



City of Tacoma
Planning and Development Services

**Agenda Item
D-3**

To: Planning Commission
From: Stephen Atkinson, Associate Planner, Planning Services Division
Subject: **Sustainability Code Amendments**
Date of Meeting: February 5, 2014
Date of Memo: January 30, 2014

At the next meeting on February 5, 2014, staff will present proposed land use regulatory code amendments and a draft staff report for the Sustainability Code Amendments package. The proposal is intended to further advance the City's goals for reducing greenhouse gas emissions and promoting low impact development, active transportation and public health.

The presentation will continue the Commission's discussion of electric vehicle parking and infrastructure requirements and start and end of trip infrastructure to support bicycling and introduce minor amendments that will remove barriers to the use of certain low impact development techniques and provide setback and height exceptions for exterior insulation.

At the meeting staff will provide an overview of the proposal and specific amendments, updates to the amendments in response to the Commission's comments from the meeting on January 8, summarize discussions with key stakeholders, request direction, and if appropriate, seek the Commission's authorization to release the draft for public review. Attached are a draft staff report, the proposed code changes, and additional references and citations for background materials.

If you have any questions, please contact me at 591-5531 or satkinson@cityoftacoma.org.

c: Peter Huffman, Director



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 5, 2014 (draft)

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.

13.06.120 R-3 Two-Family Dwelling District. Repealed by Ord. 27771.

(Ord. 27771 Ex. C, passed Dec. 9, 2008: Ord. 27576 § 3; passed Jul. 29, 2008: Ord. 27695 § 2; passed Apr. 15, 2008: Ord. 27665 § 6; passed Dec. 4, 2007: Ord. 27594 § 3; passed Jul. 31, 2007: Ord. 27553 § 3; passed Jun. 19, 2007: Ord. 27575 § 3; passed Feb. 20, 2007: Ord. 27518 § 3; passed Nov. 14, 2006: Ord. 27539 § 8; passed Oct. 31, 2006: Ord. 27469 § 3; passed Jul. 18, 2006: Ord. 27393 § 3; passed Aug. 9, 2005: Ord. 26966 § 4; passed Jul. 16, 2002: Ord. 26933 § 1; passed Mar. 5, 2002)

13.06.125 R-4 Multiple-Family Dwelling District. Repealed by Ord. 27771.

(Ord. 27771 Ex. C, passed Dec. 9, 2008; Ord. 27665 § 8; passed Dec. 4, 2007: Ord. 27539 § 9; passed Oct. 31, 2006: Ord. 27079 § 15; passed Apr. 29, 2003: Ord. 26966 § 5; passed Jul. 16, 2002: Ord. 26933 § 1; passed Mar. 5, 2002)

13.06.130 R-4-L Low-Density Multiple-Family Dwelling District. Repealed by Ord. 27771.

(Ord. 27771 Ex. C, passed Dec. 9, 2008; Ord. 27694 § 3; passed Jun. 17, 2008: Ord. 27680 § 2; passed Jul. 31, 2007: Ord. 27575 § 2; passed Feb. 20, 2007: Ord. 27544 § 2; passed Feb. 6, 2007: Ord. 27562 § 8; passed Dec. 12, 2006: Ord. 27539 § 10; passed Oct. 31, 2006: Ord. 27470 § 2; passed Apr. 25, 2006: Ord. 27079 § 16; passed Apr. 29, 2003: Ord. 26966 § 6; passed Jul. 16, 2002: Ord. 26933 § 1; passed Mar. 5, 2002)

13.06.135 R-5 Multiple-Family Dwelling District. Repealed by Ord. 27771.

(Ord. 27771 Ex. C, passed Dec. 9, 2008: Ord. 27539 § 11; passed Oct. 31, 2006: Ord. 27335 § 3; passed Jun. 14, 2005: Ord. 27079 § 17; passed Apr. 29, 2003: Ord. 26966 § 7; passed Jul. 16, 2002: Ord. 26933 § 1; passed Mar. 5, 2002)

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. Application for reclassification to a PRD District shall be made in accordance with the provisions of Chapter 13.05 and Section 13.06.650. Applications for reclassification to a PRD District shall bear the written consent of the owners of all property within the proposed PRD. Applications for a major modification to an existing PRD District shall bear the written consent of the owners of the specific properties proposed to be modified.

An application for site approval shall accompany a request for reclassification to a PRD District. Applications filed subsequent to such a reclassification shall be considered by the Director. Where only a portion of the development is submitted for site approval, a preliminary plan for the remainder of the development shall also be submitted, indicating the intended layout for the remainder of the development.

The Hearing Examiner shall conduct a public hearing on all applications for site approval which accompany a reclassification request. In acting upon a request for site approval, the Hearing Examiner or Director shall consider, but not be limited to, the following criteria:

1. The site development plan shall be consistent with the goals and policies of the Comprehensive Plan.
2. The plan shall be consistent with the intent and regulations of the PRD District and any other applicable statutes and ordinances.
3. The proposed development plan for the PRD District is not inconsistent with the health, safety, convenience, or general welfare of persons residing or working in the community. The findings of the Hearing Examiner or Director shall be concerned with, but not limited to, the following:
 - a. The generation of noise or other nuisances which may be injurious or to the detriment of a significant portion of the community.

than the estimate of the City Engineer for the required improvements, and provide security satisfactory to the Department of Public Utilities, guaranteeing that the required improvements shall be completed in accordance with the requirements of the City of Tacoma and within the time specified in the contractual agreement. Also, such contract and recorded covenants, governing all land within the PRD District, shall provide for compliance with the regulations and provisions of the district and the site plan as approved.

5. Not more than one-third of the gross area of the site shall have a finished grade exceeding 20 percent, consist of bodies of water, or consist of tidelands, unless otherwise permitted by the decision.
6. The development of the property in the manner proposed will not be detrimental to the public welfare, will be in keeping with the general intent and spirit of the zoning regulations and Comprehensive Plan of the City of Tacoma, and will not impose an abnormal burden upon the public for improvements occasioned by the proposed development.
7. The plan for the proposed development shall present a unified and organized arrangement of buildings and service facilities which are compatible with the properties adjacent to the proposed development.
8. The PRD District shall be located on property which has an acceptable relationship to major thoroughfares, and the thoroughfares within the vicinity of the PRD District shall be adequate to carry the additional traffic generated by the development.
9. A PRD District shall make provisions for existing and future streets and undeveloped areas adjacent to the development to allow for the proper and logical development of such areas.
10. The internal circulation system within the PRD District shall be designed and constructed to insure the safety and convenience of pedestrian and vehicular traffic by providing proper horizontal and vertical alignments, widths, physical improvements, parking provisions (on- and/or off-street), pedestrian facilities, sight distances, necessary traffic control regulations and signs, and necessary directional and identification signs.

Placement and maintenance of traffic, directional, and identification signs for private vehicular accessways shall be the responsibility of the developer.

11. The grades and alignments and other construction details for all vehicular accessways and utilities, both public and private, shall be established and approval granted by the City of Tacoma prior to commencement of any construction within the area for which site approval was granted.
 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.
 13. The developer shall guarantee, to the satisfaction of the Building Official, the improvement of all streets and accessways, both public and private, to minimum City of Tacoma standards prior to the occupancy of any dwelling units served by such streets and accessways.
 14. The internal circulation within the PRD District shall permit vehicular access to each building for fire protection and such other purposes as may be necessary.
 15. Fire hydrants and facilities shall be provided in accordance with the standards of the National Board of Fire Underwriters.
 16. All utilities, including storm drainage, within the PRD District shall be provided as set forth by the City of Tacoma.
 17. Due consideration shall be given by the developer or subdivider to the allocation of suitable areas for schools, parks, playgrounds, and other necessary facilities to be dedicated for public use or purposes.
 18. The initial stage of development shall be of sufficient size and dimension to produce the intended environment of a PRD District, and shall provide an equitable amount of open space, off-street parking, and other amenities commensurate with the zoning and density of said initial stage. The requirements of any subsequent stage may be determined in conjunction with the approved standards of all previous stages in order to determine its conformance to the overall requirements of this district.
 19. All nonconforming uses within a PRD District shall be removed or provisions made for their removal prior to the issuance of a building permit.
 20. There shall be adequate provisions to insure the perpetual maintenance of all non-dedicated accessways and all other areas used, or available for use, in common by the occupants of the PRD District.
- D. Use regulations. A building, structure, or land, and a building or structure hereafter built, altered, or enlarged, shall be used for only the following permitted uses:

4. Minimum dimensions. The minimum average width and depth of any PRD District shall not be less than 120 feet, except that the minimum average width and depth of an R-5-PRD District shall not be less than 200 feet.
5. Site coverage. Buildings and structures shall not occupy more than one-third of the gross area of the PRD District.
6. Common Open Space. A minimum of one-third of the gross site area of the PRD District shall be provided as common open space. For the purpose of this section, common open space shall be defined as land which is provided or maintained for the general enjoyment of the residents of the PRD District or the general public and not used for buildings, dedicated public rights-of-way, private access/road easements, driveways, traffic circulation and roads, private yards, required sidewalks, utility areas, storm water facilities (unless also developed as a recreational area), parking areas, or any kind of storage. Common open space includes, but is not limited to woodlands, open fields, streams, wetlands, other water bodies, habitat areas, steep slope areas, landscaped areas, parks, beaches, community gardens, courtyards, or recreation areas.
- a. A minimum of one-third of this required common open space shall be devoted to recreation area for use by the residents of the PRD District or the general public. For the purpose of this section, recreation area includes, but is not limited to trails, athletic fields and courts, playgrounds, swimming pools, picnic areas or similar facilities. Such recreation area(s) shall be located in a central area of the district or spread throughout the district to provide convenient access to all residents. The recreation area(s) shall be of a size, topography and configuration so as to accommodate a variety of recreational functions for residents, with the overall intent of consolidating amenity areas to avoid fragmented areas of marginal utility. Said recreation areas shall not entirely consist of concrete or other hardscape.
- b. Common open space areas shall be located and configured to protect mature trees and critical areas, provide for recreational opportunities, and create open space corridors, green belts and connections between existing or planned parks, trails or open space.
- c. Such common open space shall be available for use or enjoyment by all of the residents of the PRD District or the general public. The common open space shall be dedicated, reserved or otherwise held in common by a homeowners association or by a proportional ownership interest shared among all of the property owners within the PRD, or alternatively, and only if acceptable to the receiving public agency, dedicated to the public.
- d. Permanent provisions for the maintenance and management of open space, private trails, private parks and recreation areas, and other common areas shall also be provided. These provisions shall run with the land and be recorded.
- 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.
- H. Modifications. Modifications to existing PRDs shall be subject to further review and approval, in accordance with the criteria and standards contained in Section 13.05.080, including the additional provisions in subsection 13.05.080.F., and the expanded notice provisions in Sections 13.05.020.C.2 and 13.05.020.D.2.
- (Ord. 28109 Ex. O; passed Dec. 4, 2012; Ord. 27995 Ex. D; passed Jun. 14, 2011; Ord. 27893 Ex. A; passed Jun. 15, 2010; Ord. 27631 Ex. B; passed Jul. 10, 2007; Ord. 27539 § 12; passed Oct. 31, 2006; Ord. 27471 § 2; passed Jul. 25, 2006; Ord. 27079 § 18; passed Apr. 29, 2003; Ord. 26966 § 8; passed Jul. 16, 2002; Ord. 26933 § 1; passed Mar. 5, 2002)

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.

F. Common requirements. To streamline the Zoning Code, certain requirements common to all districts are consolidated under Sections 13.06.500 and 13.06.600. These requirements apply to Section 13.06.200 by reference.

Refer to Section 13.06.500 for the following requirements in Section 13.06.200 districts:

- 13.06.501 Building design standards.
- 13.06.502 Landscaping and/or buffering standards.
- 13.06.503 Residential transition standards.
- 13.06.510 Off-street parking and storage areas.
- 13.06.511 Transit support facilities.
- 13.06.512 Pedestrian and bicycle support standards.
- 13.06.520 Signs.
- 13.06.602 General restrictions (contains certain common provisions applicable to all districts, such as general limitations and exceptions regarding height limits, yards, setbacks and lot area)

(Ord. 28157 Ex. F; passed Jun. 25, 2013; Ord. 28077 Ex. C; passed Jun. 12, 2012; Ord. 28050 Ex. C; passed Feb. 14, 2012; Ord. 27995 Ex. D; passed Jun. 14, 2011; Ord. 27964 § 2; passed Mar. 1, 2011; Ord. 27949 § 2; passed Feb. 22, 2011; Ord. 27917 § 2; passed Feb. 8, 2011; Ord. 27880 § 2; passed Aug. 31, 2010; Ord. 27893 Ex. A; passed Jun. 15, 2010; Ord. 27817 § 2; passed Apr. 6, 2010; Ord. 27752 § 2,4,5; passed Mar. 30, 2010; Ord. 27818 Ex. A; passed Jul. 28, 2009; Ord. 27813 Ex. D; passed Jun. 30, 2009; Ord. 27782 § 2; passed Mar. 24, 2009; Ord. 27742 § 2; passed Feb. 24, 2009; Ord. 27771 §§ 6,7,9,10,19; passed Dec. 9, 2008; Ord. 27741 § 2; passed Dec. 9, 2008; Ord. 27733 § 2; passed Sept. 9, 2008; Ord. 27701 §§ 2,3; passed Jul. 29, 2008; Ord. 27576 § 2; passed Jul. 29, 2008; Ord. 27716 §§ 2,3; passed Jun. 24, 2008; Ord. 27694 §§ 2,3; passed Jun. 17, 2008; Ord. 27680 § 3; passed May 13, 2008; Ord. 27651 § 2; passed Feb. 26, 2008; Ord. 27532 § 2; passed Jan. 8, 2008; Ord. 27665 § 2 (Ex. A), §10; passed Dec. 4, 2007; Ord. 27644 Ex. A; passed Sept. 18, 2007; Ord. 27613 § 2; passed Aug. 14, 2007; Ord. 27628 § 3; passed Aug. 7, 2007; Ord. 27612 §§ 2,3; passed Jul. 31, 2007; Ord. 27553 §§ 2,3; passed Jun. 19, 2007; Ord. 27543 §§ 2,3; passed Feb. 6, 2007; Ord. 27380 § 2; passed Dec. 12, 2006; Ord. 27518 § 2; passed Nov. 14, 2006; Ord. 27539 § 13; passed Oct. 31, 2006; Ord. 27469 § 2; passed Jul. 18, 2006; Ord. 27420 § 2; passed Jan. 17, 2006; Ord. 27432 § 7; passed Nov. 15, 2005; Ord. 27413 § 2; passed Oct. 4, 2005; Ord. 27393 § 2; passed Aug. 9, 2005; Ord. 27335 § 2; passed Jun. 14, 2005; Ord. 27362 § 2; passed Jun. 7, 2005; Ord. 27325 § 2; passed May 24, 2005; Ord. 27279 § 2; passed Mar. 29, 2005; Ord. 27324 § 1; passed Mar. 22, 2005; Ord. 27296 § 11; passed Nov. 16, 2004; Ord. 27245 § 9; passed Jun. 22, 2004; Ord. 27079 § 22; passed Apr. 29, 2003; Ord. 26966 § 9; passed Jul. 16, 2002; Ord. 26947 § 1-50; passed Apr. 23, 2002; Ord. 26933 § 1; passed Mar. 5, 2002)

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 water quality, healthy watersheds, and the reduction of regional storm water runoff.

B. Districts established. The following specific districts are established to implement the purposes of this section and the goals and policies of Tacoma's Comprehensive Plan:

1. NCX Neighborhood Commercial Mixed-Use District. To provide areas primarily for immediate day-to-day convenience shopping and services at a scale that is compatible and in scale with the surrounding neighborhood, including local retail businesses, professional and business offices, and service establishments. This district is intended to enhance, stabilize, and preserve the unique character and scale of neighborhood centers and require, where appropriate, continuous retail frontages largely uninterrupted by driveways and parking facilities with street amenities and direct pedestrian access to the sidewalk and street. Residential uses are encouraged as integrated components in all development.

2. CCX Community Commercial Mixed-Use District. To provide for commercial and retail businesses intended to serve many nearby neighborhoods and draw people from throughout the City. These areas are envisioned as evolving from traditional suburban development to higher density urban districts. Walking and transit use are facilitated through designs which decrease walking distances and increase pedestrian safety. Uses include shopping centers with a wide variety of commercial establishments; commercial recreation; gas stations; and business, personal, and financial services. Residential uses are encouraged in CCX Districts as integrated development components.

3. UCX and UCX-TD Urban Center Mixed-Use District. To provide for dense concentration of residential, commercial, and institutional development, including regional shopping centers, supporting business and service uses, and other regional attractions. These centers are to hold the highest densities outside the Central Business District. An urban center is a focus for both regional and local transit systems. A TD designation is used for the Urban Center Mixed-Use District in the Tacoma Dome area to provide specific transit-oriented development, consistent with the Tacoma Dome Area Plan. Walking and transit use is facilitated through designs which decrease walking distances and increase pedestrian safety. Residential uses are encouraged in UCX Districts as integrated development components.

4. RCX Residential Commercial Mixed-Use District. To provide sites for medium- and high-intensity residential development in centers, with opportunities for limited mixed use. This district is primarily residential in nature and provides housing density on the perimeter of more commercial mixed-use zones. Commercial uses in this district are small in scale and serve the immediate neighborhood. These uses provide opportunities for employment close to home. This district frequently provides a transition area to single-family neighborhoods.

5. CIX Commercial Industrial Mixed-Use District. To provide sites for a mix of commercial establishments and limited industrial activities, including light manufacturing, assembly, distribution, and storage of goods, but no raw materials processing or bulk handling. Larger scale buildings are appropriate. Residential uses are permitted.

6. NRX Neighborhood Residential Mixed-Use District. To provide for a predominantly residential neighborhood, to discourage removal of existing single-family residential structures; and to encourage in-fill residential development of appropriate size and design. This district is designed for areas characterized by an established mix of housing types and limited neighborhood commercial uses, in areas which were formerly zoned to permit residential development at densities greater than single-family, where redevelopment removed many existing single-dwelling structures and where there is continued development pressure that threatens single-family dwellings. Adaptive reuse of existing single-family detached structures as duplexes or triplexes is permitted with special review. Multiple-family dwellings in existence at the time of reclassification to NRX are conforming uses.

7. URX Urban Residential Mixed-Use District. To provide sites for medium intensity residential development, such as townhouses, condos and apartments. This district is residential in nature and provides housing density in proximity to more commercial mixed use zones. This district serves as a transition between more intensive MUC uses and surrounding residential areas.

8. HMX Hospital Medical Mixed-Use District. This district is intended for limited areas that contain hospitals and/or similar large-scale medical facilities along with a dense mix of related and supportive uses, such as outpatient medical offices, care facilities, counseling and support services, medical equipment and support facilities, food and lodging. Residential uses are also appropriate. The district includes limitations on non-medical and non-related uses. It is not intended for introduction into areas not containing or non-contiguous to a hospital or similar facility. Walking and transit use is facilitated through designs which decrease walking distances and increase pedestrian safety. This classification is not appropriate inside Comprehensive Plan designated low-intensity areas.

Exhibit A: Sustainability Code Amendments

b. Surfacing of storage areas. Surfacing of storage areas and vehicle storage areas must provide for the following minimum standards of approval:

- (1) Dust is controlled;
- (2) Stormwater is treated to City standard; and
- (3) Rock and other debris is not tracked off-site.

If, after construction, the City determines that the surfacing is not providing the standards listed above, paving shall be required.

c. Entrances and exits shall be provided in accordance with Section 13.06.510.B.2.a above.

d. If provided, lighting shall meet requirements of Section 13.06.510.B.2.h above.

e. Application. The foregoing regulations shall apply in all zoning districts with exceptions only as noted.

E. Vehicle services and repair; and vehicle service and repair, industrial.

1. Intent. It is the intent of this regulation to require minimum standards for all vehicle repair uses in order to protect adjoining property, minimize nuisances, and maintain a landscaped setting along street frontages.

2. Minimum standards.

a. Screening. Vehicles awaiting repair must be fully screened from public view. These areas shall be screened by a six-foot tall, opaque screening fence.

b. Junk vehicles and auto parts must be stored inside an enclosed building, except in the M, PMI, UCX, or UCX-TD Districts.

c. Customer vehicles awaiting repair or pickup must be parked on business property and not on City right-of-way.

d. All repairs must be conducted entirely within an enclosed building.

e. No windows or openings are allowed if facing a residential district.

3. Application. The foregoing regulations shall apply in all zoning districts with exceptions only as noted.

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.

Table 1: Electric Vehicle Parking Quantity Requirements*		
Land Use Type	Use Size Threshold	% EV
<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>

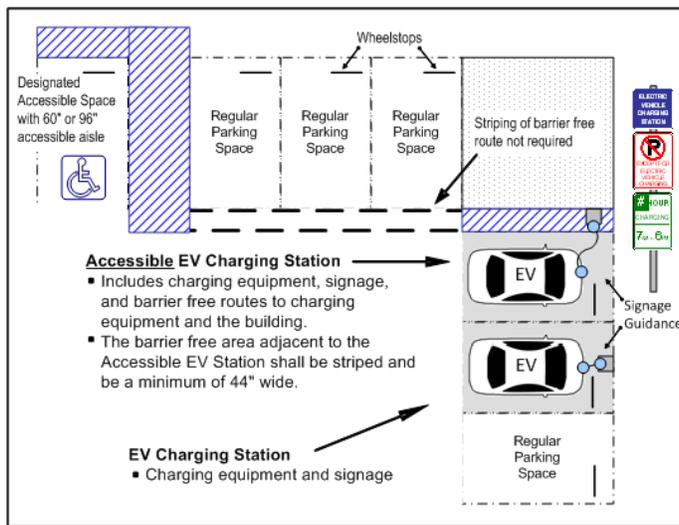
Exhibit A: Sustainability Code Amendments

*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.

1. 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:
 - i. 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.
 - ii. 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.
 - iii. 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.
 - iv. 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:
 - i. Notification. Information on the charging station, identifying voltage and amperage levels and any time of use, fees, or safety information.
 - ii. 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).
 - iii. 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.
2. 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.

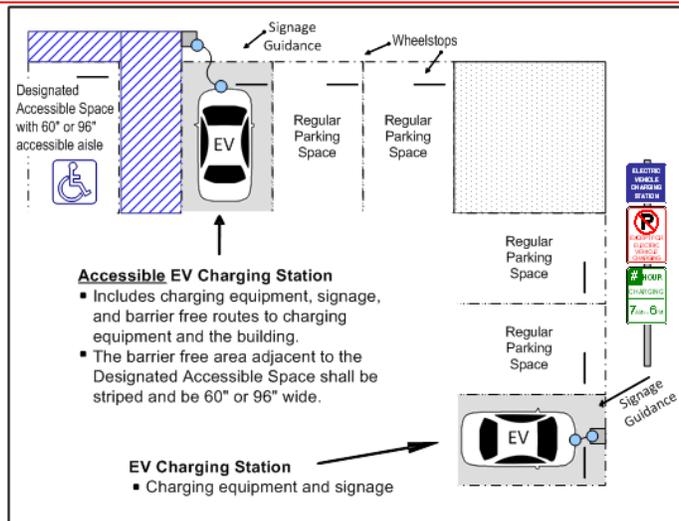
<u>Number of EV Charging Stations</u>	<u>Minimum Accessible EV Charging Stations</u>
<u>1-50</u>	<u>1</u>
<u>51-100</u>	<u>2</u>
<u>101-150</u>	<u>3</u>
<u>151-200</u>	<u>4</u>
<u>201-250</u>	<u>5</u>
<u>251-300</u>	<u>6</u>

OFF-STREET ACCESSIBLE ELECTRIC VEHICLE CHARGING STATION - OPTION 1



Puget Sound area parking garage.
Photo by ECOTALITY North America.

OFF-STREET ACCESSIBLE ELECTRIC VEHICLE CHARGING STATION - OPTION 2



Fashion Island Shopping Mall, Newport Beach, CA.
Photo by LightMoves.

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.

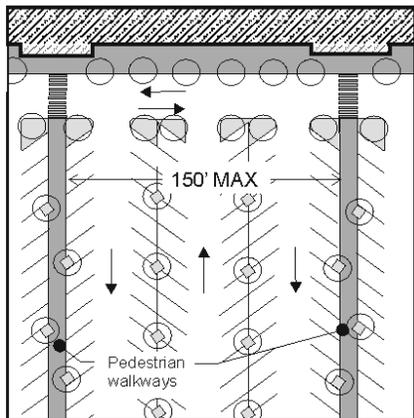
While other options, depending on the specific layout of the new or reconfigured parking area, are likely, at a minimum, an accessible EV charging station must be located within accessible reach of the barrier-free access aisle (minimum 44-inch width) and the electric vehicle and connect to a barrier-free 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.

(Ord. 28157 Ex. F; passed Jun. 25, 2013; Ord. 28109 Ex. O; passed Dec. 4, 2012; Ord. 28088 Ex. A; passed Sept. 25, 2012; Ord. 28077 Ex. C; passed Jun. 12, 2012; Ord. 27995 Ex. D; passed Jun. 14, 2011; Ord. 27893 Ex. A; passed Jun. 15, 2010:

determines that the required facilities would not enhance the capacity or function of the transit system, such as when there are accessibility issues or pending route changes.

(Ord. 28109 Ex. O; passed Dec. 4, 2012; Ord. 27995 Ex. D; passed Jun. 14, 2011; Ord. 27893 Ex. A; passed Jun. 15, 2010; Ord. 27562 Ex. A; passed Dec. 12, 2006; Ord. 27079 § 36; passed Apr. 29, 2003; Ord. 26933 § 1; passed Mar. 5, 2002)

13.06.512 Pedestrian and bicycle support standards.

<p>A. General Applicability.</p>	
1. Application. The pedestrian and bicycle support standards 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. No alteration shall increase the level of nonconformity or create new nonconformities to these standards.	
2. Standards. Each item of this section shall be addressed individually. Exceptions and exemptions noted for specific development situations apply only to the item noted.	
3. Super regional malls. Additions to super regional malls which add less than 10,000 square feet of floor area shall be exempt from these standards. Larger additions shall meet the requirements of this table at a ratio of at least 1 to 3 for the entire mall site (in the same manner described above, under subsection 3), except that additions of an anchor tenant of 140,000 or more square ft. shall require full provision of these requirements for the entire mall site.	
4. Temporary. Temporary structures are exempt from the standards of this section.	
5. Residential or Mixed-Use. Residential structures of 4 dwelling units or fewer only need to comply with the standards of subsection B, below. Mixed-use structures shall comply with all of the standards.	
6. Parks, recreation and open space uses shall meet the standards of this table, except as specifically exempted below.	
7. Historic. In any conflict between these standards and those applied by the Tacoma Landmarks Preservation Commission, the standards of the commission shall prevail.	
8. Fractions. Any requirement resulting in a fraction when applied shall be rounded up or down to the nearest whole number.	
<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>	
1. Direct. A direct walkway shall be provided between all customer and/or public entrances and the nearest public sidewalk. For residential dwellings, the required walkway shall be provided between the front entrance and the nearest public sidewalk, or where no sidewalk exists, the nearest public street right-of-way.	
2. Multiple use sites. Shopping centers and sites with multiple uses shall provide a walkway network along building facades and through the parking lot that provides pedestrian circulation within the development and that links all customer and/or public building entrances to the public sidewalk. For walkways that are longer than 25 feet, trees shall be provided adjacent to the walkways at a ratio of 3 per 100 feet and pedestrian-scaled lighting at a ratio of 2 per 100 feet. For example, a 50-foot long walkway would require 2 trees and 1 pedestrian-scaled light while a 90-foot long walkway would require 3 trees and 2 pedestrian-scaled lights. Trees shall be planted a minimum of 10 feet from pedestrian light standards or parking lot light standards.	
3. Minimum connection frequency. Additional walkways are required when needed to provide at least one connection to the public sidewalk for each 150 feet of street frontage or every three parking aisles, whichever is less. Walkways shall be located to provide the shortest practical route from the public sidewalk or walkway network to customer and/or public building entrances. This standard does not apply to residential uses containing 4 or fewer dwelling units. Parks and recreation uses (excluding passive open space), or portions thereof, which are undeveloped with buildings, shall provide a minimum of one walkway, and an additional walkway for each additional improved street frontage greater than 500 feet in length (unless topography, critical areas or public safety issues preclude reasonable provision of such additional accesses).	

4. Size and materials. All walkways must either be a raised sidewalk or composed of materials different from parking lot and vehicle access areas. Required walkways must be at least 5 feet wide, excluding vehicular overhang, except for walkways accessing individual residential dwelling units, where the minimum width shall be 4 feet. When more than one walkway is required, at least one walkway must be 10 feet wide.

5. Transit access. A direct walkway shall be provided between the principal customer and/or public building entry and any bus stop adjacent to the site. This may be the same as the walkways above. A separate walkway is required if the bus stop is not within 100 feet of a walkway connection to the sidewalk. This standard does not apply to residential structures of 4 dwelling units or fewer, or to parks, recreation and open space uses without buildings adjacent to the street.

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.

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.

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.

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.



4. Credit. Any adjacent public street furniture can be counted toward this requirement.

D. Bicycle Parking. To support transportation choices, including biking, the following standards shall be met for more visible and secure locations for bicycle parking.

~~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.~~

~~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.~~

~~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.~~

~~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.~~

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)~~

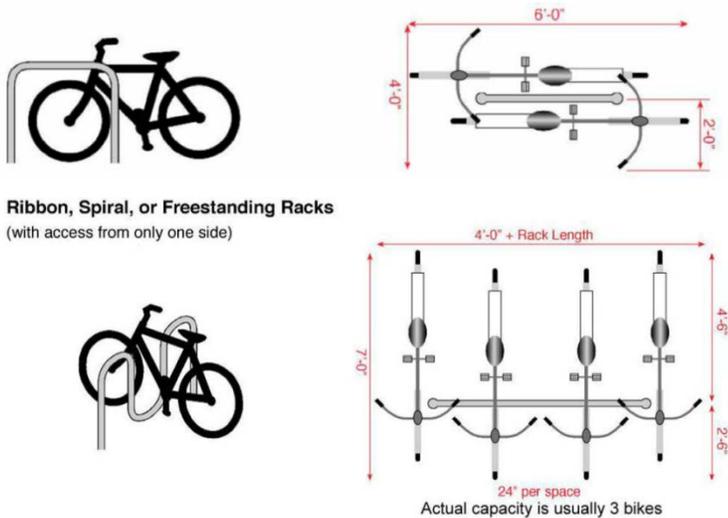
D. Short and Long Term Bicycle Parking.

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;
- i. If the location is not currently lighted, it shall be provided with illumination of not less than 1 footcandle at the parking surface;
- ii. It shall have an area of not less than 24 inches by 60 inches for each bicycle;
- iii. 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.
- iv. To increase visibility to pedestrians, racks should have a minimum height of 33 inches or be indicated or cordoned off by visible markers.

Examples of short-term bicycle parking (from the Bicycle and Pedestrian Design Guidelines):



Ribbon, Spiral, or Freestanding Racks
(with access from only one side)



Post and ring rack



Coat hanger rack



Inverted U rack



Wheel well with support arm

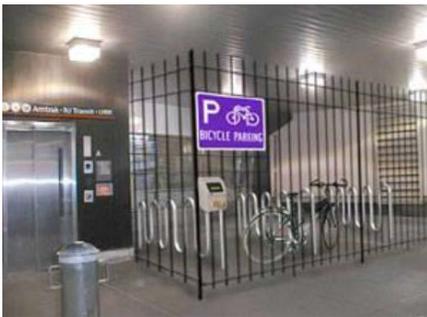
- 4. Location of long-term bicycle parking facilities:
 - a. Long-term bicycle parking facilities for residential uses shall be located on site.
 - b. Non-residential long-term bicycle parking shall be located on-site or within a shared bicycle parking facility within three-hundred (300) feet of the 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:
 - Designated indoor bike room with locking system;
 - Bike cage with locking system in a parking garage;
 - 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);

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- Individual bicycle lockers with locking system, provided the lockers are partially transparent or include a view hole to discourage improper use:
- Designated bike space with racks inside an office area which can be locked when it is not occupied.
- Limited access areas and areas monitored by a security camera, with weather protection.
- 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:
 - Inverted U (single or fastened in series)
 - Post and Ring
 - Wall-Mounted Racks with fixed attachment points
 - Wheel well - Secured, with arm or feature that supports frame
 - Modified Coat hanger
 - 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.

Examples of long-term bicycle parking facilities:



Bike cage in Penn Station



Bike station



Bike lockers at a transit station

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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.

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

Bicycle parking shall be provided at the following rates.

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

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

<u>Use</u>	<u>Long-term</u>	<u>Short-term</u>
<u>Commercial Uses</u>		
<u>1. Business and professional offices*</u>	<u>1 per 4,000 sq. ft.</u>	<u>1 per 40,000 sq. ft.</u>
<u>2. Medical and dental clinics*</u>	<u>1 per 12,000 sq. ft.</u>	<u>1 per 40,000 sq. ft.</u>
<u>3. Lodging*</u>	<u>1 per 20 rentable rooms</u>	<u>2 per business</u>
<u>4. Shopping Center*</u>	<u>1 per 12,000 sq. ft.</u>	<u>1 per 8,000 sq. ft.</u>
<u>5. Eating and Drinking establishments*</u>	<u>1 per 12,000 sq. ft.</u>	<u>1 per 4,000 sq. ft.</u>
<u>6. Retail*</u>	<u>1 per 12,000 sq. ft.</u>	<u>1 per 4,000 sq. ft.</u>
<u>Residential Uses</u>		
<u>7. Multi-family dwellings with 5 or more units</u>	<u>1 per unit</u>	<u>1 per 20 units</u>
<u>8. 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 residents</u>	<u>2</u>
<u>Institutional Uses</u>		
<u>9. Libraries, museums, art galleries</u>	<u>1 per 4,000 sq. ft.</u>	<u>1 per 2,000 sq. ft.</u>
<u>10. Religious Assembly*</u>	<u>1 per 12,000 sq. ft.</u>	<u>1 per 40 seats or 1 per 1,000 sq. ft. of non-seat area</u>
<u>11. Elementary schools</u>	<u>1 per classroom</u>	<u>2</u>
<u>12. Secondary (middle, junior and high) schools</u>	<u>2 per classroom</u>	<u>2</u>
<u>13. College and university</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>1 per 40,000 sq. ft.</u>
<u>14. Hospitals*</u>	<u>1 per 12,000 sq. ft.</u>	<u>1 per 40,000 sq. ft.</u>
<u>Warehouse/Industrial</u>		
<u>15. Warehousing*</u>	<u>1 per 40,000 sq. ft.</u>	<u>None</u>
<u>16. Industrial/Manufacturing*</u>	<u>1 per 15,000 sq. ft.</u>	<u>None</u>
<u>Recreational</u>		
<u>17. Auditoriums, stadiums, theaters</u>	<u>1 per 12,000 sq. ft.</u>	<u>10, or 1 per 40 seats</u>
<u>18. Miniature golf course*</u>	<u>1 per 12,000 sq. ft.</u>	<u>1 per 4,000 sq. ft.</u>
<u>19. Skating rink and bowling alley*</u>	<u>1 per 12,000 sq. ft.</u>	<u>1 per 4,000 sq. ft.</u>
<u>20. Public dance halls and private clubs*</u>	<u>1 per 12,000 sq. ft.</u>	<u>1 per 4,000 sq. ft.</u>
<u>21. Marina</u>	<u>1 per 40 slips</u>	<u>At least 2</u>
<u>22. Park and Open Space</u>		
• <u>Open Space Habitat Areas</u>	<u>None</u>	<u>1 per 10 acres</u>
• <u>Community gardens</u>	<u>None</u>	<u>2</u>

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	<ul style="list-style-type: none"> • <u>Neighborhood/Community Parks</u> • <u>Urban Parks</u> • <u>Regional Parks</u> 	<u>None</u> <u>None</u> <u>None</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>
23.	<u>Other recreation facilities not listed</u>	<u>Same as retail</u>	<u>Same as retail</u>
<u>Transportation Facilities</u>			
24.	<u>Rail transit station and passenger terminals</u>	<u>At least 10</u>	<u>At least 10</u>
25.	<u>Principal use parking except park and ride lots</u>	<u>1 per 40 auto spaces</u>	<u>1 per 40 auto spaces</u>
26.	<u>Park and ride lots</u>	<u>1 per 40 auto spaces</u>	<u>1 per 40 auto spaces</u>
<u>Services</u>			
27.	<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>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>

13.06.514 Drive-throughs.

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

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

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

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

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

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

(1) Driveways that directly connect to any drive-through shall not be allowed along a pedestrian street, light rail or streetcar street.

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 ridgeline (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.

4. Area, setbacks and yards. Any building or structure hereafter built, enlarged, or moved on a lot shall conform to the area regulations of the district in which such building or structure is located.

a. No lot area, now existing or hereafter established, shall be so reduced or diminished such that the yards, setbacks, open spaces, or total lot area be made smaller than required by the chapter, except in conformity with the regulations of this chapter.

b. Primary access easements and lot extensions on pipestem lots shall not be included in the calculation of lot area. As used herein, a primary access easement is the easement that provides the primary vehicular and pedestrian access to a property that does not have frontage on a public right-of-way or to a property that does have frontage on a public right-of-way when such right-of-way is not practicable for use as vehicular or pedestrian access to the property, for reasons such as significant topography.

c. No required yard, setback or other open space, now provided for any building or structure or hereafter provided in compliance with the regulations of this chapter, shall be considered as any part of a yard, setback or open space for any other building or structure, nor shall any yard, setback or open space of abutting property be considered as providing a yard, setback or open space for a building or structure on a lot it abuts, except as specifically allowed, such as for shared yards or common open space.

d. No permit for the construction, alteration, enlarging, or moving of any building or structure shall be granted where it shall appear from the records of the Building Official that the plat, as required by Chapter 13.04, contains any lot or tract of land, or a part of any lot or tract of land previously designated as the plat, or part of the plat, for any building or structure, for the construction, alteration, enlarging, or moving of which a permit has been granted, if the original plat will thereby be reduced to an area which will not comply with the lot area, setback and yard requirements of this chapter.

e. No required setback, yard or other open space shall include any land dedicated, reserved, or set aside for street purposes, or land contained in any primary access easement, except as provided in this chapter.

(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:

- 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.
- 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.
- Rainfall catchment tanks may not impede requirements for lighting, open space, minimum usable yard space, and fire protection or egress.
- 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 home lots or dwelling units, guest rooms, and guest suites that may be permitted on such lot; provided, said streets exceed 50 feet in width; and provided, said total street area so computed shall not exceed 33-1/3 percent of the actual net area of the lot contained within its lot lines.

o. Lot coverage modifications for mobile home parks and 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 lot coverage for main buildings; provided, such streets exceed 50 feet in width; and provided, such total street area so computed shall not exceed 25 percent of the actual net area of the lot contained within its lot lines.

p. The following setbacks apply to parks, recreation and open space uses:

(1) Parking lots, designated areas for active play, play structures, picnic tables and areas, and structured gathering or seating areas shall provide a minimum 10-foot setback from abutting residentially zoned properties;

(2) Buildings and structures shall meet the setbacks for the zoning district, and shall provide a minimum 20-foot side yard setback in residential zoning districts;

(3) Garbage and recycling collection areas shall provide a minimum 20-foot setback from abutting properties. Trash receptacles for pedestrian use are exempt; and

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.

Billboard, standard. An off-premises sign greater than 72 square feet in size. This type of sign is generally composed of materials (panels or modules) mounted on a building wall or freestanding structure, or painted directly on the wall or freestanding structure.

Billboard, digital. An off-premises sign greater than 72 square feet in size, utilizing digital message technology capable of changing the message or copy on the sign electronically. Digital billboards are not considered under the definitions of animated sign, changing message centers, electrical signs, illuminated signs, or flashing signs.

Brewpub. An eating and drinking establishment having a small brewery on the premises which produces beer, ale, or other malt beverage, or wine, and where the majority of the beer/wine produced is consumed on the premises. This classification allows a brewpub to sell beer/wine at retail and/or act as wholesaler for beer of its own production for off-site consumption, with appropriate state licenses.

Building. Any structure having a roof supported by columns or walls for the housing, shelter, or enclosure of persons, animals, or chattels; when separated by dividing walls without openings, each portion of such building so separated shall be deemed a separate building. For the purpose of this section, the term “building” shall not include “vehicle” as hereinafter defined.

Building, face or wall. All window and wall area of a building in one plane or elevation.

Building footprint. The outline of the total area that is surrounded by the exterior walls of a building or portion of a building, exclusive of courtyards. In the absence of surrounding exterior walls, the building footprint shall be the area under the horizontal projection of the roof, excluding any roof overhangs.

Building, height of. In all districts except those containing a View-Sensitive Overlay District, per Section 13.06.555, building height shall be measured consistent with the applicable Building Code, Height of Building. For buildings located within a View-Sensitive Overlay District, the method provided below shall be used:

1. The height limit shall be the vertical distance between existing grade and a plane essentially parallel to the existing grade. The corners of such plane shall be located above the base points.
2. The base points shall be located at the four corners of the foundation or, if the foundation of the structure does not form a rectangle, at the four corners of the smallest rectangle which surrounds the foundation.
3. The base points shall be located on existing grade, unless determined otherwise by the Director in accordance with the provisions of Section 13.06.645.B.3.a.
4. Additional height at the rate of one foot for each 6 percent of the slope shall be allowed. This additional height shall not be allowed on the uphill portion of the structure. For the purpose of this provision, the slope shall be the difference between the elevation of the highest base point and the elevation of the lowest base point divided by the distance between those two base points.
5. No portion of a structure, including the highest gable, unless specifically excepted, shall extend above the height limit; provided, however, that a legal structure that existed before June 18, 1989, that was destroyed by fire, natural disaster, explosion, or other calamity or act of God or the public enemy may be rebuilt to its previous height within the building’s prior actual dimensions, including, but not limited to, height, roof pitch, depth, and width. Such a structure cannot be enlarged, expanded, or otherwise increased in size without the enlargement or expansion meeting the zoning regulations in effect at the time of the expansion.

The height of a stepped or terraced building is the maximum height of any segment of the building.

Building materials and services. Retailing, wholesaling, or rental of building supplies or equipment. This classification includes indoor lumber sales with limited outdoor storage, tool and equipment sales or rental

Director. For purposes of this Chapter (13.06 of the Tacoma Municipal Code) “Director” means the Director of Planning and Development Services unless otherwise specified.

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

Drive-through within a building. A drive-through in which the window and all driving and stacking lanes are contained within a building.

Dwelling. A building or portion thereof designed and used entirely as the residence of one or more families, except hotels.

Dwelling, group. Two or more dwelling structures located upon a single lot.

Dwelling, multiple-family. A building or portion thereof designed for or used as the residence of four or more families living independently of each other.

Dwelling, single-family detached. A building designed for or used as the residence of one family that is not attached to any other dwelling unit, except for an accessory dwelling unit as allowed.

Dwelling, three-family. A building designed for or used as the residence of three families living independently of each other.

Dwelling, townhouse. A building on its own separate parcel of land containing one single-family dwelling unit that occupies space from the foundation to the roof and is attached to one or more other townhouse dwelling units by at least one common wall.

Dwelling, two-family. A building designed for or used as the residence of two families living independently of each other.

Dwelling unit. Two or more rooms and kitchen designed for or used as the living quarters of one family.

13.06.700.E

Eating and drinking. Establishments in which food and/or beverages are prepared and sold at retail for immediate consumption. Eating and drinking establishments include restaurants and drinking establishments as defined below:

1. "Drinking establishment" means an establishment other than a restaurant, licensed to sell alcoholic beverages for consumption on premises; that limits patronage to adults of legal age for the consumption of alcohol; and in which limited food service may be accessory to the service of alcoholic beverages. Drinking establishments may include but are not limited to taverns

, saloons, bars, pubs, or cocktail lounges associated with restaurants. This use does not include brewpubs, catering services, or industrial-scale food production facilities.

2. "Restaurant" means a use in which food and/or beverage preparation and service is provided for individual consumption either on- or off-premises, and in which any service of alcoholic beverages is accessory to the service of food. This classification includes, but is not limited to, cafés, eateries, bistros, diners, restaurants, sandwich shops, and coffee shops.

Eave. That part of a roof which projects over the side wall.

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.

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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.

Emergency and transitional housing. Establishments offering daily meal service and housing to persons who are in need of shelter. This classification does not include confidential shelters, or facilities licensed for residential care by the state of Washington.

Emergency medical care. Facilities providing emergency medical service on a 24-hour basis with no provision for continuing care on an inpatient basis.

Emergency medical care. Facilities providing emergency medical service on a 24-hour basis with no provision for continuing care on an inpatient basis.

Equipment enclosure. A structure, shelter, cabinet, or vault used to house and protect the electronic equipment necessary for processing wireless communication signals. Associated equipment may include air conditioning, backup power supplies, and emergency generators.

Existing grade. The elevation of the natural ground surface, excluding vegetation, before any site preparation work has been done. Existing grade shall not be artificially increased for building height measurement purposes by placement of fill on the site; provided, however, that existing grade for any lot which is within a development which is required to receive final plat approval shall be the ground surface at the time of final plat approval. If existing grade surrounding the entire foundation is lowered by more than five feet in preparing the site for construction, except excavation for a foundation, a basement, or daylight basement, then the height measurement will be taken from the lowered grade. Soil investigations, elevation markers, grade stakes, or other verification may be required to verify existing grade.

Extended care facility. Establishments providing 24-hour supervised nursing care for persons requiring regular medical attention, but excluding facilities providing surgical or emergency medical services. Such facilities are licensed by the state as nursing homes.

13.06.700.F

FAA. Federal Aviation Administration.

Facade variety. Illustrated as required in certain districts of this chapter:

Exhibit B: References

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.

Exhibit B: References

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>