or natural resources?

The 2014 Annual Amendment is a nonproject proposal and is unlikely to deplete energy or natural resources. Further, the Sustainability amendment would provide a positive effect on energy and natural resources through the adoption and encouragement of regional stormwater best management practices, pervious pavement and rainfall catchment systems, enhanced residential insulation, and the identification of code sections that are supportive of low impact stormwater management.

Proposed measures to protect or conserve energy and natural resources are:

The proposed Sustainability Code Amendment should, over time, reduce greenhouse gas emissions; thereby help conserve energy and natural resources.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks,

wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

The 2014 Annual Amendment is a nonproject proposal and will affect environmentally sensitive areas, such as the shoreline in the Point Ruston Amendment. However, the proposals either have no direct effect or will have a positive effect through habitat enhancement, as with the Open Space Amendment.

Proposed measures to protect such resources or to avoid or reduce impacts are:

No such measures are necessary as no impacts are anticipated from any of the proposed amendments.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The 2014 Annual Amendment is a nonproject proposal and does not affect land and shoreline use at the project level.

Proposed measures to avoid or reduce shoreline and land use impacts are:

No such measures are necessary as no impacts are anticipated from any of the proposed amendments. Nonetheless, the proposed amendments to the Open Space Habitat and Recreation Element contains some elements that are intended to enhance the shoreline's positive and distinct features and improve the aesthetic qualities of the shoreline, specifically on the Thea Foss Waterway. In addition, the proposed Point Ruston Mixed-Use Center would further support the redevelopment and remediation of the former ASARCO plant superfund site.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

The 2014 Annual Amendment is a nonproject proposal and does not increase demands on transportation, public services or utilities. Further, the Sustainability amendment would provide a positive effect on utilities through reduced utility use. Specific examples include the adoption and encouragement of regional stormwater best management practices, pervious pavement and rainfall catchment systems, enhanced residential insulation, and the identification of code sections that are supportive of low impact stormwater management.

Proposed measures to reduce or respond to such demand(s) are:

No such measures are necessary as no impacts are anticipated from any of the proposed amendments. Nonetheless, the proposed Sustainability Code Amendment would increase the amount of required bicycle facilities to be consistent with the City's goals for urban design, healthy living, transportation mode shifts, and greenhouse gas reduction.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The proposals do not conflict with local, state, or federal laws, but will advance climate change, sustainability, and conservation objectives as set forth in these laws and requirements. Additionally, the proposed amendments are designed to support dense urban growth, which in affect supports the protection of existing, more undeveloped suburban and rural areas.