

Comprehensive Plan And Land Use Regulatory Code

Proposed Amendments for 2018



Public Review Document

Prepared for
Planning Commission Public Hearing
April 4, 2018

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

www.cityoftacoma.org/planning



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John Griffith
Phil Paulson

Development Services Division

Jana Magoon, Manager
Shannon Brenner
Shanta Frantz
Larry Harala
John Harrington
Shirley Schultz
Lisa Spadoni

Other City Departments

City Attorney's Office

Steve Victor, Deputy City Attorney

Community and Economic Development Department

Nancy Grabinski-Young
Mike Murnane

Adriana Abramovich
Sheena Harms

Public Works Department

Josh Diekmann

Jennifer Kammerzell

Environmental Services Department

Mike Carey

Desiree Pooley

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The One Tacoma Plan, adopted in 2015 by Ordinance No. 28335, is Tacoma's comprehensive plan as required by the State Growth Management Act (GMA). As the City's official statement concerning future growth and development, the Comprehensive Plan sets forth goals, policies and strategies for the health, welfare and quality of life of Tacoma's residents. The Land Use Regulatory Code, Title 13 of the Tacoma Municipal Code (TMC), is the key regulatory mechanism that implements the Comprehensive Plan.

GMA requires that any amendments to the Comprehensive Plan and/or development regulations conform to the requirements of the Act, and that all proposed amendments, with certain limited exceptions, shall be considered concurrently so that the cumulative effect of the various changes can be ascertained.

These proposed amendments to the Comprehensive Plan and Land Use Regulatory Code have been prepared consistent with the requirements of the GMA and Title 13 of the Tacoma Municipal Code.

I Executive Summary



PLANNING MANAGER'S LETTER TO THE COMMUNITY

RE: 2018 AMENDMENTS TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE

March 5, 2018

Dear Community Members:

I would like to invite you to attend and provide comments at the following functions concerning the proposed "2018 Amendment to the Comprehensive Plan and Land Use Regulatory Code":

Community Informational Sessions

Wednesday, March 28, 2018, 5:30 – 7:00 p.m.

Council Chambers, Tacoma Municipal Building, 747 Market Street, Tacoma, WA 98402

Planning Commission Public Hearing

Wednesday, April 4, 2018, 5:30 p.m.

Council Chambers, Tacoma Municipal Building, 747 Market Street, Tacoma, WA 98402

A Plan or Code Amendment is the process through which the City considers changes, additions, and updates to the *One Tacoma* Comprehensive Plan, and Land Use Regulatory Code. Periodic review and evaluation are important in order to ensure that the *One Tacoma* Plan and the implementing regulations maintain their effectiveness. The intent of the amendment process is to review all of these changes simultaneously, where appropriate, so that the cumulative effects can be considered.

The 2018 proposed amendments to the Comprehensive Plan and Land Use Regulatory Code include the following seven applications:

1. Car Wash Uses in Neighborhood Centers
2. Vehicle Service and Repair: Outdoor Storage
3. S 80th Street PDB Rezone
4. Commercial View Sensitive District Height Measurement
5. Transportation Master Plan – Limited Amendment
6. Open Space Corridors Project – Phase 1
7. Code Cleanup

The Tacoma Planning Commission has recently completed the initial technical analysis of the 2018 Amendment Package and would like you to weigh in on the proposals before they make a recommendation to the City Council.

Here are a few of the ways you can get involved:

- The complete text of the proposed amendments, staff reports, and environmental review is posted on the 2018 Amendment website at www.cityoftacoma.org/2018Amendments;
- E-mail us at planning@cityoftacoma.org or call us at (253) 591-5531;
- Attend the Community Informational Meeting on March 28th to learn more about the 2018 Amendment package and provide comments;
- Testify at the Planning Commission's public hearing on April 4, 2018;
- Provide written comments by 5:00 p.m., Friday, April 6th, via:
 - ✓ E-mail to planning@cityoftacoma.org;
 - ✓ Fax to (253) 591-5433; or
 - ✓ Letter to Planning Commission, 747 Market Street, Room 345, Tacoma, WA 98402;
- Request a meeting with staff. We can meet you at City Hall, or would be happy to come to your meetings to provide a short briefing and solicit your comments, concerns and suggestions; or
- Get on the Planning Commission's E-mail Distribution List to receive the Commission's meeting agendas twice a month and other announcements.
- Additional information regarding the One Tacoma Plan can be found at www.cityoftacoma.org/onetacoma and visit our homepage at www.cityoftacoma.org/planning to learn more about the many initiatives currently underway.

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

Sincerely,



BRIAN BOUDET, MANAGER
Planning Services Division

Enclosure

c: Peter Huffman, Director, Planning and Development Services Department
Stephen Wamback, Chair, Tacoma Planning Commission



PUBLIC HEARING

2018 AMENDMENT TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE

Planning Commission Public Hearing

Wednesday, April 4, 2018
5:30 p.m.

City Council Chambers
Tacoma Municipal Building
747 Market Street, 1st Floor

Informational Session with Planning Staff

Wednesday, March 28, 2018,
5:30 – 7:00 p.m.

City Council Chambers
Tacoma Municipal Building
747 Market Street, 1st Floor

PROPOSED AMENDMENTS:

The proposed amendments for 2018 include the following seven (7) applications. A summary of the amendments can be found on the Planning Division's website at www.cityoftacoma.org/planning or at www.cityoftacoma.org/2018Amendments.

Car Wash Uses in Neighborhood Centers



Staff Contact:
Lihuang Wung,
Senior Planner,
lwung@cityoftacoma.org

This is a private application that would amend TMC 13.06.300 to allow Vehicle Service and Repair uses within the NCX District as a conditional use subject to the conditional use criteria. In addition, the use would be prohibited along the frontage of designated core pedestrian streets. Currently, Vehicle Service and Repair is prohibited in the Neighborhood Commercial Mixed-use District (NCX).

The NCX zoning district comprises the commercial core area for the Narrows, Proctor, Lincoln, McKinley, 6th Ave, South Tacoma Way, Stadium, and Hilltop Neighborhood Centers.

Vehicle Service and Repair: Outdoor Storage



Staff Contact:
Stephen Atkinson,
Principal Planner,
satkinson@cityoftacoma.org

This proposal was initiated as a private application to allow outdoor storage associated with vehicle service and repair uses within the C-2 Commercial Zoning District. The following changes are proposed to TMC 13.06.510.E, vehicle service and repair:

- Allow outdoor storage for vehicle service and repair uses in the C-2 District, where currently prohibited, with limitations along street frontages.
- Require screening for outdoor storage in C-2, M-1, and M-2 Districts.
- Prohibit outdoor storage in the UCX Zoning District.

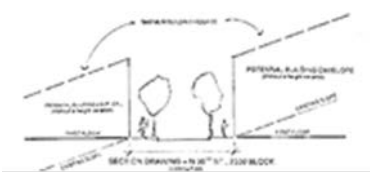
S 80th Street Rezone



Staff Contact:
Lauren Flemister,
Senior Planner
lflemister@cityoftacoma.org

This proposal was initiated as a private rezone application. The proposal would rezone five properties flanked by S 80th and S 78th Streets. The change in zoning designation would be from the existing Planned Development Business (PDB) District (3 parcels), Commercial (C-2) District (1 parcel) and Single Family Dwelling Residential (R-2) District (1 parcel) to Light Industrial (M-1) District. In addition, the proposal would amend the Comprehensive Plan Future Land Use Map from General Commercial and Residential to Light Industrial.

Commercial View Sensitive District Height Methodology



Staff Contact:
Lauren Flemister,
Senior Planner
lflemister@cityoftacoma.org

This proposal was initiated as a private application to amend language describing and determining how building height is measured in all C-2 (Commercial) zoning districts in the VSD (view sensitive district) overlay district. Currently, the VSD height measurement methodology in the land use code is used to determine building height, whereas, the City's Building Code utilizes a different methodology for measuring height.

The amendment should help create more parity amongst parcels in C-2 VSD (amongst upslope and downslope parcels), as well as create consistency in code for building height measurement.

Transportation Master Plan – Limited Amendment



Staff Contact:
Jennifer Kammerzell,
Senior Engineer,
jkammerzell@cityoftacoma.org

These amendments to the Transportation Master Plan (TMP) will address work that has been completed since the adoption of the Transportation Master Plan in 2015, including the new Environmental Action Plan, the upcoming Safe Routes to Schools Implementation Plan, the Pedestrian Safety Improvement Program, and some increased funding opportunities.

Amendments are proposed to the following elements of the TMP:

- Definitions (page 136 and Appendix C)
- Performance Measurement and Project Prioritization
- Modal Priorities Maps and Appendix B Project Detail List
- Appendix C Mobility Master Plan update
- Appendix D City Pedestrian Safety Improvement Project

Open Space Corridors Project – Phase 1



Staff Contact:
Elliott Barnett,
Associate Planner,
Elliott.barnett@cityoftacoma.org

The following amendments are proposed to TMC 13.11 Critical Areas Preservation Ordinance:

- Create standards for Biodiversity Corridors/Areas to ensure no net loss of critical areas functions and values, and clarify reasonable use of property;
- Create Biodiversity Corridors/Areas definition and review processes;
- Establish parameters generally limiting impacts to the least sensitive portions of the Biodiversity Corridors/Areas, and no more than 35% maximum vegetation disturbance;
- Establish Biodiversity Corridors/Areas mitigation standards.
- Clarify that vegetation retention is supported by the Best Available Science as the most appropriate management approach to steep slopes areas in many cases.

Additional amendments are proposed for consistency to TMC 9.19 Trees and Shrubs – Planting, TMC 13.04 Platting and Subdivisions, and TMC 13.05 Permit Procedures.

For more information on how this amendment may impact your property, visit www.cityoftacoma.org/openspacecorridors

Code Cleanups



Staff Contact:
Lihuang Wung,
Senior Planner,
lwung@cityoftacoma.org

The proposed amendment would revise the following sections of the Tacoma Municipal Code, to address inconsistencies, correct minor errors, and improve provisions that, through administration and application of the code, are found to be unclear or not fully meeting their intent:

- 13.02.045 & .053 – Modify the adoption and amendment procedures
- 13.06.100.D – Modify lot size averaging standard
- 13.06.510 – Clarify off-street parking for townhouses
- 13.06.700.D – Modify the definition of “Detoxification Center”
- 13.06A.065 – Align text and map for Reduced Parking Area (RPA)
- 13.06.300.D.3 – Clarify area of applicability for “self-storage”
- 13.06.502.E – Allow landscaping buffer interruption for utilities
- 13.06A.070(D) – Make weather protection requirement consistent



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Public Notice



PLANNING AND DEVELOPMENT SERVICES
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TACOMA, WA 98402

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2018 AMENDMENT TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE

How to Provide Comments

1. Testify at the public hearing on April 4, 2018; and/or
2. Provide written comments by April 6, 2018, 5:00 p.m., via:
 - E-mail to planning@cityoftacoma.org;
 - FAX to (253) 591-5433; or
 - Letter to:
Planning Commission
747 Market Street, Room 345
Tacoma, WA 98402

What is the 2018 Amendment?

A Plan or Code Amendment is the process through which the City considers changes, additions, and updates to the One Tacoma Comprehensive Plan, and Land Use Regulatory Code. Periodic review and evaluation are important in order to ensure that the One Tacoma Plan and the implementing regulations maintain their effectiveness. The intent of the amendment process is to review all of these changes simultaneously, where appropriate, so that the cumulative effects can be considered.

Environmental Review

The City has made a preliminary determination that this proposal does not have a probable significant adverse impact on the environment and has issued a preliminary Determination of Environmental Nonsignificance after review of an environmental checklist, a copy of which is available upon request. Comments on the preliminary determination must be submitted by **5:00 pm on April 6, 2018**. The City may reconsider or modify the preliminary determination in light of timely comments. The preliminary determination will become final on **April 13, 2018**, unless modified.

II-1

Car Wash Uses in Neighborhood Centers

Car Washes in NCX Districts

Staff Analysis Report

January 17, 2018

Introduction



The “Car Wash Rezone”, submitted by Brown Bear Car Wash, is an application for the Proposed Amendments to the Comprehensive Plan and Land Use Regulatory Code for 2017-2018 (a.k.a. “2017-2018 Amendment” or “2018 Amendment”).

The applicant originally sought to rezone three parcels located on 6th Avenue between S. Howard and S. Rochester Streets in the Narrows Neighborhood Center from Neighborhood Commercial Mixed-use (NCX) to Urban Center Mixed-use (UCX), with the intent to allow for the potential development of a car washing facility. By zoning code definitions, car washing is a use in the category of “vehicle service and repair”, which is prohibited in the NCX and permitted in the UCX.

The requested area-wide rezone was considered inconsistent with the vision and policy intent concerning NCX and UCX as prescribed in *One Tacoma* Comprehensive Plan and the Land Use Regularly Code. Upon exploring several alternative approaches to the area-wide rezone, the Planning Commission suggested a more focused scope for staff analysis, as indicated in the table below:

Project Summary	
Project Title:	Car Washes in NCX Districts
Applicant:	Brown Bear Car Wash
Location and Size of Area:	6 th Avenue between S. Howard and S. Rochester Streets; in the Narrows Neighborhood Center; 0.8 acres
Current Land Use and Zoning:	Neighborhood Commercial Mixed-use (NCX)
Neighborhood Council Area:	West End
Staff Contact:	Lihuang Wung, (253) 591-5682, lwung@cityoftacoma.org
Staff Recommendation:	As in the “project proposal” below
Project Proposal:	Allowing “vehicle service and repair” in NCX with a conditional use permit, but not fronting designated core pedestrian streets

Planning and Development Services
City of Tacoma, Washington
Peter Huffman, Director

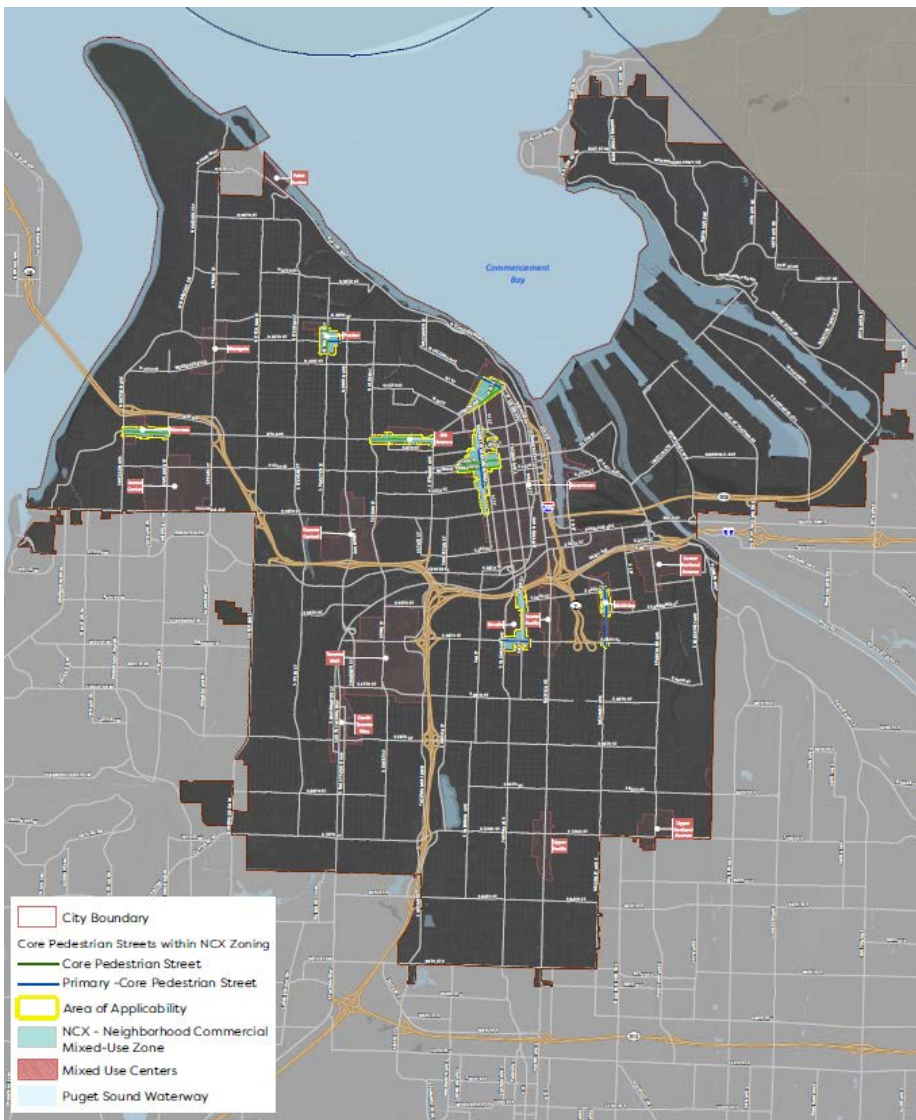


Lihuang Wung
(253) 591-5682
lwung@cityoftacoma.org
<http://www.cityoftacoma.org/planning>

Area of Applicability



As depicted in the map (left), the subject site (including three tax parcels, with two addresses) is situated in the Narrows Neighborhood Center, within the zoning district of Neighborhood Commercial Mixed-use (NCX) and fronting a designated Core Pedestrian Street (i.e., 6th Avenue). The site abuts the zoning district of Urban Residential Mixed-Use (URX), which transitions into the R-2 Single-Family zoning.



In addition, the scope of the review has been expanded to evaluate an alternative to the requested rezone. This alternative would consider whether “vehicle service and repair” (including “car wash”) uses should be allowed in Neighborhood Commercial Mixed-use Zoning Districts (NCX). The map to the right depicts all the areas in the City with NCX Zoning. These areas are denoted in yellow outline.

Background

The area-wide rezone from NCX to UCX, as proposed by the applicant, would not be consistent with the Comprehensive Plan or the Land Use Regulatory Code. NCX is appropriate for the Narrows Neighborhood Center, while UCX is appropriate for the Tacoma Mall Neighborhood Growth Center, as prescribed in *One Tacoma*, Urban Form Chapter, Table 3 “Comprehensive Plan Future Land Use Designations and Corresponding Zoning” as well as in the Tacoma Municipal Code (TMC), Section 13.06.300.B.

The following alternatives to area-wide rezone, developed at the conceptual level, were presented to the Planning Commission on December 6, 2017 (listed in no particular order of preference). The Commission directed staff to further analyze Options 2 and 3 (combined as appropriate) and address Option 6.

1. Allow “vehicle service and repair” in the Narrows Neighborhood Center
2. Allow “vehicle service and repair” in NCX with a conditional use
3. Allow “vehicle service and repair” in NCX, but prohibit along the frontage of designated Core Pedestrian Streets
4. Status quo
5. De-designate the Narrows Mixed-use Center
6. Review the definition of “vehicle service and repair”
7. Review Core Pedestrian Streets
8. Review the permit process

Policy Framework

The proposed car washing facility on the redevelopment site, if well designed and operated, would contribute to the City’s goals with respect to economic development and environmental stewardship. Accommodating such a potential project would be consistent with certain relevant policies in the *One Tacoma* Comprehensive Plan, such as the following:

- Policy EC-1.5: “Encourage commercial and industrial development by ensuring the availability of suitable sites for development and providing appropriate zoning and infrastructure.” (*One Tacoma*, Economic Development, p. 6-7)
- Policy EC-3.1: “Support efforts to attract, expand and retain large, medium and small businesses that offer high quality jobs, generate local tax revenue and/or provide needed goods or services to residents.” (*One Tacoma*, Economic Development, p. 6-11)
- Policy EC-6.14: “Promote development or redevelopment of vacant, underutilized or surplus properties, particularly those with potential to serve as a catalyst for economic development, through the use of incentives and other assistance.” (*One Tacoma*, Economic Development, p. 6-18)
- Policy EN-3.8: “Manage the quality and quantity of stormwater runoff entering Tacoma waterbodies, so as to protect public health and safety, surface and groundwater quality and the ecological functions of natural drainage systems.” (*One Tacoma*, Environment + Watershed Health, p. 4-15)
- Policy EN-3.26: “Prevent groundwater contamination through performance criteria and guidelines for siting, design, construction and operation of commercial and industrial structures and activities.” (*One Tacoma*, Environment + Watershed Health, p. 4-17)

Vehicle Service and Repair:

“Repair and/or service of automobiles, trucks, motorcycles, motor homes, recreational vehicles, or boats, including the sale, installation, and servicing of related equipment and parts. This classification includes car washing facilities, auto repair shops, electric vehicle rapid charging and/or battery swap-out facilities, body and fender shops, car painting, wheel and brake shops, and tire sales and installation, but excludes vehicle dismantling or salvage and tire retreading or recapping.”

(TMC 13.06.700.V)

Objectives

Exploring the approach of “allowing ‘vehicle service and repair’ in NCX, with a conditional use, but prohibiting along the frontage of designated core pedestrian streets” would be an attempt to achieve the objective of the following policy:

- Policy EC-4.3: "Encourage predictability and consistency in the City's land use regulations, while also allowing flexibility and creativity in the site development process." (*One Tacoma*, Economic Development, p. 6-13).

Options Analysis

A. Allowing “vehicle service and repair” in NCX, with a conditional use, but prohibiting along the frontage of designated Core Pedestrian Streets:

With this approach, the use table for mixed-use zoning districts, as set forth in TMC 13.06.300.D.3, would be amended as shown in Exhibit A.

This approach follows the precedent of the NCX in the South Tacoma Way Neighborhood Center. Currently, as set forth in TMC 13.06.300.D.3, "vehicle service and repair" is prohibited in NCX, but "permitted in the South Tacoma Way Neighborhood Center NCX only, provided all activities occur entirely within buildings; outdoor storage and/or repair is prohibited." With this approach, "vehicle service and repair" would be permitted in all NCX districts, which exist in the following eight Neighborhood Centers: 6th Avenue, Narrows, McKinley, Proctor, Stadium, Hilltop, Lincoln, and South Tacoma Way.

This approach also follows the precedent of the Community Commercial Mixed-use Zoning District (CCX). Currently, as set forth in TMC 13.06.300.D.3, "vehicle service and repair" is permitted in CCX, UCX (Urban Center Mixed-use), and CIX (Commercial Industrial Mixed-use), but "in CCX Districts, prohibited along frontage of designated core pedestrian streets." With this approach, vehicle service and repair uses would have to be located away from designated core pedestrian streets within an NCX or would need to incorporate other uses along such streets. This approach would and should help reduce the overall impacts of vehicle service and repair uses within a given Neighborhood Center if such uses were to be allowed in NCX within the center.

With this approach, project proposals would also be subject to the conditional use permit review process, which helps ensure that the projects are appropriate at the proposed locations and compatible with their surrounding development and that their potential impacts are identified and properly mitigated.

This approach would allow Brown Bear Car Wash to move forward with a project at the subject site in the Narrows Neighborhood Center, subject to the conditional use permitting, but would require them to incorporate other uses along 6th Avenue which is a designated Core Pedestrian Street. This represents a functional option yet very limited in scope to address the applicant's underlying concerns and original intent.

Conditional Use Permit - Purpose:

"In many zones there are uses that may be compatible but because of their size, operating characteristics, potential off-site impacts and/or other similar reasons warrant special review on a case-by-case basis. The purpose of the conditional use permit review process is to determine if such a use is appropriate at the proposed location and, if appropriate, to identify any additional conditions of approval necessary to mitigate potential adverse impacts and ensure compatibility between the conditional use and other existing and allowed uses in the same zoning district and in the vicinity of the subject property."
(TMC 13.06.640.A)

B. About reviewing the definition of “vehicle service and repair”:

This alternative approach would create a new use category for car washing facilities, separated from the existing “vehicle service and repair”, creating an opportunity to allow “car washes” in areas where “vehicle service and repair” is currently prohibited or limited. The applicability of this approach would require a broadened review of all zoning districts City-wide.

It is noted that the regulations for vehicle service and repair businesses (TMC 13.06.510.E) were last revised in 2002. A number of previously separate service and repair uses, including auto repair/garage, tire stores/installation and car wash facilities, were consolidated into the use categories of “vehicle service and repair” and “vehicle service and repair, industrial” and the respective definitions added to the code (TMC 13.06.700.V). The consolidation was primarily intended to improve the efficiency of code administration and staff has not found compelling reasons for reverting to the previous practice.

Staff has also conducted a limited-scope benchmarking research for other jurisdictions’ land use regulations in terms of the definitions for “car wash” and/or “vehicle service and repair” and any special requirements there may be. The results of the benchmarking are summarized in Exhibit B. Some of the findings of the research include:

- While car washes are regulated as a separate use in Renton, they are not as clearly defined in Everett, and they are part of the use category of “Motor Vehicle Servicing/Repair” in Vancouver, similar to Tacoma.
- In terms of where vehicle service and repair uses are allowed, it is fairly consistent across the jurisdictions researched, i.e., prohibited in residential zones, permitted in industrial zones, generally permitted in commercial zones, and generally prohibited in mixed-use districts.
- All jurisdictions researched require auto repair work be conducted within an enclosed building.
- There are various conditional use decision criteria or special requirements applicable to vehicle service and repair uses. Everett imposes a special regulation for vehicle washing facilities, preventing them from locating within fifty feet of residentially zoned lots. In Renton, one of the conditional use decision criteria is “appropriate location” where “the proposed location shall not result in the detrimental overconcentration of a particular use within the City or within the immediate area of the proposed use.” Vancouver’s development standards address frontage on a public street and buffering and screening from abutting residential districts, among other aspects.
- For Tacoma, there is a lack of a strong argument and need for separating “car washes” from “vehicle service and repair”, while supplementing the minimum development standards with a conditional use permitting seems to be a viable approach consistent with other jurisdictions.

TMC 13.06.510.E:

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, or UCX, 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.

Impacts Assessment

A cursory review of the existing Neighborhood Centers was conducted to assess the potential impacts of the above-mentioned approach of "allowing 'vehicle service and repair' in NCX, with a conditional use, but prohibiting along the frontage of designated Core Pedestrian Streets."

The cursory review was conducted of the following mixed-use centers:

- 6th Avenue Neighborhood Center
- Narrows Neighborhood Center
- McKinley Neighborhood Center
- Proctor Neighborhood Center
- Stadium District – Downtown Regional Growth Center (DRGC)
- Hilltop Neighborhood – Downtown Regional Growth Center (DRGC)
- Lincoln Neighborhood Center

The 8th Neighborhood Center, South Tacoma Way, was not reviewed, because "vehicle service and repair" is currently allowed in the South Tacoma Way NCX.

As summarized in Exhibit C, the cursory review concludes that:

- In 6th Avenue, Narrows and McKinley neighborhood centers, most of the parcels within NCX zones are fronting a core pedestrian street.
- In Proctor, Hilltop and Lincoln neighborhood centers, there are more parcels that are not fronting any core pedestrian street.
- The Stadium Neighborhood Center is in close proximity to North Slope and Stadium-Seminary historic districts, which are listed on Tacoma and national historic place registers. Vehicle service and repair uses may not be compatible with the development pattern in this area.
- Proposed vehicle service and repair facilities (including car washes) in these neighborhoods would need to incorporate other uses fronting the core pedestrian streets, as appropriate, which would encourage mixed-use development.
- The appropriateness of proposed vehicle service and repair facilities for locating in any of these neighborhoods would be evaluated through the conditional use permitting process and their potential impacts to the adjacent residential areas identified and properly addressed.

As to the car washing facility being contemplated by Brown Bear at the subject site in the Narrow Neighborhood Center, the impacts would be evaluated at the project level and environmental concerns properly addressed, if and when Brown Bear submits an application to the City.

Outreach Summary

Staff provided an overview of the application and potential options to the West End Neighborhood Council at their meeting on November 15, 2017. Attendees of the meeting expressed great concerns about having a car washing facility in the neighborhood of the Tacoma Narrows, about the potential impacts in noise, traffic, aesthetic, etc., and about whether such development represents the best use of the redevelopment site in a mixed-use center. There were also individuals who indicated that the application has merits and deserves further analysis.

An open house was held by staff on January 10, 2018 for community members to learn more about the various applications that are being considered as part of the 2018 Annual Amendment. Representatives from the West End Neighborhood Council as well as some other citizens attending the open house also expressed great concerns about potentially having a car washing facility in their neighborhoods.

Staff Recommendation

Consider releasing the proposed regulatory approach of “allowing ‘vehicle service and repair’ in NCX, with a conditional use, but prohibiting along the frontage of designated Core Pedestrian Streets” for public review, prior to the public hearing of which the date is to be scheduled.

Exhibits

- A. Proposed Amendments to the Tacoma Municipal Code, Section 13.06.300.D.3, concerning Vehicle Service and Repair
- B. Benchmarking Research on Vehicle Related Uses
- C. Cursory Review of Neighborhood Centers

Exhibit A.
Proposed Amendments to the Tacoma Municipal Code, Section 13.06.300.D.3
concerning Vehicle Service and Repair

Uses	NCX	CCX	UCX	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations ^{3, 4, 5} (also see footnotes at bottom of table)
.....									
Vehicle rental and sales	N*	P	P	N	P	N	N	N	In CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ² *Use permitted in the South Tacoma Way Neighborhood Center NCX only, if all activities occur within buildings; outdoor storage repair, and sales are prohibited.
Vehicle service and repair	N* <u>CU</u>	P	P	N	P	N	N	N	All activities must occur within buildings; outdoor storage and/or repair is prohibited. Subject to development standards contained in Section 13.06.510.E. In CCX <u>and NCX</u> Districts, <u>except in the South Tacoma Way Neighborhood Center NCX</u> , prohibited along frontage of designated core pedestrian streets. ² *Use permitted in the South Tacoma Way Neighborhood Center NCX only, provided all activities occur entirely within buildings; outdoor storage and/or repair is prohibited.
Vehicle service and repair, industrial	N	N	P	N	P	N	N	N	Subject to additional development standards contained in Section 13.06.510.E.
Vehicle storage	N	N	N	N	P	N	N	N	Subject to development standards contained in Section 13.06.510.D.
.....									

Footnotes:

1. The floor area of any development in RCX must be at least 75 percent residential, unless otherwise noted.
2. For uses that are restricted from locating at street-level along designated pedestrian or core pedestrian streets, the following limited exception is provided. Entrances, lobbies, management offices, and similar common facilities that provide access to and service a restricted use that is located above and/or behind street-level uses shall be allowed, as long as they occupy no more than 50-percent or 75 feet, whichever is less, of the site's street-level frontage on the designated pedestrian or core pedestrian street. See Section 13.06.300.C. for the list of designated pedestrian and core pedestrian streets.
3. For historic structures and sites, certain uses that are otherwise prohibited may be allowed, subject to the approval of a conditional use permit. See Section 13.06.640.F for additional details, limitations and requirements.
4. Commercial shipping containers shall not be an allowed type of accessory building in any mixed-use zoning district. Such storage containers may be allowed as a temporary use, subject to the limitations and standards in Section 13.06.635.
5. Additional restrictions on the location of parking in mixed-use zoning districts are contained in the parking regulations – see Section 13.06.510.A.1 Table 2

Exhibit B.
Benchmarking Research on Vehicle Related Uses

Use Category	Definition	Allowed	Special Conditions
Everett			
"Vehicle Related uses: Washing, auto or self serve"	<ul style="list-style-type: none"> • There is no definition for "Vehicle Related uses", but definitions for other related uses, such as "Maintenance, service (heavy)", "Maintenance, service (light)", "Service (gasoline) station", "Battery charging station", "Battery exchange station", and "Electric vehicle charging station." • "Vehicle Related uses: Washing, auto or self serve" only appears in the Use Table (EMC 19.05, Table 2) 	<ul style="list-style-type: none"> • Residential: Prohibited. • Commercial: Permitted. • Mixed-use: Generally prohibited. • Industrial: Generally permitted. 	<ul style="list-style-type: none"> • "Vehicle washing facilities are not permitted within fifty feet of residentially zoned lots." (19.05, Table 5.2, Special Regulation 51) • "All vehicle maintenance work shall be performed in an enclosed building when located within one hundred fifty feet of lots located in residential zones." (EMC 19.05, Table 5.2, Special Regulation 51)
Renton			
"Vehicle Service and Repair" and "Car Wash"	<ul style="list-style-type: none"> • Vehicle Service and Repair: Maintenance of motorized vehicles including exchange of parts, installation of lubricants, tires, batteries, and similar vehicle accessories, minor customizing and detail operations, and body shops, but excluding operations associated with industrial engine or transmission rebuild operations. (RMC 4-11-220) • Car Wash: A structure with machine-operated or hand-operated facilities used principally for the cleaning, washing, polishing, or waxing of motor vehicles. (RMC 4-11-030) 	<ul style="list-style-type: none"> • Residential: Prohibited. • Commercial and Mixed-use: Generally prohibited, but allowed in some zones as conditional. • Industrial: Permitted. 	Subject to criteria relating to "Appropriate Location", i.e., the proposed location shall not result in the detrimental overconcentration of a particular use within the City or within the immediate area of the proposed use. The proposed location shall be suited for the proposed use. (RMC 4-9-030.C.2)

Use Category	Definition	Allowed	Special Conditions
Vancouver			
"Motor Vehicle Related: Motor Vehicle Servicing/Repair"	Free-standing vehicle servicing and repair establishments including quick and general vehicle service, car washes and body shops not an accessory to new vehicle sales." (VMC 20.160.020.C.5)	<ul style="list-style-type: none"> • Residential: Prohibited. • Commercial and Mixed-use: Generally prohibited, but allowed in some zones as limited or conditional. • Industrial: Permitted. 	Subject to certain development standards pertaining to Motor Vehicle Fuel Sales and Repair, such as lot area and frontage on a public street, repair work being done within an enclosed building, buffering/screening of abutting residential districts, and off-site impacts mitigation, etc. (VMC 20.895.070)
Tacoma			
"Vehicle Service and Repair"	Vehicle service and repair. Repair and/or service of automobiles, trucks, motorcycles, motor homes, recreational vehicles, or boats, including the sale, installation, and servicing of related equipment and parts. This classification includes car washing facilities, auto repair shops, electric vehicle rapid charging and/or battery swap-out facilities, body and fender shops, car painting, wheel and brake shops, and tire sales and installation, but excludes vehicle dismantling or salvage and tire retreading or recapping. (TMC 13.06.700.V)	<ul style="list-style-type: none"> • Residential: Prohibited. • Commercial: Permitted in C-1 and C-2, and prohibited in T and PDB. • Mixed-use: Prohibited in RCX, HMX, URX, NRX, and NCX, and permitted in CCX, UCX, and CIX. • Industrial: Permitted. 	<ul style="list-style-type: none"> • In CCX, UCX and CIX, all activities must occur within buildings. • In CCX, prohibited along frontage of designated core pedestrian streets. • Prohibited in NCX, except in the South Tacoma Way Neighborhood Center, provided all activities occur within buildings. (TMC 13.06.300.D.3) • There are also minimum standards applicable to "vehicle services and repair", such as screening of vehicles awaiting repair from public view, storing junk vehicles and auto parts indoor, conducting all repairs within an enclosed building, and no windows or openings allowed if facing a residential district. (TMC 13.06.510.E)

Exhibit C.

Cursory Review of Neighborhood Centers

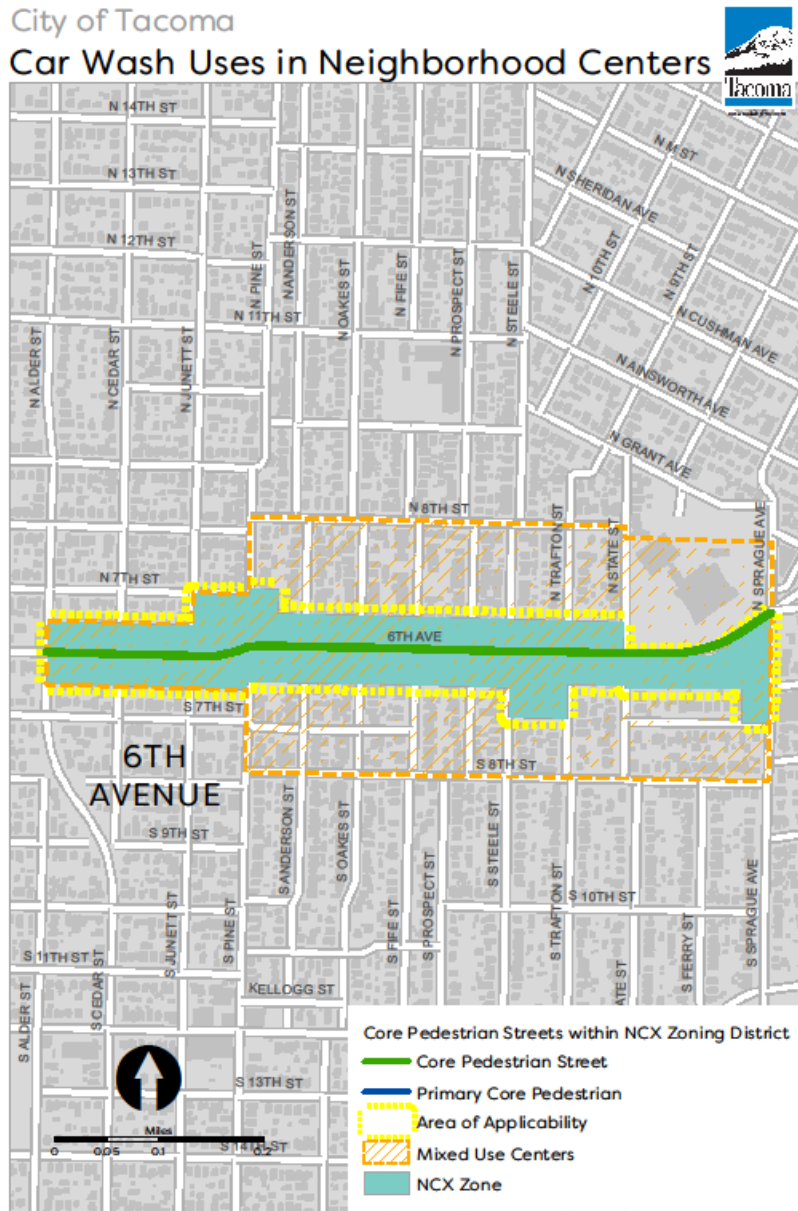
A cursory review of the Neighborhood Centers was conducted to assess the potential impacts of the proposed regulatory approach of "allowing 'vehicle service and repair' in NCX, with a conditional use, but prohibiting along the frontage of designated Core Pedestrian Streets."

Summarized on the following pages are the notes from the cursory review of each of the following mixed-use centers:

- 6th Avenue Neighborhood Center
- Narrows Neighborhood Center
- McKinley Neighborhood Center
- Proctor Neighborhood Center
- Stadium District – Downtown Regional Growth Center (DRGC)
- Hilltop Neighborhood – Downtown Regional Growth Center (DRGC)
- Lincoln Neighborhood Center

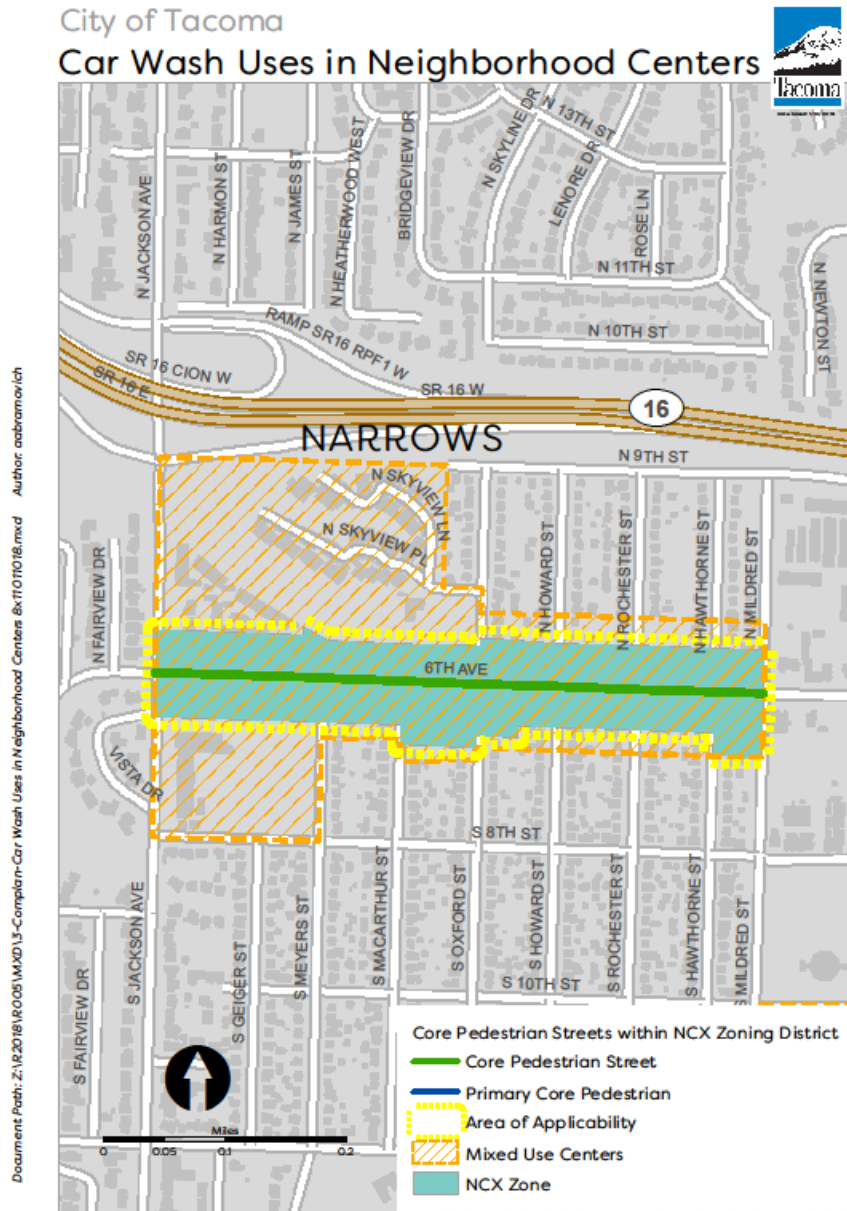
The 8th Neighborhood Center, South Tacoma Way, was not reviewed, because “vehicle service and repair” is currently allowed in the South Tacoma Way NCX.

6th Avenue Neighborhood Center



6th Avenue Neighborhood Center
Designated Core Pedestrian Streets: 6 th Avenue
<p>Notes:</p> <p>Most parcels within the NCX are fronting 6th Ave., except few near Pine St., Steele St., and Sprague Ave. Proposed vehicle service and repair facilities (including car washes) would need to incorporate other uses fronting 6th Ave., as may be required, which would encourage mixed-use development. The appropriateness of such projects for locating in this neighborhood would be evaluated through the conditional use permitting process and their potential impacts to the adjacent residential areas identified and properly addressed.</p>

Narrow Neighborhood Center



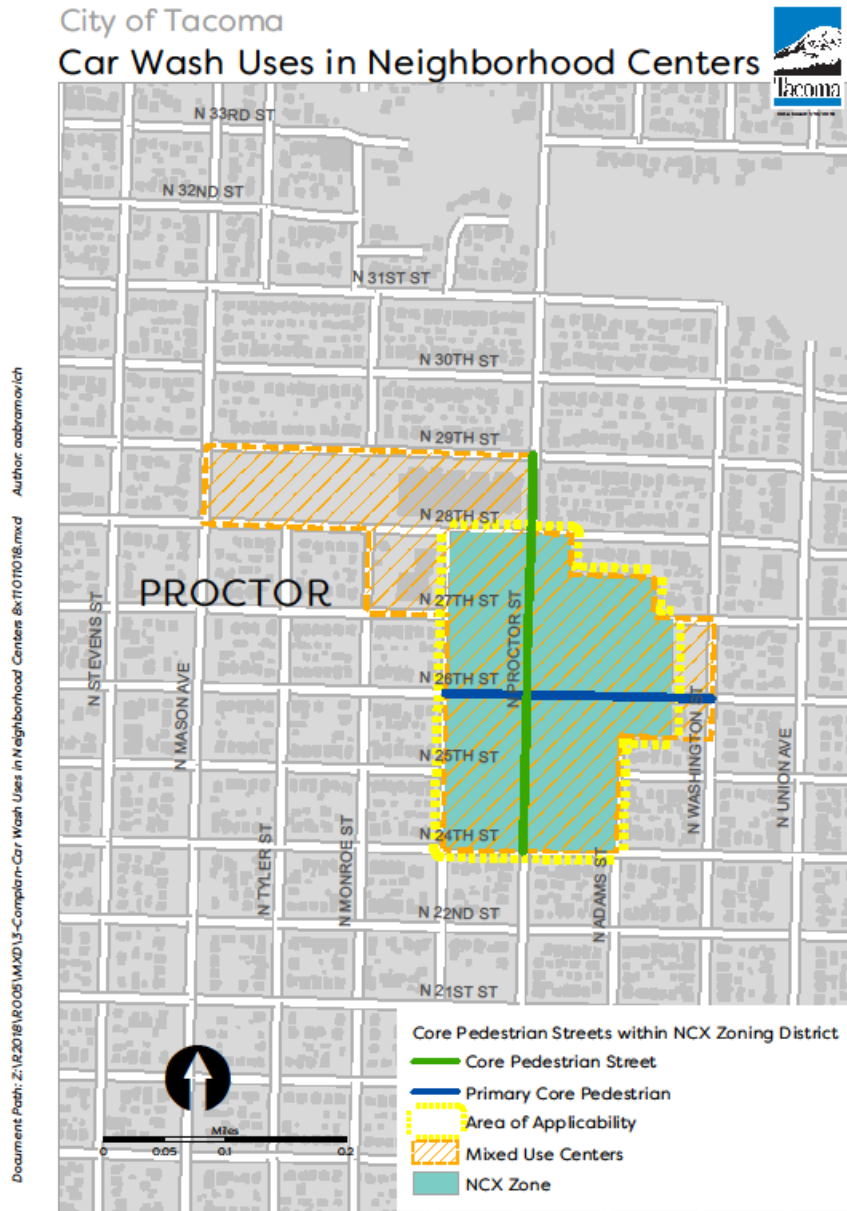
Narrow Neighborhood Center
Designated Core Pedestrian Streets: 6 th Avenue
<p>Notes:</p> <p>Almost all of the parcels within the NCX are fronting 6th Ave. Proposed vehicle service and repair facilities (including car washes) would need to incorporate other uses fronting 6th Ave., which would encourage mixed-use development. The appropriateness of such projects for locating in this neighborhood would be evaluated through the conditional use permitting process and their potential impacts to the adjacent residential areas identified and properly addressed.</p>

McKinley Neighborhood Center



McKinley Neighborhood Center
Designated Core Pedestrian Streets: McKinley Avenue from Wright Avenue to East 36 th Street
Notes: In the larger NCX area to the north, most parcels are fronting McKinley Ave., except few near E. 34 th St. and E. Morton St. In the smaller NCX area to the south, all parcels are fronting McKinley Ave. Proposed vehicle service and repair facilities (including car washes) would need to incorporate other uses fronting McKinley Ave., as may be required, which would encourage mixed-use development. The appropriateness of such projects for locating in this neighborhood would be evaluated through the conditional use permitting process and their potential impacts to the adjacent residential areas identified and properly addressed.

Proctor Neighborhood Center



Proctor Neighborhood Center
Designated Core Pedestrian Streets: North 26 th Street; North Proctor Street
Notes: Approximately two-third of the parcels within the NCX are fronting either N. Proctor St. or N. 26 th St., or both; the other 1/3 are spreading along N. Madison St. and N. Adams St. Parcels may not be readily available for any redevelopment. Proposed vehicle service and repair facilities (including car washes) would need to incorporate other uses fronting N. Proctor St. or N. 26 th St., or both, as may be required, which would encourage mixed-use development. The appropriateness of such projects for locating in this neighborhood would be evaluated through the conditional use permitting process and their potential impacts to the adjacent residential areas identified and properly addressed.

City of Tacoma

Car Wash Uses in Neighborhood Centers

The map displays the Stadium area in Tacoma, Washington, with a focus on the NCX Zone (Neighborhood Center Zone). The NCX Zone is highlighted in green and is bounded by N Stadium Way to the north, N Tacoma Ave to the west, and N Broadway to the east. The area is further defined by a yellow dashed line representing the Area of Applicability. The map includes a legend for the Neighborhood Business District Program, Core Pedestrian Streets within the NCX Zoning District, and the NCX Zone. A scale bar and north arrow are also present.

Legend:

- Neighborhood Business District Program (Yellow dashed line)
- Core Pedestrian Streets within NCX Zoning District (Green line)
- Core Pedestrian Street (Blue line)
- Primary Core Pedestrian (Thick blue line)
- Area of Applicability (Yellow dashed line)
- NCX Zone (Green shaded area)

Map Labels:

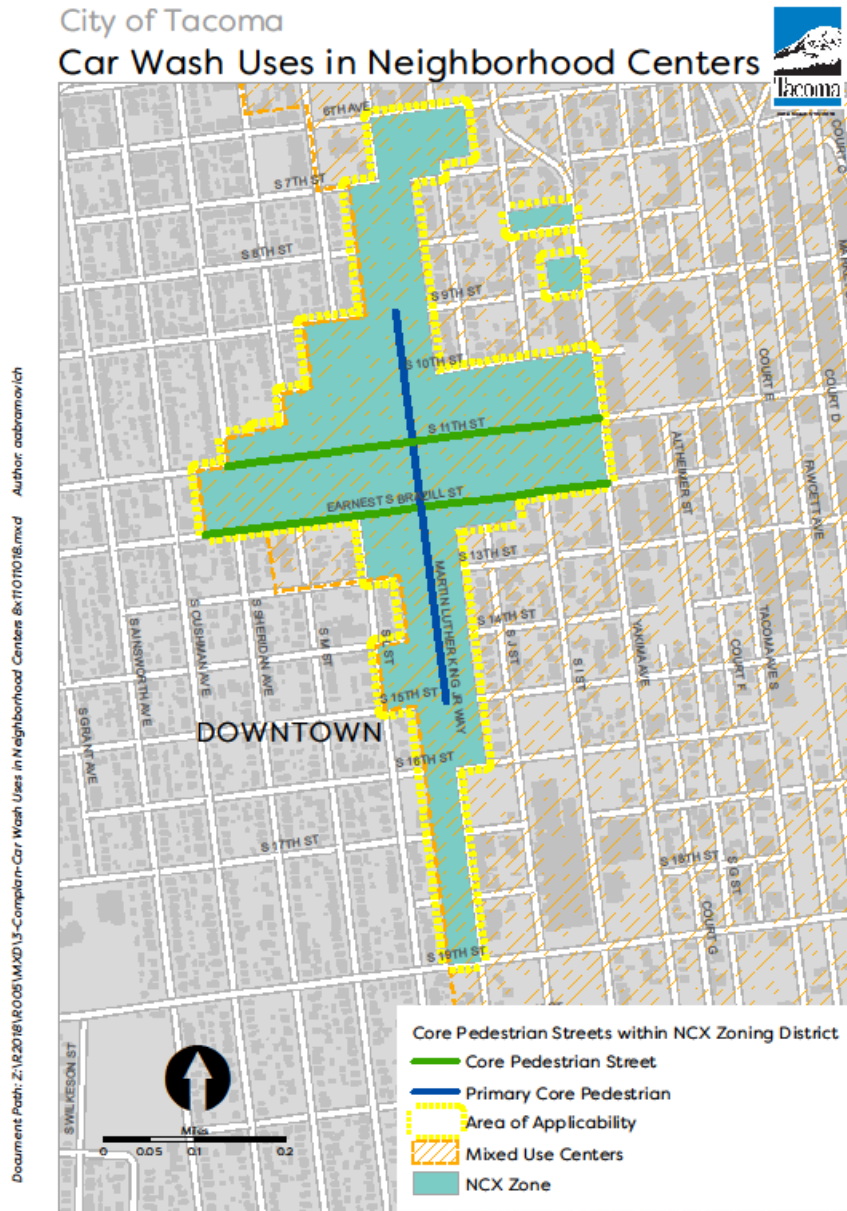
Streets shown include N 7th St, N 6th St, N 5th St, N 4th St, N 3rd St, N 2nd St, N 1st St, N Stadium Way, N Tacoma Ave, N Broadway, N Schuster Pkwy, S Stadium Way, S 2nd St, S 3rd St, S 4th St, S 5th St, S 6th St, S 7th St, S 8th St, S 9th St, S 10th St, S 11th St, S 12th St, S 13th St, S 14th St, S 15th St, S 16th St, S 17th St, S 18th St, S 19th St, S 20th St, S 21st St, S 22nd St, S 23rd St, S 24th St, S 25th St, S 26th St, S 27th St, S 28th St, S 29th St, S 30th St, S 31st St, S 32nd St, S 33rd St, S 34th St, S 35th St, S 36th St, S 37th St, S 38th St, S 39th St, S 40th St, S 41st St, S 42nd St, S 43rd St, S 44th St, S 45th St, S 46th St, S 47th St, S 48th St, S 49th St, S 50th St, S 51st St, S 52nd St, S 53rd St, S 54th St, S 55th St, S 56th St, S 57th St, S 58th St, S 59th St, S 60th St, S 61st St, S 62nd St, S 63rd St, S 64th St, S 65th St, S 66th St, S 67th St, S 68th St, S 69th St, S 70th St, S 71st St, S 72nd St, S 73rd St, S 74th St, S 75th St, S 76th St, S 77th St, S 78th St, S 79th St, S 80th St, S 81st St, S 82nd St, S 83rd St, S 84th St, S 85th St, S 86th St, S 87th St, S 88th St, S 89th St, S 90th St, S 91st St, S 92nd St, S 93rd St, S 94th St, S 95th St, S 96th St, S 97th St, S 98th St, S 99th St, S 100th St.

Scale: 0 to 0.2 Miles

North Arrow: Points North

Approximately 1/3 of the parcels within the NCX area are fronting Division Ave., Tacoma Ave., and/or N. 1st St., while the other 2/3 mostly located between N. 2nd St. and N. 3rd St., are not. Proposed vehicle service and repair facilities (including car washes) would need to incorporate other uses fronting the core pedestrian streets, which would encourage mixed-use development. The appropriateness of such projects for locating in this neighborhood would be evaluated through the conditional use permitting process and their potential impacts to the adjacent residential areas identified and properly addressed. Note that this neighborhood is in close proximity to North Slope and Stadium-Seminary historic districts, which are listed on Tacoma and national historic place registers. Vehicle service and repair uses may not be compatible with the development pattern in this area.

Hilltop Neighborhood – Downtown Regional Growth Center (DRGC)



Hilltop Neighborhood – Downtown Regional Growth Center (DRGC)

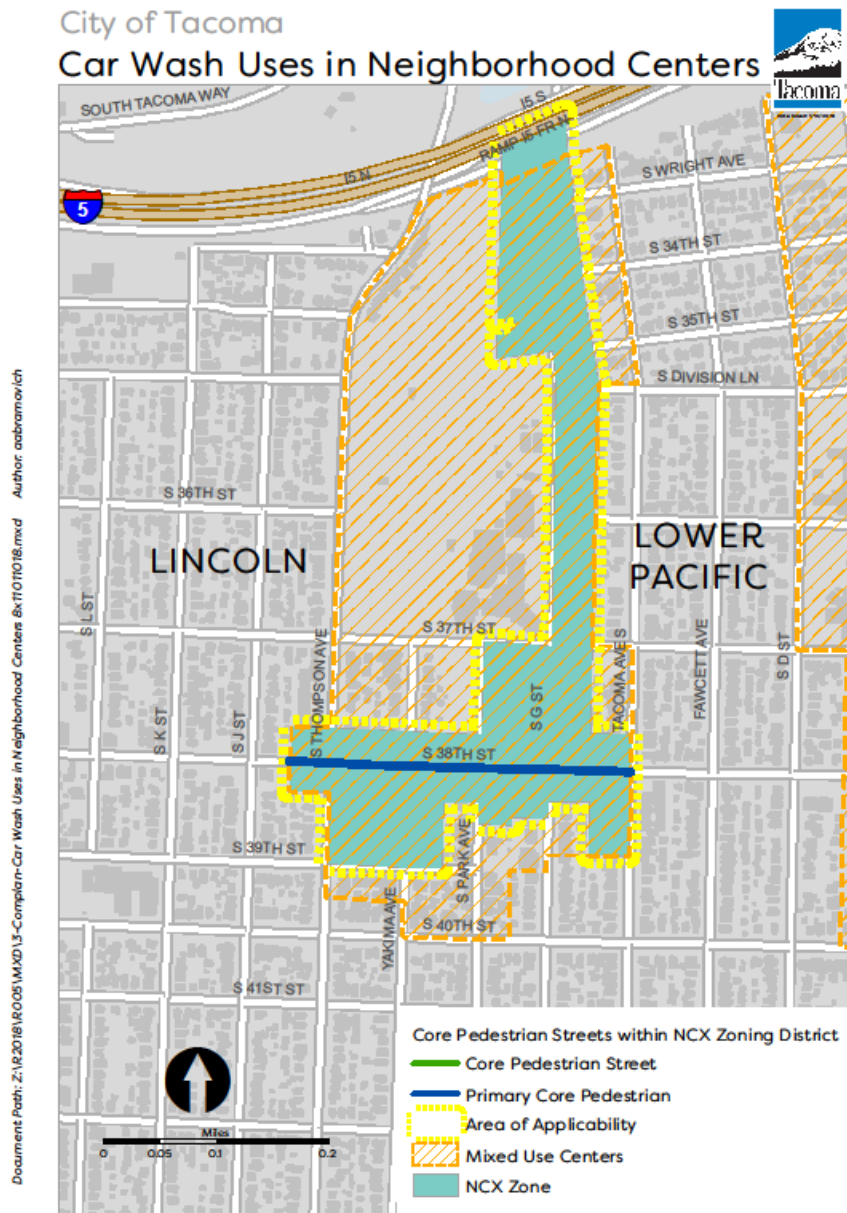
Designated Core Pedestrian Streets:

Martin Luther King Jr. Way from South 9th to South 15th, South 11th Street; Earnest S. Brazill Street

Notes:

There are quite a few parcels within the NCX areas that are not fronting MLK Jr. Way, S. 11th St., and/or Earnest S. Brazill St. They are generally in the areas along MLK Jr. Way north of S. 9th St., along MLK Jr. Way south of S. 15th St., and on either side of MLK Jr. Way between S. 9th St. and S. 13th St. There appears to be plenty of opportunities for development or redevelopment in this neighborhood. Proposed vehicle service and repair facilities (including car washes) would need to incorporate other uses fronting the core pedestrian streets, which would encourage mixed-use development. The appropriateness of such projects for locating in this neighborhood would be evaluated through the conditional use permitting process and their potential impacts to the adjacent residential areas identified and properly addressed.

Lincoln Neighborhood Center



Lincoln Neighborhood Center

Designated Core Pedestrian Streets:

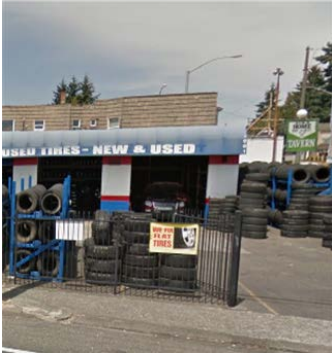
South 38th Street

Notes:

The majority of parcels within the NCX area are not fronting S. 38th St. There appears to be plenty of opportunities for development or redevelopment in this neighborhood. Proposed vehicle service and repair facilities (including car washes) would need to incorporate other uses fronting the core pedestrian streets, which would encourage mixed-use development. The appropriateness of such projects for locating in this neighborhood would be evaluated through the conditional use permitting process and their potential impacts to the adjacent residential areas identified and properly addressed.

II-2

Vehicle Service and Repair: Outdoor Storage



Outdoor Tire Storage

Staff Analysis Report

This amendment was initiated as a private application to allow outdoor tire storage in C-2 General Commercial Zoning Districts. The current standards prohibit outdoor storage of tires in this district. A number of existing used tire dealers currently store tires outdoors rather than in a fully enclosed building as the code currently requires. Staff has recommended broadening the scope of the review to evaluate the consistency of current standards across zoning districts and with Comprehensive Plan policies. This review will consider where outdoor tire storage may be allowed as well as screening and other methods for reducing the impact of outdoor storage on residential properties and pedestrian streets.

Project Summary

Project Title:	Outdoor Storage (in association with Vehicle Service and Repair Regulatory Standards)
Applicant:	Seven applicants – Used tire store operators
Location and Size of Area:	Changes will apply to C-2, UCX, M-1, and M-2 Zoning Districts city-wide.
Current Land Use and Zoning:	Multiple
Neighborhood Council Area:	Multiple
Staff Contact:	John W. Harrington, Jr., Principal Planner 253-279-8950, jharring@cityoftacoma.org
Staff Recommendation:	Authorize for Public Review and Comment
Project Proposal:	<p>The following changes are proposed to TMC 13.05.510.E, vehicle service and repair:</p> <ul style="list-style-type: none"> • Allow outdoor storage for vehicle service and repair uses in the C-2 District, where currently prohibited. • In the C-2 District: Limit outdoor storage along designated pedestrian streets to no more than 50% of the street frontage; Limit storage to no more than 100' continuous street frontage; Require that storage areas are fully screened. • Prohibit outdoor storage for vehicle service and repair uses in the UCX District, where currently allowed. • In the M-1 and M-2 Districts: Require site perimeter landscaping and screening for outdoor storage in industrial zoning districts located on pedestrian streets or abutting residential zoning districts.

Planning and Development Services

City of Tacoma, Washington
Peter Huffman, Director



Project Manager:

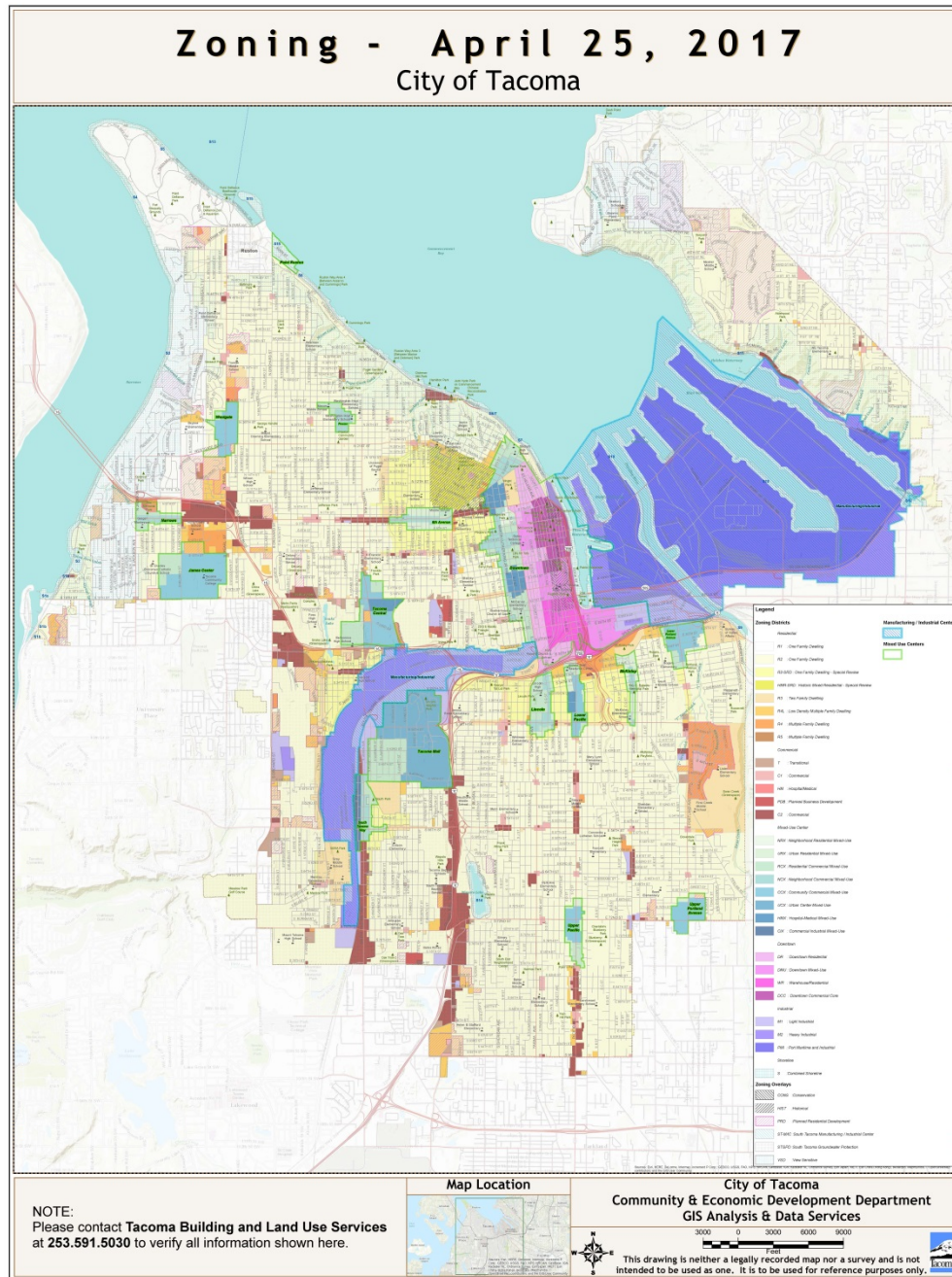
Stephen Atkinson

Website:

www.cityoftacoma.org/planning

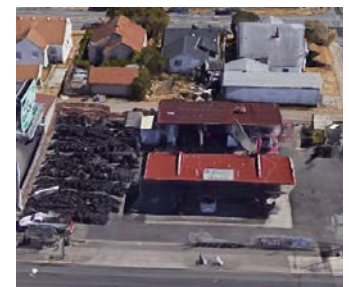
1. Area of Applicability

The proposed amendments would apply to multiple zoning districts throughout the City, including the Urban Center Mixed-Use (UCX), General Commercial (C-2), Light Industrial (M-1) and Heavy Industrial (M-2) Districts.



Legend (applicable zones):

- UCX:
- C-2:
- M-1:
- M-2:



Used tire store on Pacific Avenue with outdoor tire storage

2. Background

Vehicle service and repair is currently allowed in multiple zoning districts city-wide, including some Mixed-use Districts, Commercial and Industrial zones. One of the primary distinguishing characteristics of the use is that certain types of outdoor storage are prohibited in some districts while allowed in others.

The applicants have requested that outdoor tire storage, typically associated with used tire dealerships, be allowed in the C-2 General Commercial Zoning District, where outdoor storage is currently prohibited. The current requirement to store auto parts inside a completely enclosed building does not apply to the M, PMI or UCX districts, where any auto part, including wheels and tires, can be stored out in the open without fencing or screening.

The regulations for vehicle service and repair businesses (TMC 13.06.510 E) were last revised in 2002, consolidating a number of previously separate service and repair uses including auto repair/garage, tire stores/installation and car wash facilities under the new “Vehicle service and repair” and “vehicle service and repair, industrial” use categories. New definitions for each category were included (TMC 13.06.700 V).

However, while the use continued to be allowed, the 2002 code revision changed the standards to require all storage of auto parts (includes tires and wheels) to be stored in a completely enclosed building. The previous regulations required storage within a building, but not a completely enclosed building.

As a result of the 2002 code revisions, many of the existing used tire dealers became non-conforming to the outdoor storage standards. In some cases, the uses became established after the code changes in 2002.

In staff’s review of the application, the current standards meet the general policy intent of the Comprehensive Plan to promote walkability, pedestrian-oriented design, and to address compatibility of uses (type of use, scale, and design) and to address transitions and off-site impacts. However, some modifications could serve to improve the overall consistency of the code and where and how it applies limitations to outdoor storage. In addition, within the existing policy framework there are options the Commission can consider to adjust the way in which the current zoning balances use and design within certain districts.

Vehicle Service and Repair, definition:

Repair and/or service of automobiles, trucks, motorcycles, motor homes, recreational vehicles, or boats, including the sale, installation, and servicing of related equipment and parts. This classification includes car washing facilities, auto repair shops, electric vehicle rapid charging and/or battery swap-out facilities, body and fender shops, car painting, wheel and brake shops, and tire sales and installation, but excludes vehicle dismantling or salvage and tire retreading or recapping.

Zoning Districts where currently allowed:

- C-1, limited to car wash,
- C-2, fully enclosed
- M-1, M-2, and PMI without special limitations.
- CCX, prohibited along pedestrian streets,
- UCX and CIX without special limitations.

3. Policy Framework

Proposal: Prohibit outdoor storage in UCX, consistent with standards in other Mixed-use Districts.

The UCX District is a zoning district that encompasses the core commercial areas within the Tacoma Mall Regional Growth Center. Pertinent policy elements include the Urban Form Element and the Design + Development Chapters of the Comprehensive Plan. Policy UF-2.1 plans for a range of centers across the city that enhance local, equitable access to services, employment, and housing opportunities and Policy UF-3.4 encourages the placement of services in centers. Broadly, the Comprehensive Plan directs “the majority of growth and change to centers, corridors, and transit station areas ... (UF-1.4). Policy UF-1.3 discusses the focus on proximity between people and places, supporting greater daily access to services and amenities.

While centers are a focal point for concentration and diversity of uses, they are also a focal point of design quality and pedestrian orientation.

Policy UF-1.5: Strive for a built environment designed to provide a safe, healthful, and attractive environment for people of all ages and abilities.

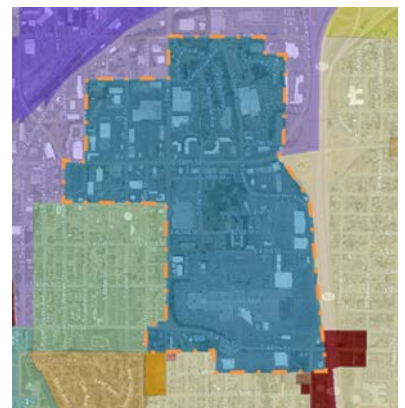
Policy UF-3.1: Design centers to be compact, safe, attractive, and accessible places, where the street environment makes access by transit, walking, biking, and mobility devices, such as wheelchairs, safe and attractive for people of all ages and abilities.

Policy UF-1.9: Encourage high quality design and development that demonstrates Tacoma’s leadership in the design of the built environment, commitment to a more equitable city, and ability to experiment and generate innovative design solutions.

Lastly, the intent of the UCX zoning district reflects both the focus on greater densification of centers and intensification of use balanced with pedestrian orientation and design.

UCX 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. 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.

Centers. Centers are compact, walkable and pedestrian-oriented urban places. They are connected by public transit and active transportation networks. They anchor complete neighborhoods with retail stores and businesses (grocery stores, restaurants, markets, shops, etc.) civic amenities (libraries, schools, community centers, places of worship, etc.), housing options, health clinics, daycare centers, employment centers, plazas and parks and other public gathering places



Above: The dark blue area with orange dashed outline is the area within the Tacoma Mall Regional Growth Center currently zoned UCX. This area currently allowed outdoor tire storage.

Proposal: Require screening and site perimeter landscaping for outdoor storage in Industrial Districts. The screening and landscaping would limit visibility of the outdoor storage when the industrial use is located adjacent to residential districts or on a pedestrian street.

The Urban Form Chapter includes policies relating to designated corridors. These corridors are described as follows:

“Corridors are not intended to be long commercial strips or a single land use pattern, but rather to achieve a range of land use types and densities that vary along the corridor (2-48).”

There are multiple zoning districts along these corridors, each with distinctive use and development standards, reflecting the intent to prohibit these corridors from developing into singular, monotonous land use patterns. In some cases, it is not uncommon to have industrial districts along these corridors as well.

Pertinent policies include:

Policy UF–10.5 Enhance Avenues as distinctive places with transit supportive densities of housing and employment, and high-quality transit service and pedestrian and bicycle facilities that are models of ecologically sensitive urban design.

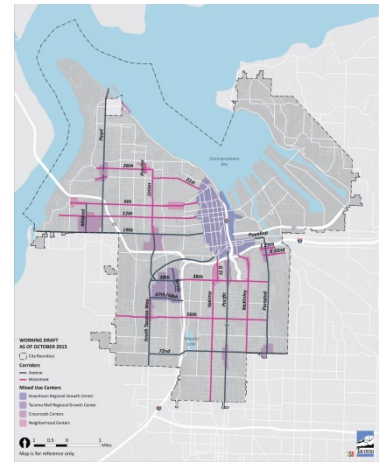
Policy UF–10.6 Encourage public street and sidewalk improvements along Avenues to support the vitality of business districts, create distinctive places, provide a safe and attractive pedestrian environment, and contribute to creating quality living environments for residents.

Policy UF–10.9 Enhance Main Streets as important places that support vibrant neighborhood business districts with quality multi-family housing while providing transportation connections that link neighborhoods and public amenities.

Policy UF–10.10 Design Main Streets to support active retail storefronts, versatile use of public spaces for amenities and events, and to support concentrated pedestrian activity.

The staff proposal would continue to recognize the use and design distinctions between industrial and other commercial and mixed-use districts, while requiring some enhanced design that is sensitive to the context of these corridors. Primarily, requiring screening and landscaping of outdoor storage when located on these corridors. This approach would also maintain differentiation between industrial properties located on a designated corridor and those that are not.

The second component of the proposal requires screening and site perimeter landscaping when the industrial property abuts a residentially district. This proposal is based on policies in the Design + Development Element that pertain to the management of off-site impacts and transitions between zones and land uses.



Corridors: Urban Form policies identify specific streets, classified as Avenues and Main Streets, for enhanced use and design. These streets are referred to in TMC 13.06 as pedestrian streets. These include:

- Pacific Avenue
- Pearl Street
- Portland Avenue
- South Tacoma Way
- S 19th Street
- S 12th Street
- 6th Avenue
- S 38th Street
- S 56th Street
- S 72nd Street
- Yakima Avenue
- McKinley Avenue

Pertinent policies include:

Policy DD-9.2 Improve the interface between non-residential activities and residential areas, in areas where commercial or employment areas are adjacent to residential zoned land.

Policy DD-9.3 Use land use and other regulations to limit and mitigate impacts, such as odor, noise, glare, air pollutants, and vibration that the use or development of a site may have on adjacent residential or institutional uses, and on significant fish and wildlife habitat areas.

Policy DD-9.4 Minimize the impacts of auto-oriented uses, vehicle areas, drive-through areas, signage, and exterior display and storage areas on adjacent residential areas.

Policy DD-9.5 Protect non-industrial zoned parcels from the adverse impacts of activities on industrial zoned parcels.

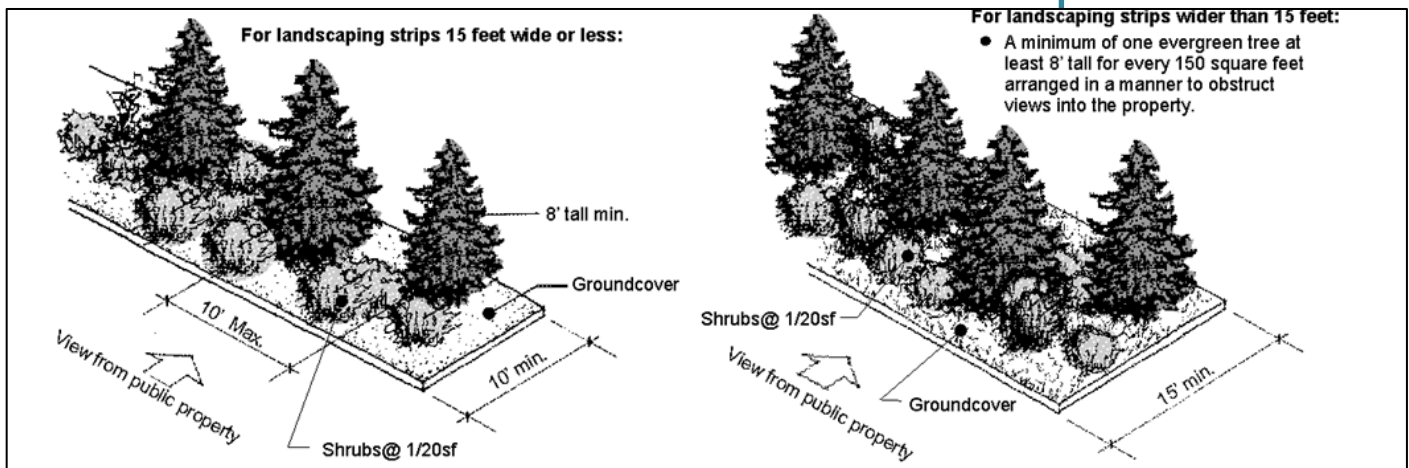
The proposed amendment would more fully implement these policies in a way that distinguishes between the context of different industrial sites.

Example of a landscape buffer utilized between a more intensive district abutting an R-District:



Above: Example of a site perimeter landscape along a parking lot frontage.

- 7' wide landscaping strip with trees is required where no abutting street trees.



Proposal: Allow outdoor storage of tires and auto parts in the C-2 General Commercial Zoning District, subject to landscaping standards, screening requirements, and frontage limitations.

The Economic Development Chapter of the Comprehensive Plan includes the following policies pertaining to ensuring a sufficient land supply for economic activity, striving to meet the City's employment allocations, improving the City's image and reputation, and diversifying and expanding economic commercial areas:

Goal EC-1 Diversify and expand Tacoma's economic base to create a robust economy that offers Tacomans a wide range of employment opportunities, goods and services.

Policy EC-1.1 Strive to capture 46% of urban Pierce County's employment growth by 2040.

Policy EC-6.9 Provide for the growth, economic equity and vitality of the city's commercial districts...

Policy EC-6.10 Continue to support efforts of commercial districts to improve their physical attributes by encouraging infill, adaptive reuse and other strategies, to create more walkable places with historic character that enhance neighborhood livability.

Policy UF-8.3 Ensure an equitable distribution of employment throughout the City, with the highest concentration of job growth occurring in the Downtown Regional Growth Center.

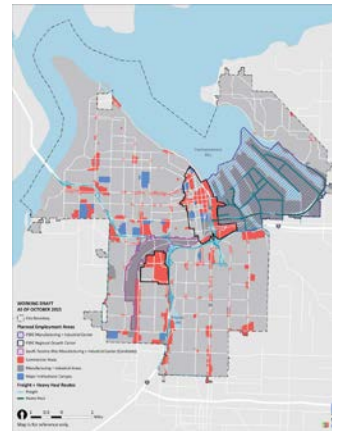
Policy UF-8.5 Promote an economic geography that enhances access to services and employment opportunities and concentrates employment in close proximity to transit and other public services and amenities.

In addition to the policies relating to designated corridors (see page 5) the Economic Policies are a significant aspect of staff's proposal to amend the requirements for outdoor tire storage in the C-2 District. The C-2 represents the middle ground between use flexibility and design quality among the City's zoning districts, where the mixed-use districts are the focal point for design quality and pedestrian oriented use, and industrial districts represent more expansive use allowances and minimum design requirements.

In C-2 districts the staff proposal would maintain the current use allowance for Vehicle Service and Repair, recognizing the need to accommodate a variety of uses throughout the City, while modifying the current standards to differentiate the use and development pattern of the C-2 district from both the X-Districts and the Industrial Districts. The attached amendments would allow outdoor tire storage while implementing standards and limitations that maintain an enhanced design focus.

Lastly, allowing some greater allowance for outdoor storage without the requirement to construct a building may serve to maintain greater potential for these sites to be redeveloped as Tacoma's market changes.

Planned Employment Areas:



Tacoma's 2040
Employment Growth
Allocation, per
VISION2040:

- 97,000 new jobs

"Expanding and diversifying Tacoma's economic base will make it more stable and provide more opportunities for people to live and work in their community. An economy with a wide range of employment options in different sectors offers Tacomans with varying level of skills and education greater opportunities to attain living wage jobs. This goal and its associated policies seek to diversify and grow Tacoma's economy in a way that will benefit all of its residents."

4. Objectives

Does the proposed amendment achieve any of the following objectives?

Address inconsistencies or errors in the Comprehensive Plan or development regulations.

Elements of this amendment are responsive to changes to the City's Comprehensive Plan policies that have not been fully implemented. These include policies relating to the design and development of corridors and off-site impacts and transitions. Specifically, the UCX District, located in the Tacoma Mall Regional Growth Center, would no longer allow outdoor storage for vehicle service and repair, and the proposed standards would better distinguish between the designated pedestrian corridors and other streets.

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.

This amendment is not responding to changing circumstances in the use and development patterns of these areas, but rather, the code was changed previously to reflect new City policies and as a result outdoor tire storage was prohibited. This amendment represents a refinement to development standards, to meet the stated intent of the code, not as a significant departure from the existing intent.

The amendment is responsive to the needs and desires of the community, as evidenced by the number of applicants and the existing market for used tires in the City of Tacoma, as a cost-effective alternative to higher priced tires.

Maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern.

The proposed amendment serves to strike a balance between use and design that is more context sensitive than the current code. So while staff recognizes that allowing outdoor storage in areas where it is not currently allowed may represent a diminishment of design quality in these areas (where current standards require storage to be fully enclosed within a building), the staff approach provides for sensitivity to the surrounding context (the relation of the site to pedestrian streets/centers/residential areas) and appropriate alternative screening and landscaping to mitigate impacts to adjacent properties and right-of-way.

Enhance the quality of the neighborhood.

- This change will enhance the quality of design in the City's UCX District (Tacoma Mall Regional Growth Center) where outdoor storage is currently allowed.
- In Industrial Districts that abut residentially zoned properties, these proposed standards would improve screening and landscaping buffers, enhancing the quality of the surrounding neighborhood.
- Lastly, while the proposal represents a shift from requiring storage of tires and auto parts indoors within the C-2 District, to allowing the use outdoors, the proposed standards are intended to ensure an enhanced design that is context sensitive. These standards are a significant departure in some cases from the design of these facilities as they currently exist, and would represent an enhanced design quality over current development.

5. Options Analysis

The options for this change to outdoor storage regulations are as follows:

- **No change option.** This option is not recommended as it would maintain certain inconsistencies between the Comprehensive Plan policies and the development standards, specifically relating to allowance for outdoor tire storage in the UCX District. In addition, staff's proposal would more clearly distinguish between the design emphasis in designated centers, corridors, and other commercial areas.
- **C-2 only option.** Screened outdoor storage is only afforded to used tire shops to store tires in the C-2 zoning district. While this option would meet the needs of the amendment applicants, it would neglect the intent statement for the development of all vehicle service and repairs uses. Likewise, it would represent a more significant departure from the current policy intent and maintain other inconsistencies that staff have noted in this review concerning the UCX district.
- **Staff proposed option.**
 - UCX: This proposal would prohibit outdoor storage in the UCX district. The UCX district is a growing transit community, regional growth center, and focal point for the highest design quality;
 - M-1 and M-2: The proposal would require screening and site perimeter landscaping when properties abut a pedestrian street or residentially zoned property;
 - C-2: The proposal would allow outdoor storage with the following standards:
 - Limit continuous street frontage;
 - Require screening;
 - Require landscaping between the screening and adjacent properties and rights-of-way;
 - Prohibit outdoor storage between buildings and pedestrian streets;
 - Limit outdoor storage to no more than 50% of the pedestrian street frontage.
- **Other options the Commission can consider:**
 1. Separating UCX as a separate amendment.
 2. Postponing the amendments within the Industrial Districts and consolidating them for review as part of a future industrial land supply and zoning update.
 3. Accepting the UCX and Industrial District Modifications, while maintaining the current standards in C-2 (storage fully enclosed within a building).
 4. The Commission could propose modifications to specific limits proposed within C-2 Districts.

6. Impacts Assessment

The primary impact of outdoor storage of auto parts, junk vehicles, and tires considered in these amendments is related to the visual and aesthetic qualities of the development on adjacent properties and impacts to pedestrian use of abutting streets. Proposed standard would mitigate the visual and aesthetic impacts and impacts on pedestrian activity but would do so in a way that is specific to the context of the site: depending on the zoning district, abutting properties and uses, and location on pedestrian designated streets.

A secondary impact is economic: significant barriers to entry could limit the establishment of these uses, which would limit access to a service that is in demand. These uses do provide employment opportunities and tax revenues for the City. Under this proposal, existing businesses would have a path forward to come into compliance with the code, while allowing reduced barriers to entry in the C-2 District. The Industrial Districts remain the areas with the lowest cost for entry.

7. Outreach Summary

- Presented at the 2018 Amendment Open House on January 10, 2018.
- Scheduled for review at the March 22, 2018 meeting of the Tacoma Community Council.
- Presented as part of a Planning work program overview to the North End Neighborhood Council on January 8, 2018.
- Public notice of the Open House was provided to primary contacts at all Neighborhood Councils, business districts and other civic groups, community groups, stakeholders, and interested parties. Additional public notice will be provided for the public hearing and comment period.

8. Supplemental Information

Exhibit A: Proposed Amendments to TMC 13.06.510 E



2018 Amendment

Application No. 2018-02 Vehicle Service and Repair: Outdoor Storage

EXHIBIT A

PROPOSED AMENDMENTS TO THE TACOMA MUNICIPAL CODE TITLE 13 – LAND USE REGULATORY CODE

February 21, 2018

Notes:

These amendments show all of the changes to existing Land Use regulations.
The sections included are only those portions of the code that are associated with these amendments.

New text is underlined and text that has been deleted is shown as ~~strikethrough~~.

The Tacoma Municipal Code used for this document is the version as revised in December 2017.

Tacoma Municipal Code Section 13.06.510.E

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

1. ~~Intent/Purpose. It is the intent of this regulation to~~ The purpose of this section is to require minimum standards for all vehicle repair uses in order to protect adjoining property, minimize nuisances and off-site impacts, and support pedestrian-oriented design, particularly in mixed-use districts and along pedestrian streets, ~~maintain a landscaped setting along street frontages.~~

2. ~~Minimum standards.~~ Applicability: The following regulations apply in all zoning districts, with exceptions only as noted.

3. General Standards.

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

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

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

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

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

e. Where screening is provided, required landscaping shall be located between the screen and abutting properties and rights-of-way.

3. Outdoor storage of junk vehicles, auto parts, and tires.

a. In Mixed-use Districts: Junk vehicles, auto parts, and tires must be stored inside an enclosed building.

b. In Commercial Districts, outdoor storage of junk vehicles, auto parts, and tires is permitted when the following standards are met:

(1) Outdoor storage is fully screened from public view. Screening shall be accomplished by locating the storage behind a minimum six foot tall wall or opaque fence that will screen the items from a non-elevated view from neighboring properties or adjacent public rights-of-way

(2) Outdoor storage shall not occupy more than 100 continuous lineal feet of any street frontage.

(3) On pedestrian streets, as defined in Figure 7 of the Comprehensive Plan, storage areas shall not be located between a building and the pedestrian street and shall not comprise more than 50% of the use along the pedestrian street frontage.

(4) Required landscaping shall be located between the screening and the adjacent properties and rights-of-way to soften the visual impact of the screen.

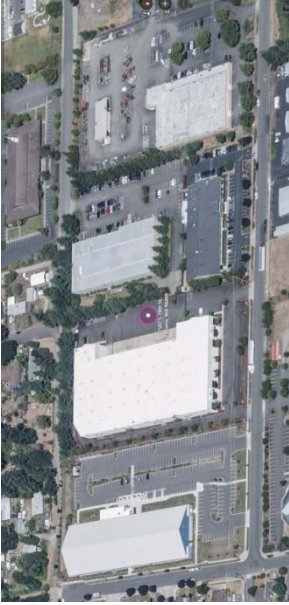
c. In M-1 and M-2 Industrial Districts, outdoor storage of junk vehicles , auto parts and tires is permitted when the following standards are met:

(1) Outdoor storage is fully screened from abutting residential zoning districts and pedestrian streets as designated in Figure 7 of the Comprehensive Plan. Screening shall be accomplished by locating the storage area behind a minimum six foot tall wall or opaque fence.

(2) Site perimeter landscaping, consistent with the dimensional and planting requirements in TMC 13.06.502 E, shall be provided between the screening and the adjacent properties and rights-of-way to soften the visual impact of the screen.

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

II-3 S. 80th Street Rezone



South 80th Street PDB Rezone

Staff Analysis Report

This proposal would rezone five properties flanked by S 80th and S 78th Streets. The change in zoning designation would be from the existing Planned Development Business (PDB) District (3 parcels), Commercial (C-2) District (1 parcel) and Single Family Dwelling Residential (R-2) District (1 parcel) to Light Industrial (M-1) District. In addition, the land use would change from General Commercial and Residential to Light Industrial by Comprehensive Plan amendment.

The rezone should help address undesired application of Development Business District and increase compatibility with existing land use and development patterns in the area in compliance with the Comprehensive Plan.

Project Summary

Project Title:	South 80 th Street PDB Rezone
Applicant:	Cabot Properties
Location and Size of Area:	Bordering Streets: S 80 th , S Trafton, S 78 th , and S Pine. Approx. 23 acres.
Current Land Use and Zoning:	General Commercial; Planned Development Business (PDB)
Neighborhood Council Area:	South Tacoma
Staff Contact:	Lauren Flemister, lflemister@cityoftacoma.org , 253-591-5660
Staff Recommendation:	Authorize the proposed rezone for public review and comment.
Project Application:	The project as submitted is for a rezone of the property at the address 2615 S 80 th Street from the existing Planned Development Business (PDB) District to Light Industrial District (M-1). In addition, the land use would change from General Commercial to Light Industrial by Comprehensive Plan amendment.
Additional Notes:	As part of the recommendation, all properties with the M-1 zoning designation abutting residentially zoned properties must have a landscape buffer of 50 feet. In a future annual amendment cycle, an APZ II overlay will be developed to restrict high intensity and inappropriate uses in the accident potential zone, which affects a portion (see map on page 2) of the subject parcels.

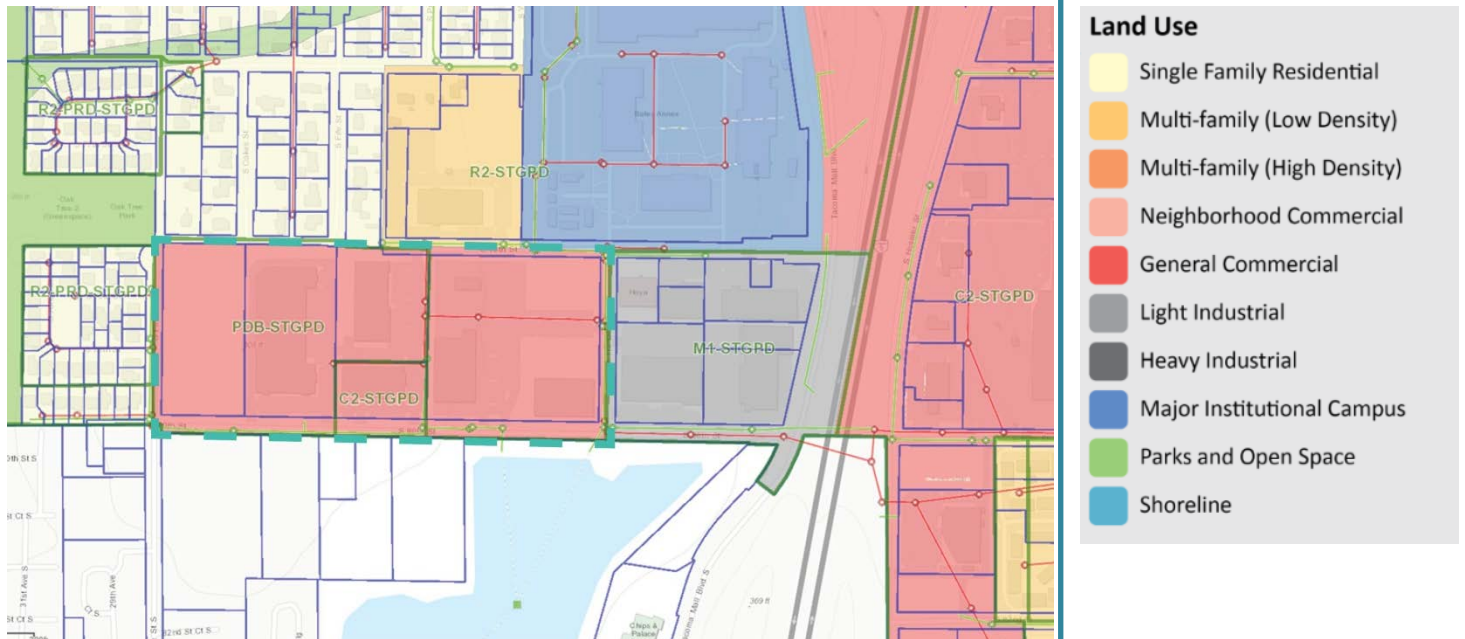
Planning and Development Services
City of Tacoma, Washington
Peter Huffman, Director



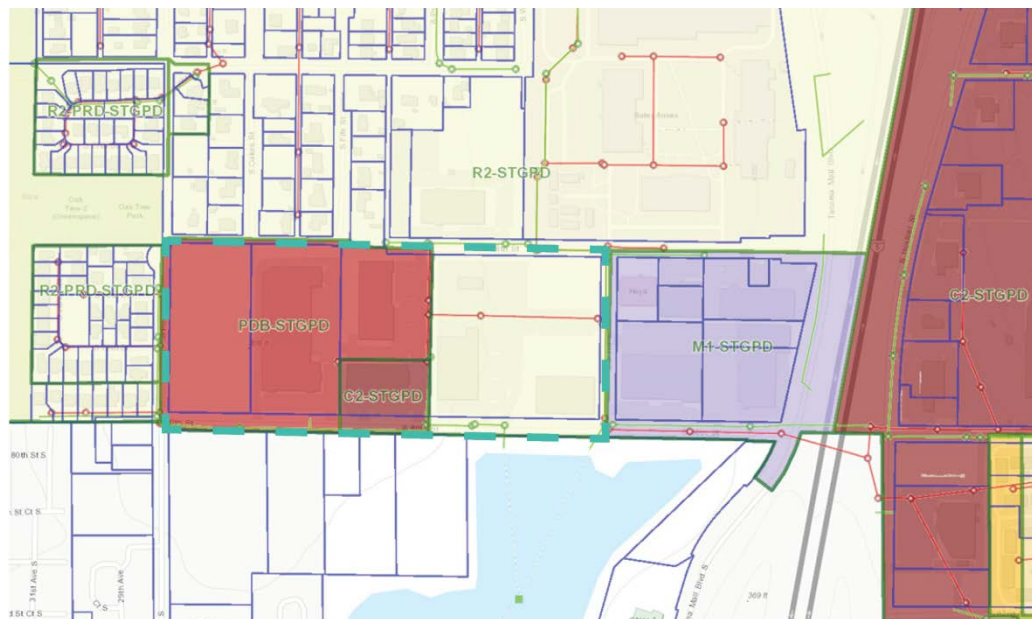
Lauren Flemister
lflemister@cityoftacoma.org
<http://www.cityoftacoma.org/planning>

1. Area of Applicability

The proposed rezone is bordered by S 78th Street to the North, S 80th Street to the South, S Pine to the West and S Trafton to the East.



The map above depicts the Comprehensive Plan Land Use Designations. The subject sites are depicted as General Commercial designations and are identified with a teal dashed outline. The map below depicts the existing zoning districts.



2. Background

The application received for this rezone started with one site at 2615 S. 80th. After staff review, the project was expanded to include three sites and finally expanded to include five sites. The five sites are designated as follows:

- Planned Development Business (PDB) District (3 parcels)
- Commercial (C-2) District (1 parcel)
- Single Family Dwelling Residential (R-2) District (1 parcel).

The impetus for the application is in line with staff reconsideration of the PDB designation. At the October 5, 2016 Planning Commission meeting, staff presented an assessment of the City's Planned Development Business Districts for inclusion in the 2019 amendment cycle as part of the overall Commercial Zoning Update.

The Commercial Zoning Update seeks to better align the City's T, C-1, C-2, and PDB districts with both the existing and planned use and development patterns within the City's commercial districts. The zoning update will not include areas zoned as part of designated centers.

Within this scope of work, the staff recommendation was to review the Planned Development Business Districts as a distinct sub-element. Staff analysis showed that there are only three locations within the City zoned as PDB and only seven distinct businesses. Based on the scant use of the zoning district, the relative ineffectiveness of the district in meeting the intent, as well as feedback and concern from existing businesses and property owners, staff recommends including these areas as a subset of the overall commercial zoning update.

Based on development patterns, as well as existing uses and conditions in the PDB District within the business industrial park area included in this application and later expanded, the M-1 Light Industrial could be a viable option for a rezone.

Implications of Zoning Designation Change from PDB to M-1

Changing from PDB to M-1 creates much more permissive conditions in regards to land use. Uses such as adult retail and entertainment, brewpub, building materials and services, cultural institution, drive-thru, emergency and transitional housing, passenger terminal, short-term rental, several vehicle-related uses, among many others would be allowed when moving to M-1 Light Industrial.

PDB Planned Development Business District. This district is intended to provide limited areas for a mix of land uses that includes warehousing, distribution, light assembly, media, education, research, and limited commercial. The developments in this district are intended to have fewer off-site impacts than would be associated with industrial or community commercial areas. Retail uses are size limited and signage is reduced. These areas should be designed for improved residential compatibility on boundaries by landscaping and other design elements. Sites should have reasonably direct access to a highway or major arterial. This district is not appropriate inside Comprehensive Plan designated mixed-use centers or low intensity areas.

3. Policy Framework

One Tacoma Comprehensive Plan – Urban Form Chapter: Future Land Use Designations
One Tacoma Comprehensive Plan – Future Land Use Map
One Tacoma Comprehensive Plan – Goals EC-6, EC-6.19, EC-6.20, EC-6.22, PFS-3.8

These policy document sections provide some context for the policies that support rezones to achieve Future Land Use goals, the protection of industrial land, and compatibility in land use patterns. Of particular note is policy PFS 3.8 which states:

Protect the viability of existing airports as essential public facilities by encouraging compatible land uses and reducing hazards that may endanger the lives and property of the public and aviation users. Evaluate and implement appropriate policy and code amendments recommended by the Joint Base Lewis-McChord Joint Land Use Study (JLUS).

The Joint Land Use Study (JLUS) document for Joint Base Lewis McChord (JBLM) is focused on coordinating and mitigating land use impacts to jurisdictions through policy. Based on the recommendations in the JLUS, areas that fall within any Accidental Potential Zones (APZ) must make land use changes that address life safety concerns and are compatible with the airport and APZ. A majority of the area of applicability falls within the APZ II. This means that the City will pursue an overlay that will maintain existing land use patterns while seeking to limit growth intensity and also limit land uses where many people congregate, where vulnerable populations reside or congregate, where hazardous materials are utilized or stored, that include nonessential functions, etc. The overlay will allow for many of the additional uses permitted in the M-1 to not be allowed in the APZ II to protect the safety of employees and patrons of businesses in the M-1.

JBLM Joint Land Use Study. This project will evaluate the findings and recommendations of the Joint Land Use Study (JLUS) for Joint Base Lewis-McChord (JBLM) and evaluate strategies for addressing compatibility with the airport and the Accident Potential Zone.

What is An Accident Potential Zone?

Clear Zones and Accident Potential Zones (APZ) represent the most likely impact areas if an aircraft accident occurs. APZ are based on Department of Defense historical data on where accidents have previously occurred.



The map above shows the subject sites – the shaded area represents the Joint-Base Lewis-McChord Accident Potential Zone II.

4. Objectives

Does the rezone address inconsistencies or errors in the Comprehensive Plan or development regulations?

Yes. The proposal addresses an inconsistency between the Comprehensive Plan and the zoning. The Comprehensive Plan Future Land Use Map promotes establishing a consistent zoning approach for this area, versus the patchwork zoning that currently exists.

Does the rezone 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?

Yes. The proposal addresses appropriate response zoning and land use implications with a focus on safety related to the Accident Potential Zone (APZ) II.

Does the rezone maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern?

Yes. One of the primary issues addressed with the rezone is an increase compatibility with existing land use and development patterns in the area in compliance with the Comprehensive Plan. Second, changing the landscaping buffer for M-1 properties adjacent to residentially zoned properties is more consistent with the goals of the Comprehensive Plan and serves to promote enhanced compatibility with the existing and planned land uses surrounding the sites.

The image below is an aerial photo, illustrating the existing development patterns.



Does the rezone enhance the quality of the neighborhood?

Not applicable.

Current Buffer: Subject properties, including three parcels adjacent to single family residences, have 50' setbacks with landscaping to mitigate impacts to residential uses. Proposed standards would maintain these transitions.

Current Uses: Subject properties are currently comprised of:

- A commercial recreation facility,
- Warehousing,
- A veterinary clinic,
- A utility site.

Adjacent Uses:

- Single family residences to the north,
- Bates Technical College to the northeast,
- Light industrial district to the east.

5. Options Analysis

In reviewing this rezone proposal, staff considered the following options to address zoning designations and land use:

1. Make no changes.
 - a. Maintaining the existing zoning in this area would be inconsistent with the Comprehensive Plan and the recommendations of the Joint Land Use Study.
2. Rezone consistent with the current Comprehensive Plan General Commercial designation.
 - a. The current PDB and C-2 properties are consistent with the Comprehensive Plan land use designation. However, the General Commercial designation is inconsistent with the intent of the Joint Land Use Study.
3. Recommended Option: Amend the Comprehensive Plan Future Land Use Map from General Commercial and Residential to Light Industrial and implement appropriate M-1 Light Industrial zoning.
 - a. This option takes a consistent approach to the whole area, as envisioned in the Comprehensive Plan, while also improving the consistency of future land uses with the recommendations of the Joint Land Use Study. Lastly, this amendment improves consistency with the existing land uses and development patterns.
4. Consider uses and other land use requirements in APZ II Overlay that may also mitigate high intensity or unnecessary uses, as well as significant congregation of people. This option will be considered at a later date as part of a broader effort to implement the intent of the Joint Land Use Study.

Additionally, staff considered the following options for site inclusion:

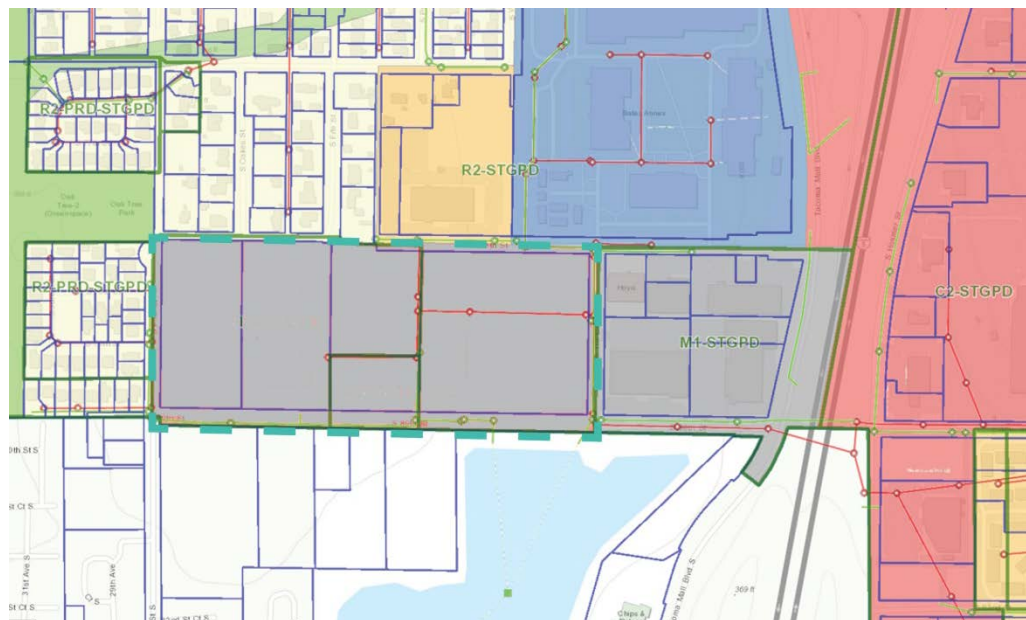
1. Include initial application site (1 site)
2. Include sites with General Commercial land use designations (3 sites)
3. Include sites with General Commercial and Residential land use designations whose actual land use and development patterns are more appropriate for Light Industrial

Relevant Policies:

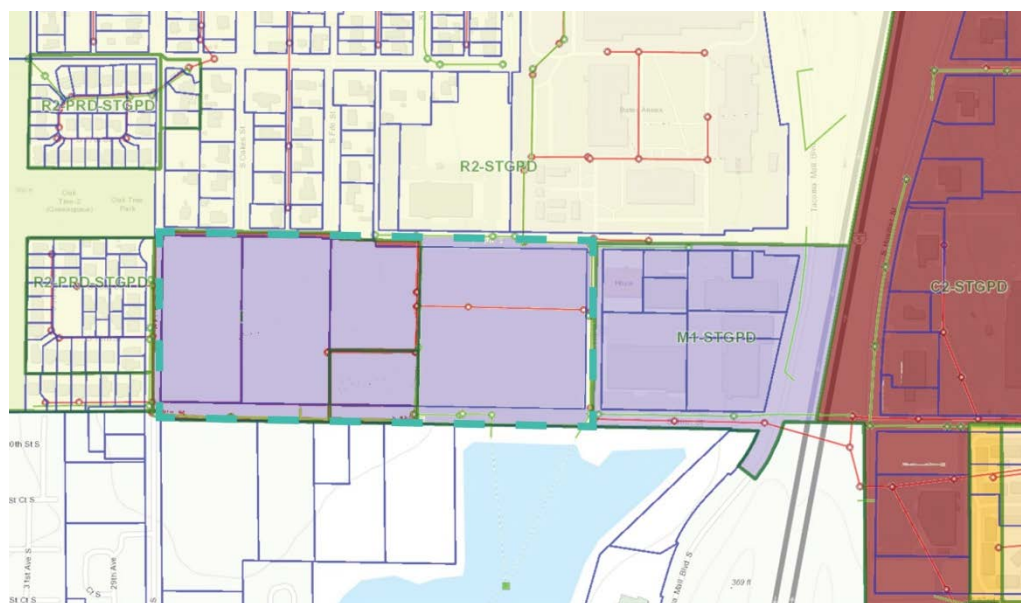
Policy DD–9.5 Protect non-industrial zoned parcels from the adverse impacts of activities on industrial zoned parcels.

Policy DD–9.6 Buffer between designated Manufacturing/ Industrial Centers and adjacent residential or mixed-use areas to protect both the viability of long-term industrial operations and the livability of adjacent areas.

Recommendation: Include the 5 sites and rezone all sites to M-1 Light Industrial zoning designation and amend the Comprehensive Plan from General Commercial and Residential to a Light Industrial Land Use Designation. Apply heightened landscaping buffer standards to industrial districts to maintain buffering on the subject parcels.



The map above depicts the recommended Comprehensive Plan Land Use Designations. The subject sites are depicted as General Commercial designations and are identified with a teal dashed outline. The map below depicts the recommended zoning districts.

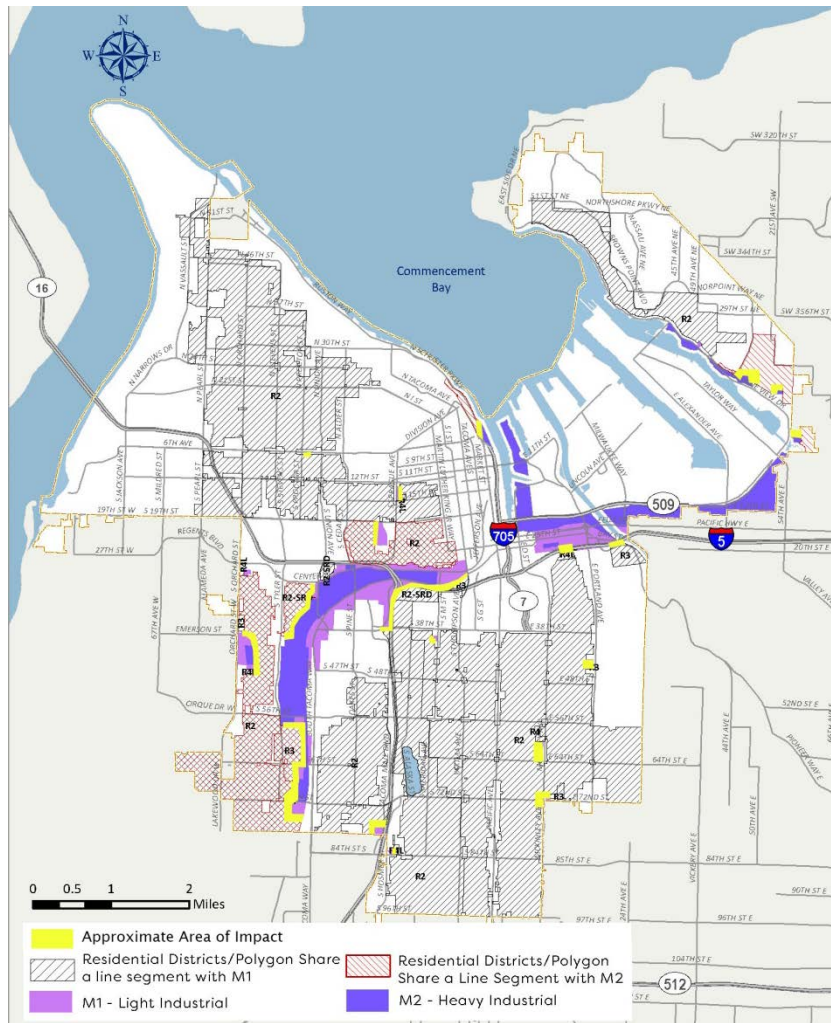


Land Use	
	Single Family Residential
	Multi-family (Low Density)
	Multi-family (High Density)
	Neighborhood Commercial
	General Commercial
	Light Industrial
	Heavy Industrial
	Major Institutional Campus
	Parks and Open Space
	Shoreline

6. Impacts Assessment

Since current use and conditions project to remain the same, there is very little impact. Changes to standards and uses can be addressed with impending APZ II Overlay.

In addition to the use implications, landscaping standards are more relaxed in the Industrial designations than in the PDB designation. Overall site landscaping would be considerably less in the M-1, M-2, and PMI designations and there are no site perimeter landscaping requirements in any industrial districts. In order to address this issue and also create a transition between industrial and residential uses, all properties with the M-1, M-2, and PMI zoning designations abutting residentially zoned properties must have a landscape buffer of 50 feet. This may be reduced to 30 feet if the site is bermed. On sites with length or width less than 300 feet on the side abutting residential, a smaller buffer of 20 feet of continuous planting area shall be provided on the property. If a property is less than 150 feet or less in depth, the buffer may be reduced to 15 feet. In the case of an R-District across the street from an M-1, M-2, or PMI parcel, a buffer of 7 feet of continuous planting area shall be provided on the property. In cases where there is a demonstrated site constraint, the minimum buffer width may be reduced to a minimum 4 feet, with the integration of a continuous site-obscuring vegetated fence or wall.

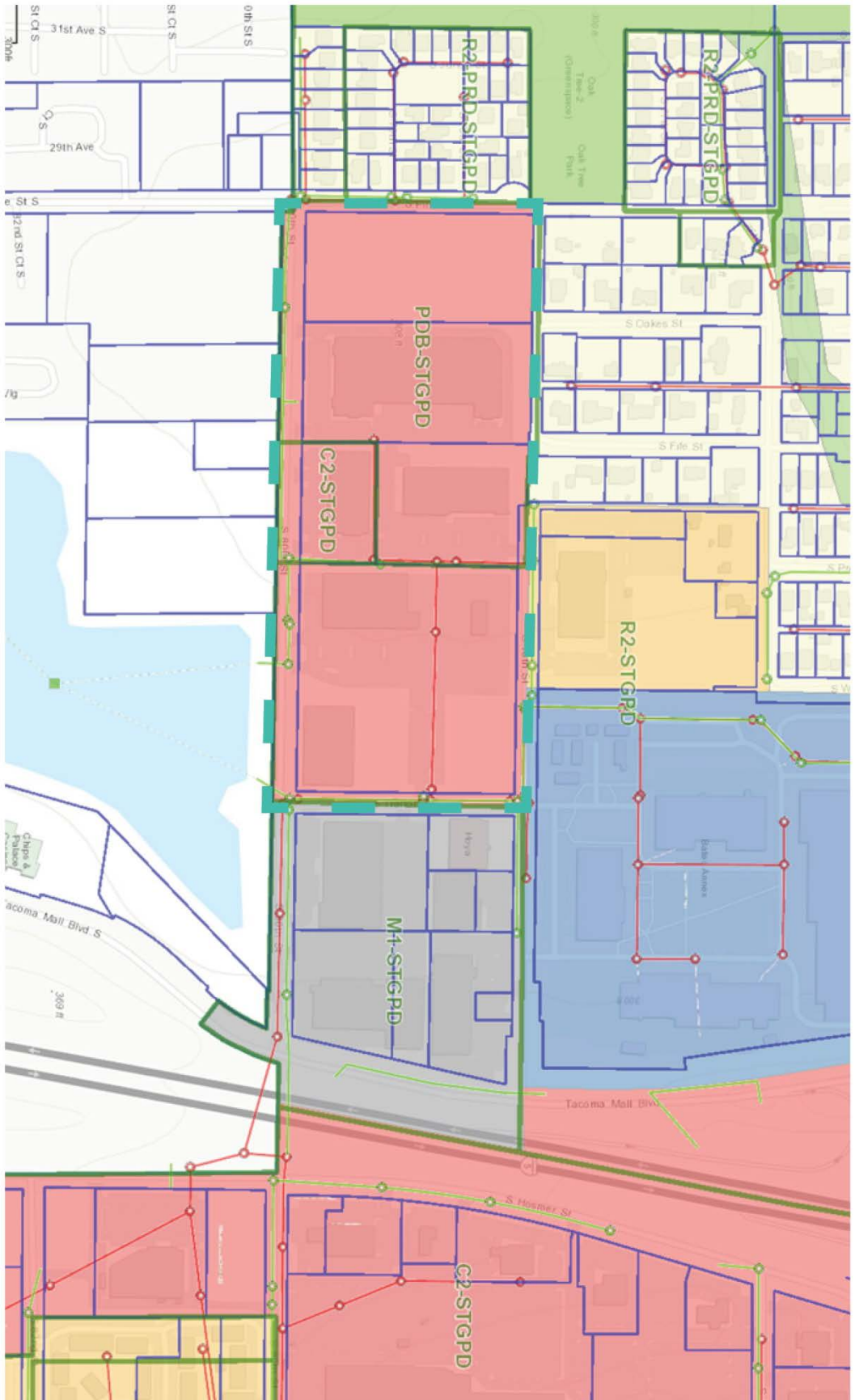


7. Outreach Summary

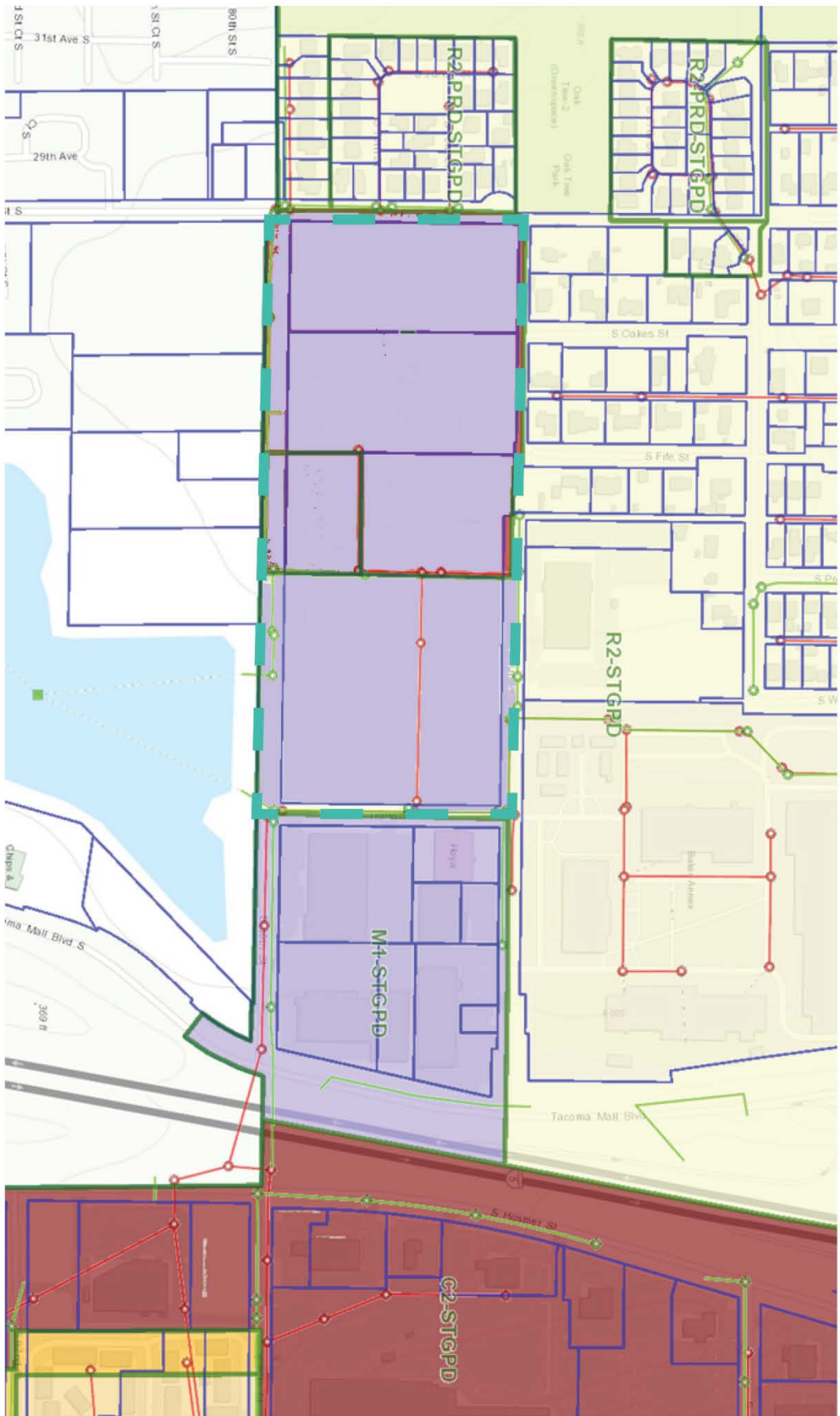
Week of November 13, 2018 – Outreach to affected business and property owners
January 10, 2018 – Annual Amendment Open House
January 17, 2018 – Attended South Tacoma Neighborhood Council meeting

8. Supplemental Information

Please refer to the Application to Amend the Comprehensive Plan Application requesting a rezone of the property on S. 80th, which can be found on the following website: <http://www.cityoftacoma.org/cms/One.aspx?portalId=169&pageId=105237>



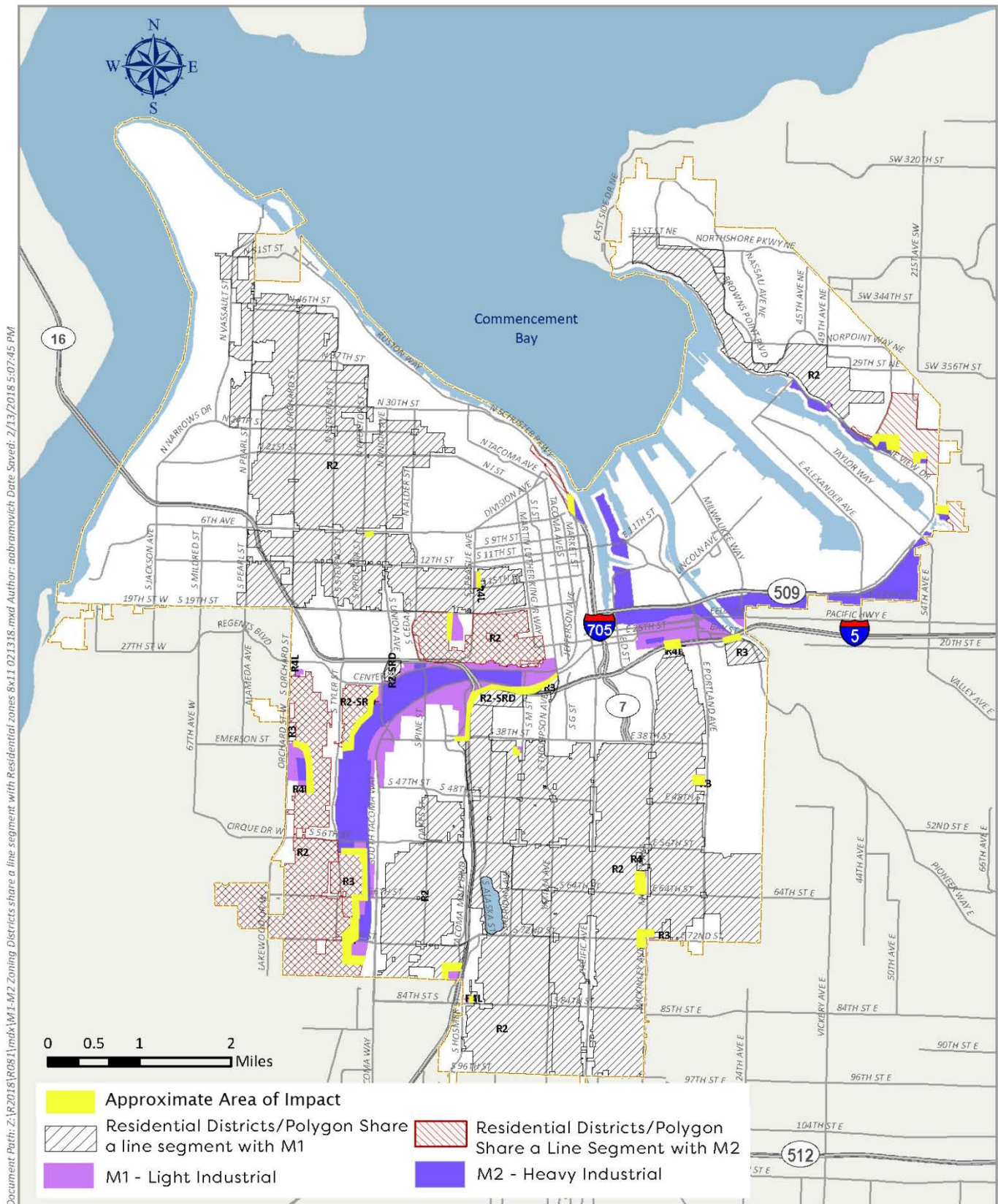
Current Land Use



Proposed Zoning

The map displays a city block with various streets and zoning designations. Key streets include 31st Ave S, 29th Ave, 27th St, 25th St, 23rd St, 21st St, 19th St, 17th St, 15th St, 13th St, 11th St, 9th St, 7th St, 5th St, 3rd St, 1st St, and Tacoma Mall Blvd S. Zoning designations are shown in different colors: R2-PRD-STC-PD (purple), R2-STC-PD (orange), M4-STC-PD (grey), and C2-STC-PD (pink). The map also shows a large body of water on the left and a large industrial area on the right.

M-1/M-2 Zones Sharing a Line with Residential Districts





2018 Amendment Application No. 2018-03

S 80th Street Rezone

EXHIBIT A

PROPOSED AMENDMENTS TO THE COMPREHENSIVE PLAN AND ZONING MAP

February 21, 2018

Comprehensive Plan Future Land Use Map

Proposed Amendment

Current Land Use Designation:

General Commercial

Proposed Land Use Designation:

Light Industrial



Zoning Map

Proposed Amendment

Current Zoning Districts:

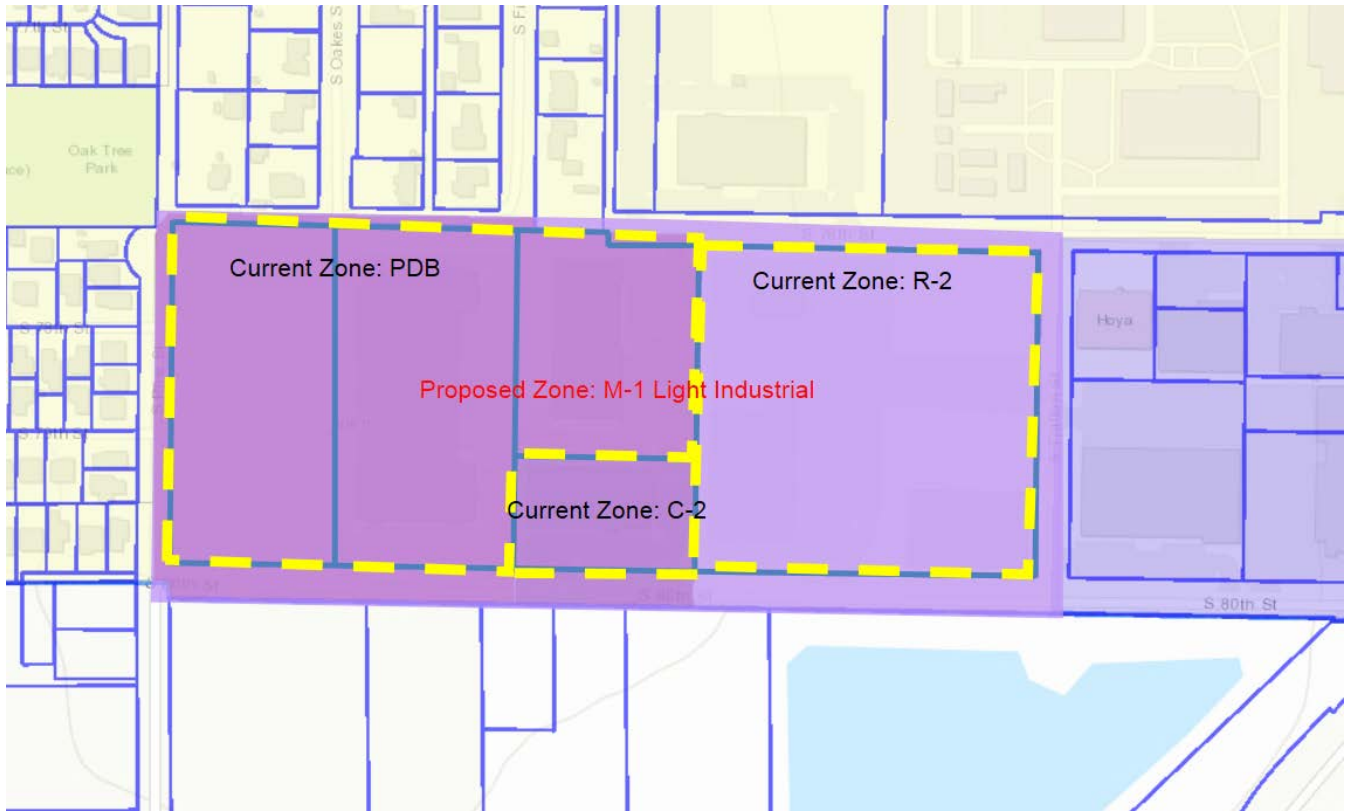
PDB: Planned Development Business District

C-2: General Commercial District

R-2: Single Family District

Proposed Zoning District:

M-1: Light Industrial District





2018 Amendment Application No. 2018-03: S. 80th Street Rezone

EXHIBIT B

PROPOSED AMENDMENTS TO THE TACOMA MUNICIPAL CODE TITLE 13 – LAND USE REGULATORY CODE

February 21, 2018

Note: These amendments show all of the changes to existing Land Use regulations. The sections included are only those portions of the code that are associated with these amendments.

New text is underlined and text that has been deleted is shown as ~~striketrough~~.

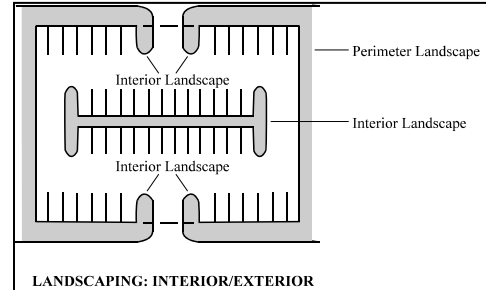
Chapter 13.06.502 Landscaping and Buffering Standards

TMC 13.06.502.E Landscaping requirements applicable to Residential, Commercial, Industrial and Mixed-Use Districts. The standards of this section are intended to implement the goals of the Comprehensive Plan and the intent of this section. The landscaping standards of this table apply to new development and substantial alterations, as stipulated above, in Residential, Commercial, Industrial and Mixed-Use Centers (X) Districts. LID BMPs may be used to fulfill all or a portion of landscaping requirements, where the vegetation within the LID BMP is compatible to the requirements.	
Exemptions: (1) Single, two and three-family developments, unless in association with a full plat or a short plat with 5-9 lots, are exempt from all landscaping requirements. (2) Passive open space areas are exempt from all landscaping requirements (however development activities on such sites may trigger landscaping requirements). (3) Park and recreation uses are exempt from the Overall Site, Site Perimeter and Buffer requirements of this section.	
Using this table: This table contains both numerical and distribution requirements for trees. In each case, whichever requirement would generate the larger number shall control and be the required number of trees.	
Overall Site Landscaping: Overall Site Landscaping is intended to ensure that a minimum amount of landscaping is provided with development.	
Overall Site Landscaping Minimums	This requirement may be provided anywhere on the site. The amount is determined as a percentage of the site which is not covered with structures. It may be satisfied by landscaping provided to meet other requirements. <ul style="list-style-type: none">• Residential Districts: 5 percent• Commercial Districts: 10 percent• Industrial Districts: 5 percent of parking areas over 20,000 sf• X Districts: 15 percent (for single-purpose residential projects)
Planting requirements	When Required, Overall Site Landscaping shall consist of a mixture of trees, shrubs and groundcover plants, as follows: <ul style="list-style-type: none">• At least one Small Tree per 200 square feet; one Medium Tree per 300 sf; or one Large Tree per 400 sf of required overall site

	<p>landscaped area.</p> <ul style="list-style-type: none"> • Shrubs and groundcover to completely cover the remaining area within 3 years.
X Districts Exceptions	<ul style="list-style-type: none"> • Requirements for developments with structured parking are relaxed based on the percentage of structured parking to the total number of on-site parking spaces. For example, if all parking is structured, there is no overall site landscaping requirement. If 50 percent of the parking is structured, then the amount of required overall site landscaping is reduced by 50 percent. • Green roofs and roof gardens may be used to meet up to one-third of the landscaped area requirements. • Planting strips within street rights-of-way shall not be counted toward this requirement.
Site Perimeter Landscaping: Site Perimeter Landscaping is intended to ensure that areas abutting public rights-of-way, and not developed with structures, be attractive, and provide the environmental benefits of vegetation.	
Exceptions: (1) Site Perimeter Landscaping is not required in Industrial or X Districts.	
General	<ul style="list-style-type: none"> • When applicable, a Site Perimeter is required around the entire perimeter of the site. Perimeter strips may be broken for primary structures, vehicle and pedestrian access crossings, and to allow limited access to and use of utility services located in alleys, but not by accessory structures, paved areas, outdoor storage or other development. • A minimum 7-foot wide site perimeter strip shall be provided on sides without abutting street trees. The required perimeter strip shall be reduced to 5 feet for parcels of 150 feet or less in depth. • A minimum 5-foot wide site perimeter strip shall be provided on sides with abutting street trees.
Planting Requirements	<p>The perimeter strip shall be covered with a mixture of trees, shrubs, and groundcover plants, as follows:</p> <ul style="list-style-type: none"> • At least one Small Tree per 200 sf; one Medium Tree per 300 sf; or one Large Tree per 400 sf of required landscaped area. • Trees planted shall be generally evenly distributed over the site. • Place trees to create a canopy in desired locations without obstructing necessary view corridors. • Shrubs and groundcover to completely cover the remaining area within 3 years.
Landscaping Buffers: Landscaping buffers are intended to function as a substantial vegetative screening providing physical and visual separation between dissimilar districts in order to soften visual and aesthetic impacts. Buffers also provide the aesthetic and environmental benefits of vegetation.	
Exceptions: (1) When there is a 20 foot vertical grade difference between a development site that is located across the street or alley or is abutting R-District property, no Landscape buffers are required along the affected property line if such grade difference is demonstrated to provide comparable protection. (2) When the development site is across an arterial street or highway from the R-District property being screened, it is not required to provide a Landscape buffer along the affected property line abutting the arterial street or highway. (3) The Director may waive the requirement for a screening if equivalent screening is provided by existing parks, parkways, recreation areas, or by topography or other natural conditions. (4) The Director may waive the requirement for a screening if the R-District property being screened is in long-term use for a purpose other than residential, and which would not be negatively impacted by adjacency to a more intensive use. (5) The continuous landscaping buffer may be interrupted to the minimum extent necessary to accommodate walkway access and preferred driveway access to	

and from the property.	
More intensive district abutting an R-District property	<p><u>In Industrial zoning districts:</u></p> <ul style="list-style-type: none"> • A landscape buffer of 50 feet must be provided on the property, along the boundary abutting an R-district property • If a berm with a 6-foot vertical grade difference is provided on the property, the landscape buffer may be reduced to 30 feet. • Where the property required to provide a buffer is 300 feet or less in depth, measured perpendicularly from the residential parcel, the buffer can be reduced to 20 feet. • Where the property required to provide a buffer is 150 feet or less in depth, measured perpendicularly from the residential parcel, the buffer can be reduced to 15 feet. <p><u>In all other zoning districts:</u></p> <ul style="list-style-type: none"> • A continuous planting area that has a minimum width of 15 feet shall be provided on the property, along the boundary with the R-District. • Where the property required to provide a buffer is 150 feet or less in depth, measured perpendicularly from the residential parcel, the buffer can be reduced to the minimum 10-foot wide buffer listed below.
More intensive district across the street or alley from R-District property	<ul style="list-style-type: none"> • A continuous planting area that has a minimum width of 7 feet shall be provided on the property, across from the R-District. • In cases where there is a demonstrated site constraint, the minimum buffer width may be reduced to a minimum 4 feet, with the integration of a continuous site-obscuring vegetated fence or wall.
Planting – when abutting R-District	<p>a. For landscaping strips 10 to 15 feet wide:</p> <ol style="list-style-type: none"> At least one row of evergreen trees, minimum 8 feet in height at the time of planting and 10 feet maximum separation. Shrubs at a rate of one shrub per 20 square feet of landscaped area. In addition to being from minimum 3-gallon sized containers, shrubs shall be at least 16 inches tall at planting and have a mature height of at least 3 feet. Groundcover plants. <p>Note: These provisions supersede the standard height, spacing and visibility provisions of the General Section, above.</p> <p>b. For landscaping strips wider than 15 feet:</p> <ol style="list-style-type: none"> A minimum of one evergreen tree for every 150 square feet arranged in a manner to obstruct views into the property. Shrubs and groundcover as required above. <p>c. This Landscaping Buffer is not subject to landscaping credits or flexibility provisions of TMC 13.06.502.D.</p> <p>d. Alternative species selection and spacing plans demonstrated to substantially meet the Buffer intent may be approved with staff review.</p>

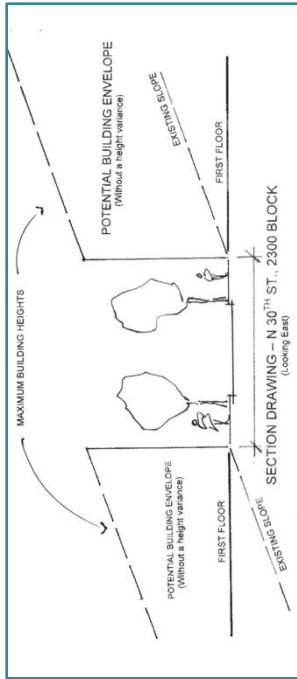
	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>For landscaping strips 15 feet wide or less:</p> </div> <div style="text-align: center;"> <p>For landscaping strips wider than 15 feet:</p> <ul style="list-style-type: none"> • A minimum of one evergreen tree at least 8' tall for every 150 square feet arranged in a manner to obstruct views into the property. </div> </div>
Planting – across the street or alley from R-District	<ul style="list-style-type: none"> • At least one Medium Tree per 300; or one Large Tree per 400 square feet of landscaped area. • Trees to be spaced at an average of 20 feet on-center, but may be grouped in asymmetrical arrangements. • At least 50 percent of trees must be evergreen conifers.
Mobile home/trailer courts abutting Residential districts (where permitted).	<ul style="list-style-type: none"> • A wall, fence, vegetated wall, evergreen hedge, or other suitable enclosure of minimum height four and one half feet and maximum height of seven feet placed at least five feet from the side and rear lot lines. The area between such enclosures and the property lines shall be landscaped to form a permanent screening area. • A landscaped screening area at least five feet in depth must be provided along the street frontage on a non-arterial street forming a boundary between a mobile home park site and an R-1, R-2, or R-3 District. • No signs shall be permitted on any part of a screening enclosure or within a screening area.
<p>Street trees: Street trees are intended to provide multiple benefits including aesthetics, traffic calming, environmental, shading, visual buffering and noise separation from streets.</p>	
<p>Exceptions: (1) Street trees are not required in PMI Districts, with the exception of the following gateway corridors into the City located within or near the Port of Tacoma: Marine View Drive, E. 11th Street west of Portland Avenue, Portland Avenue (south of E. 11th Street), and Port of Tacoma Road (south of E. 11th Street).</p>	
Planting Requirements:	<ul style="list-style-type: none"> • Four Small Trees; three Medium Trees; or, Two Large Trees per 100 linear feet of site frontage. • Street trees should generally be evenly spaced to create or maintain a rhythmic pattern, but can be provided with variations in spacing and/or grouped to accommodate driveways, building entrances, traffic signs, or other streetscape features, or if such variations are demonstrated to better achieve the intent. • Street trees shall, when possible, be planted within the right-of-way adjacent to the curb and between the pedestrian lane/sidewalk and curb. When this is not possible or a different location would better achieve the intent, street trees may be located elsewhere within the right-of-way, including behind the sidewalk, in street medians, parking strips or bulbouts. If neither

	of these preferred locations is possible, such as when existing infrastructure prevents trees from being planted within the right-of-way, trees located within 10 feet of the right-of-way may be counted as street trees.	
Parking Lot Landscaping: Parking lot landscaping is intended to provide visual relief, to enhance the aesthetic appearance, screening from adjacent sites and public areas, to reduce environmental impacts of parking and other paved areas, and to provide shade and shelter for pedestrians.		
Exceptions: (1) Parking Lot Perimeter Landscaping is not required in M-2 or PMI Districts. (2) Parking lots of 15 stalls or less are not required to meet Interior Planting requirements. (3) Parking lots of 15 stalls or less, located behind buildings and accessed by alleys, are exempt from the Site Perimeter requirement.		
Parking Area tree minimum - overall	<ul style="list-style-type: none">One Small Tree per 700 square feet; one Medium Tree per 1,000 square feet; or, one Large Tree per 1,400 square feet of parking lot area.	
Parking Lot – Interior Planting Requirements	<p>A mixture of trees, shrubs and groundcover meeting the following requirements:</p> <ul style="list-style-type: none">At least one Small Tree per 200 sf, one Medium Tree per 300 sf; or one Large Tree per 400 sf of landscaped area.Trees planted shall be generally evenly distributed over the site. Shrubs and groundcover plants as required above.Trees placed to create a canopy in desired locations without obstructing necessary view corridors.	 <p>LANDSCAPING: INTERIOR/EXTERIOR</p>
Distribution	<ul style="list-style-type: none">No stall shall be more than 50 feet from a tree trunk.Long rows of parking shall be broken by islands or peninsulas with trees, such that there are no more than eight parking stalls in a row without a tree.Planting areas with trees are required at all parking aisle ends.Trees shall be provided at an average of 40-foot intervals along walkways within or adjacent to parking lots. In X Districts, trees shall be provided at an average of 30-foot intervals.	
Distribution Flexibility Bonuses	<p>For each of the following bonuses provided, Parking Lot Distribution requirements may be modified as follows: The maximum distance from each stall may increase by 10 feet; and, maximum parking row length may increase by 1 stall.</p> <ul style="list-style-type: none">Tree retention: Retention of trees at least 20 inches in diameter constitutes at least 50 percent of the number of required trees.Evergreen trees: Evergreen trees constitute greater than two-thirds of required trees.Low Impact Development: Sites utilizing Low Impact Development (LID) techniques as defined in the City of Tacoma Stormwater Management Manual as their primary stormwater management approach.	
Parking lot - Perimeter landscaping Planting Requirements	<ul style="list-style-type: none">Parking Lots with more than 20 stalls are required to provide a 10-foot wide planting strip per the planting requirements below.Where the subject property is 150 feet or less in depth, the perimeter strip can be reduced to 5 feet in width.When applicable, a Parking Lot Perimeter is required around the shortest circumferential line defining the exterior boundary of a parking, loading or similar paved area, excluding primary structures, driveways or walkways providing access to the facility.	

	<p>Parking Lot Perimeters shall be planted with a mixture of trees, shrubs and groundcover meeting the following requirements:</p> <ul style="list-style-type: none"> • At least one Small Tree per 200 sf, one Medium Tree per 300 sf; or one Large Tree per 400 sf of landscaped area. • Trees planted shall be generally evenly distributed over the site. • Shrubs and groundcover plants as required above. • Trees placed to create a canopy in desired locations without obstructing necessary view corridors.
<p>X District Front Yard and Foundation Landscaping: Trees, shrubs and groundcover plantings intended to soften the visual appearance of exposed foundations and building frontages in highly pedestrian areas.</p>	
<ul style="list-style-type: none"> • In areas where buildings are not located adjacent to the sidewalk, the area between the public sidewalk and buildings shall incorporate expanded sidewalk space, outdoor seating, plazas and/or landscaping with a combination of trees, shrubs, and/or ground cover plants. • All street-facing elevations must have landscaping along any exposed foundation. The landscaped area may be along the outer edge of a porch instead of the foundation. This landscaping requirement does not apply to portions of the building façade that provide access for pedestrians or vehicles to the building. • The foundation landscaping must meet the following standards: <ol style="list-style-type: none"> 1. The landscaped area must be at least three feet wide. 2. There must be at least one shrub for every three lineal feet of foundation. 3. Groundcover plants must fully cover the remainder of the landscaped area. 	

II-4

Commercial View Sensitive District: Height Methodology



Commercial View Sensitive District (VSD) Height Measurement Staff Analysis Report

The project is for a regulatory code text change to amend language describing and determining how building height is measured in all C-2 (Commercial) zoning districts in the VSD (view sensitive district) overlay district. Currently, the VSD height measurement methodology in the land use code is used to determine building height, whereas, the City's Building Code utilizes a different methodology for measuring height.

The amendment should help create more parity amongst parcels in C-2 VSD (amongst upslope and downslope parcels), as well as create consistency in code on building height measurement.

Project Summary

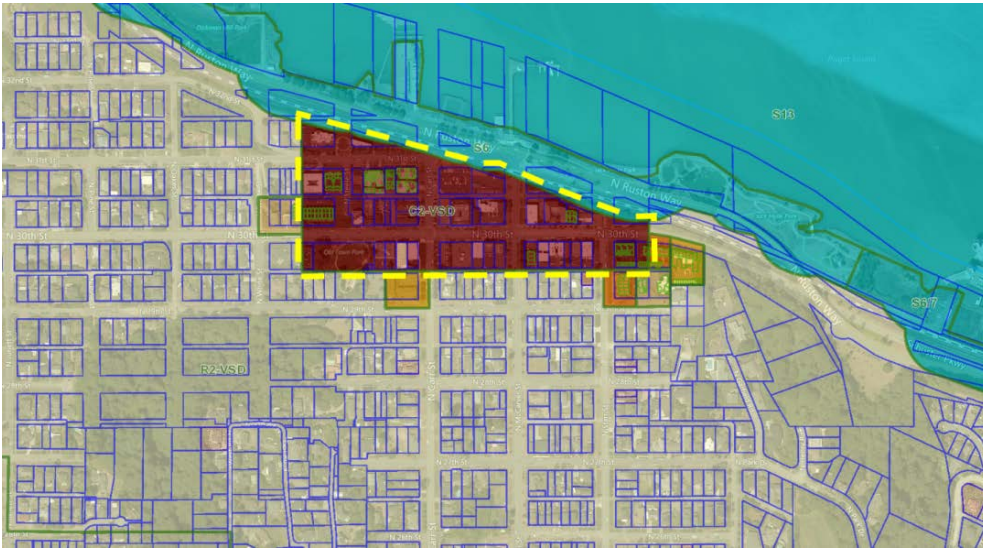
Project Title:	Commercial View Sensitive District Height Measurement
Applicant:	Kenneth Thiem
Location and Size of Area:	Various. Old Town, N. Proctor and N 34 th , Titlow Park Areas
Current Land Use and Zoning:	C-2 Commercial, with VSD View Sensitive District Overlay
Neighborhood Council Area:	North End, West End
Staff Contact:	Lauren Flemister, lflemister@cityoftacoma.org , 253-591-5660
Staff Recommendation:	Staff recommends the Planning Commission review Options A, B and C as discussed in this report and consider releasing some or all for public review
Project Application:	The applicant and owner of a property on N. 30th Street points out that Old Town's topography consistently slopes up from the south side of N. 30th Street and down from the north side and the disparity gives development/design advantages to property owners on the south side. The applicant suggests using the site's average grade along the primary street frontage, as opposed to existing grade at the proposed building corners.
Additional Notes:	View sensitive districts are typically in areas that have scenic resources that place a limit on overall building height.

Planning and Development Services
City of Tacoma, Washington
Peter Huffman, Director

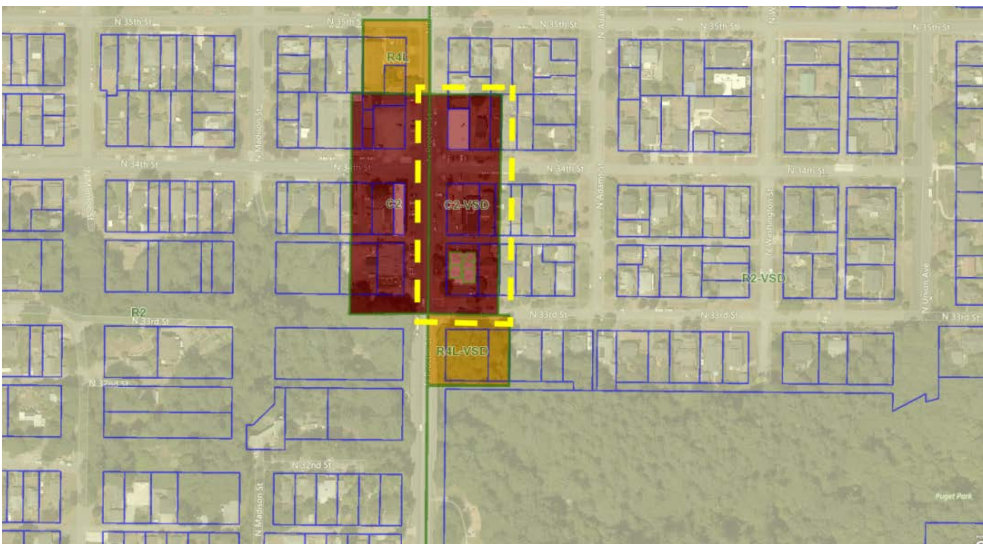


Lauren Flemister
lflemister@cityoftacoma.org
<http://www.cityoftacoma.org/planning>

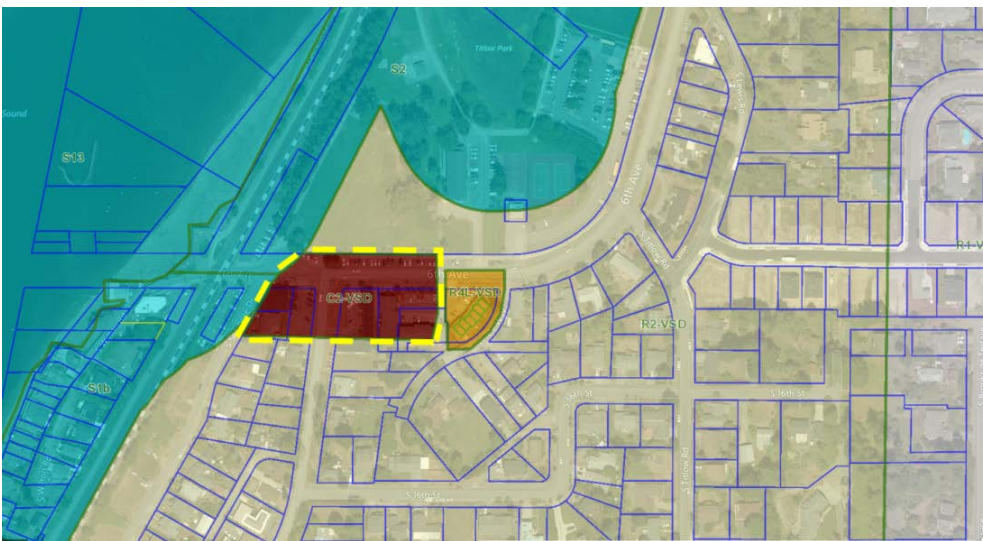
1. Area of Applicability



Left: Old Town Commercial District (N. 30th between N. White and just past N. Starr)



Left: West Side of N. Proctor and N. 34th Street Commercial Area



Left: Titlow Park Commercial Area

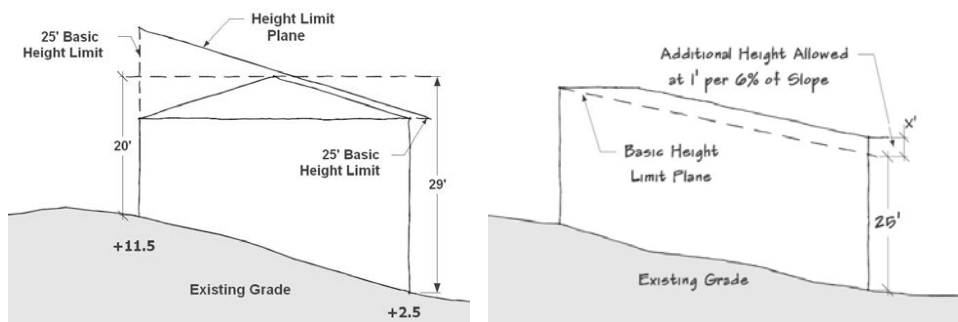
2. Background

Differences between VSD Building Height and Building Code Building Height Measurement

C-2 VSD parcels currently use the VSD building height measurement to determine the height limit plane for building on a site. The rules associated with determining building height using the VSD building height standards are more stringent than those used with the building code method. In part, this is because the VSD building height method's primary purpose is to protect views. The application of view protection standards is most directly applicable in areas where slopes exist; in this specific case, the area of applicability most affected is in Old Town.

The key elements of the VSD building height standards are:

- Use of existing grade for spot elevations determining the grade plane
- Use of overall maximum height limit/envelope/plane that building cannot exceed (25 feet)
- Bonus height for steeply sloped sites (additional 1' of height per 6% of slope on the downhill side)

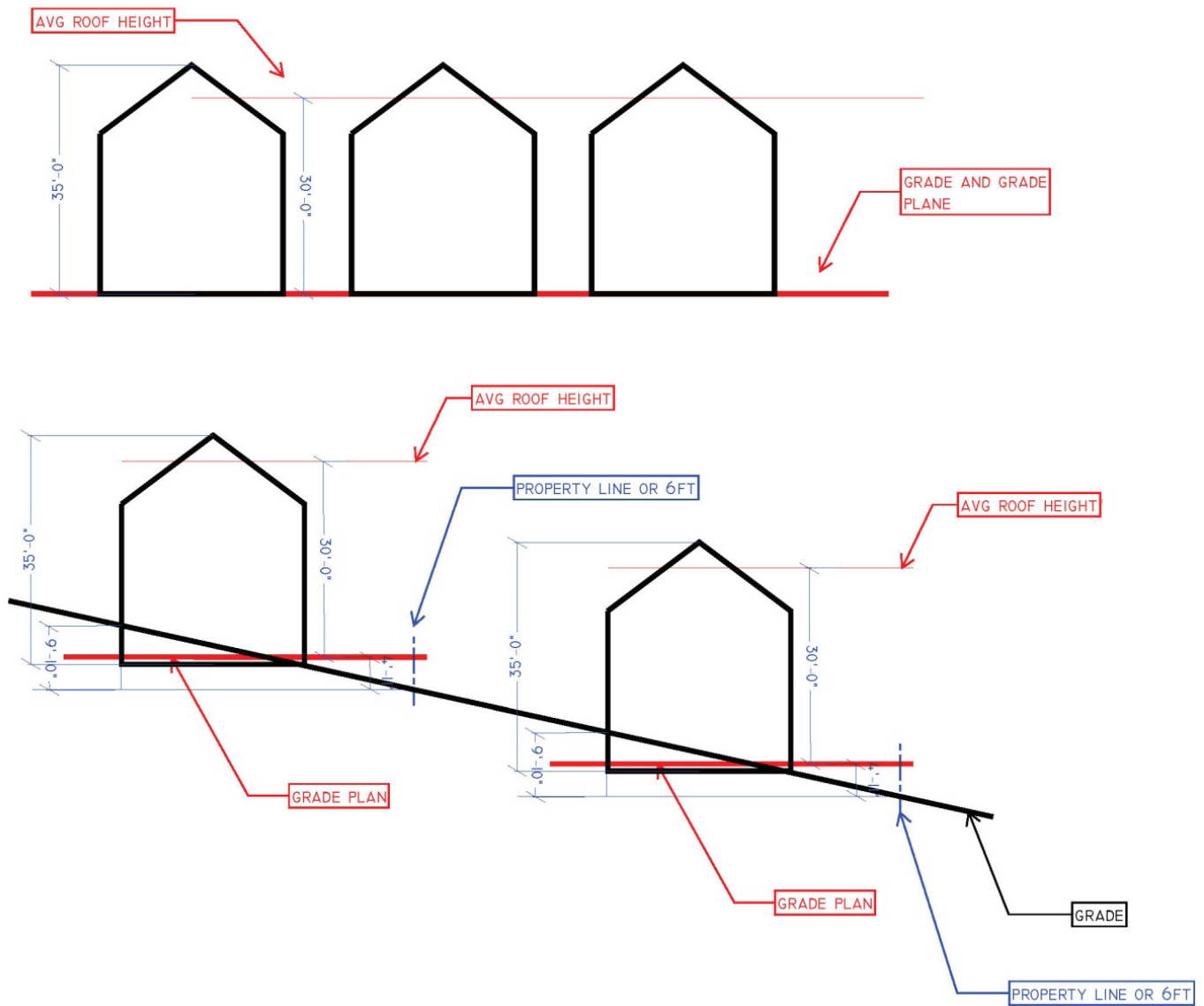


The key elements of building code building height measurement are:

- Use of proposed finish grade for spot elevations determining height
- Height limit is measured to the average roof height (from the highest eave to the highest point on a roof, which can be flat, pitched, or other shapes); maximum height varies based on roof pitch and zoning designation
- No bonus height

View Sensitive Overlay

District. This overlay district is intended to control building height in areas with desirable views. Buildings in this district may not exceed a height of 25 feet. The View Sensitive Overlay District is a common overlay in the R-1 District, but may also be found with the R-2 District and a few C-2 District areas located closer to the marine shoreline.

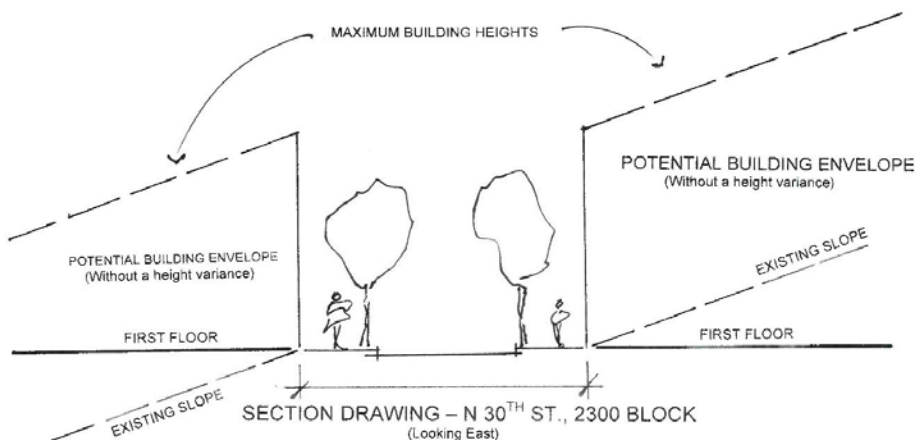


	a. Measuring Elevation at Grade	b. Height Limit	c. Bonus for Slope
C-2 VSD	Existing grade	Maximum overall height of 25 feet (measured to top of peak/roof)	1 foot for every 6% of slope
Building Code	Finish grade	Based on zoning designation and to average roof height, which is 25 feet in C-2 VSD (measured to average roof height)	No bonus

Application of VSD Building Height Measurement in C-2 VSD

Using the VSD building height measurement, which calls for measuring from existing grade at four corners of the site and an overall maximum height, limits the potential building envelope; however, this is done with the intention of protecting views. On a site with a moderately steep slope to an extremely steep slope, it creates a condition where an access at back of the building (off the primary entrance and in the case of N. 30th, off the primary commercial corridor) or a large basement must be part of the building design to achieve a similar achieved square footage as the building up-slope. Following current methodology, it is difficult to achieve more than one-story on the downslope, while it is fairly straightforward to achieve two stories on the up-slope with some site excavation. However, a parcel on the downslope can be excavated to build an underground level or two stories can be achieved from the back- or alley-side.

The orientation of both buildings onto the main commercial corridor creates a potentially significant up-slope and down-slope disparity. The VSD height measurement does not treat parcels similarly unless it is a down-slope to down-slope or up-slope to up-slope condition. Opposing orientations (as opposed to front doors always at the same orientation direction) creates the significant difference in potential building envelopes, as shown in the image below.



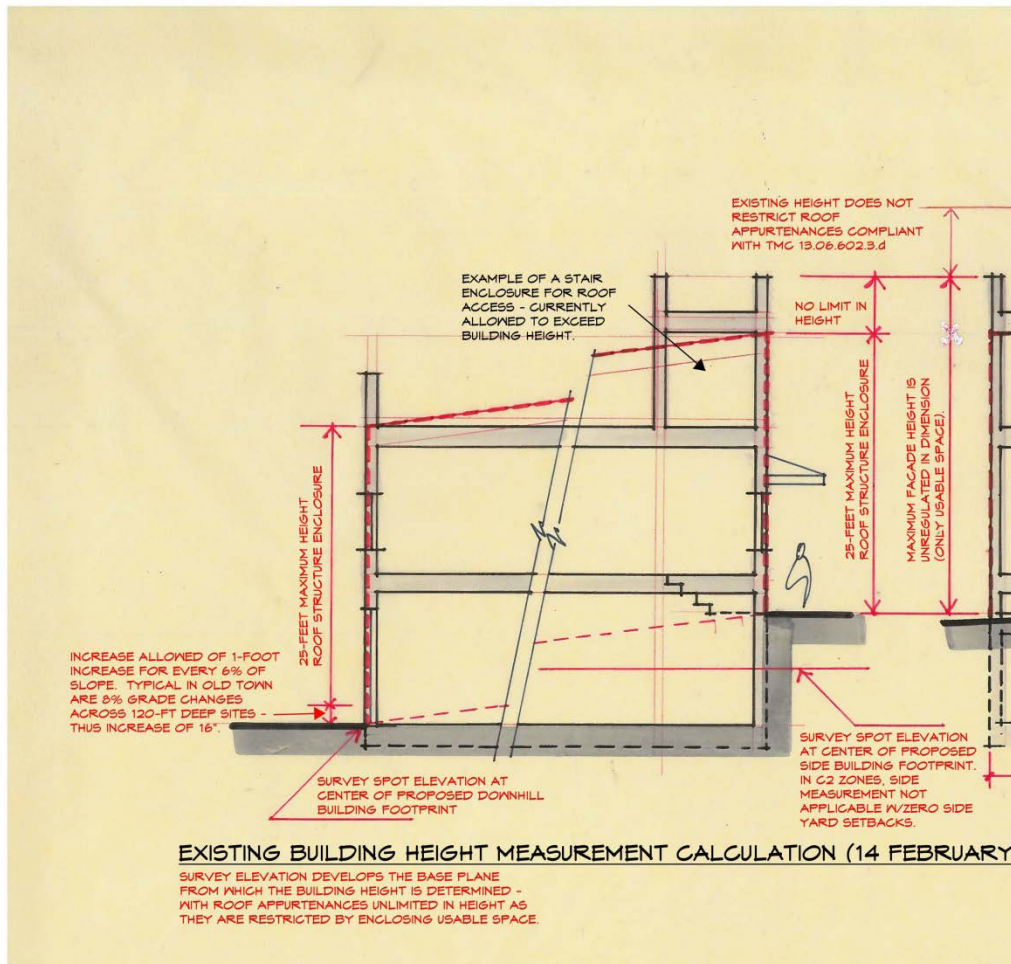
Height of Appurtenances in Existing Code

Existing code (TMC 13.06.602.A.3.d) states:

“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.”

As written, there is no height limit to any of these structures, many of which can be quite massive and obstructive in certain applications. In the case of a parapet, from

the position of a person on the street, a person in a building directly across the street, and viewing from other uphill properties, this appurtenance could be as obstructive as additional occupiable space would be. The 25 feet of maximum height could effectively become much greater when considering potential obstruction.



Application of Applicant Proposed Height Measurement in C-2 VSD

The applicant proposes measuring from only the primary frontage instead of using four or more points to create the grade plane. However, as mentioned, the intent of the VSD height measurement is to protect views. The application of both the VSD and building code height measurements provide for buildings to be the same absolute height in similar conditions in most cases, but maintaining a relative difference between up- and down-slope sites, so as to keep views unblocked. If the same relative height was achievable from a height measurement methodology, views would be blocked from many important vantage points; in some cases, it would give the appearance of looking at a solid wall.

3. Policy Framework

One Tacoma Comprehensive Plan – Urban Form Chapter

One Tacoma Comprehensive Plan – Policies DD-7.6, H-5.10, H1.7, H5.10

4. Objectives

Does the rezone address inconsistencies or errors in the Comprehensive Plan or development regulations?

The amended scope seeks to address how height is measured in the view sensitive district. While not an error or inconsistency, the goal is to make the method easier to use and more predictable and even in its application.

Does the rezone 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?

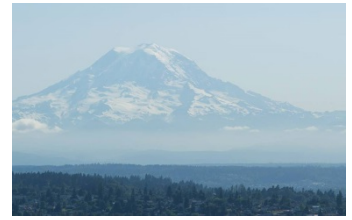
Not applicable.

Does the rezone maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern?

Not applicable.

Does the rezone enhance the quality of the neighborhood?

Not applicable.



Scenic Resources:

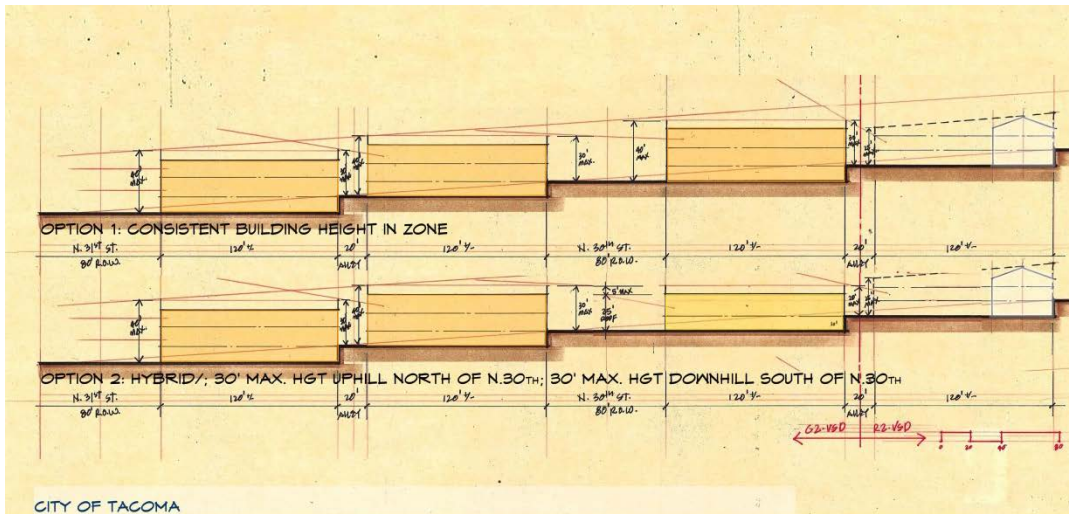
Tacoma's signature views of Mount Rainier, the Olympic Mountains, Commencement Bay and the Tacoma Narrows and other bridges, gulches, streams, and forested slopes, is important to the City's identity. They strengthen connections to the regional landscape. The policies of the Comprehensive Plan encourage the recognition, enhancement, and protection of public views and significant scenic resources.

5. Options Analysis

In review of the application, staff has developed two options for consideration (a previous option capping height at 15-feet on R2-VSD and uphill alley parcels did not move forward to the recommendation phase):

Option 1: 25-feet to roof structure/30-feet maximum to parapet for the uphill measurement, 35-feet to roof structure, 40-feet maximum to parapet for the downhill measurement.

Option 2: Approximately 15-feet to roof structure/20-feet to parapet for the uphill alley measurements and 35-feet to roof structure, 40-feet maximum to parapet for the downhill measurement..

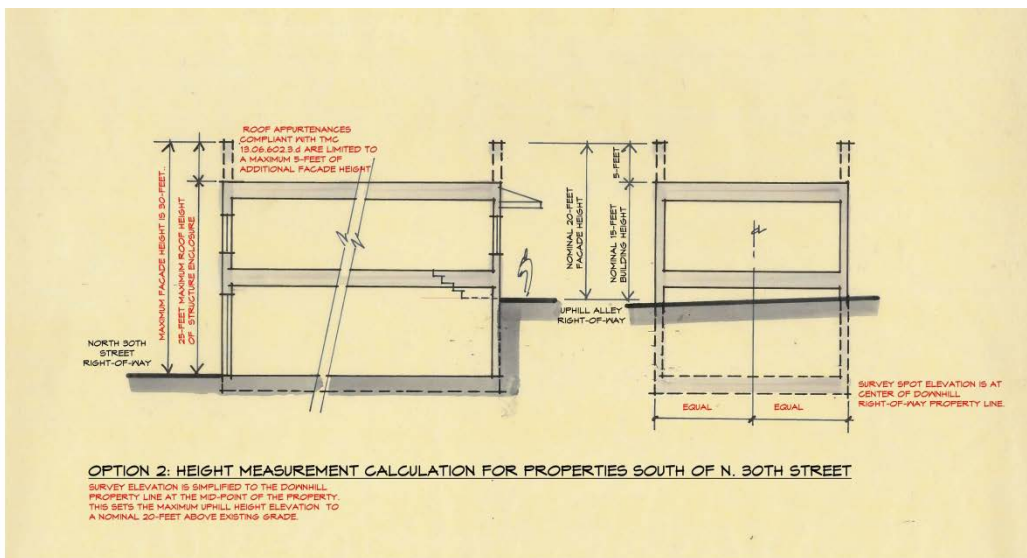
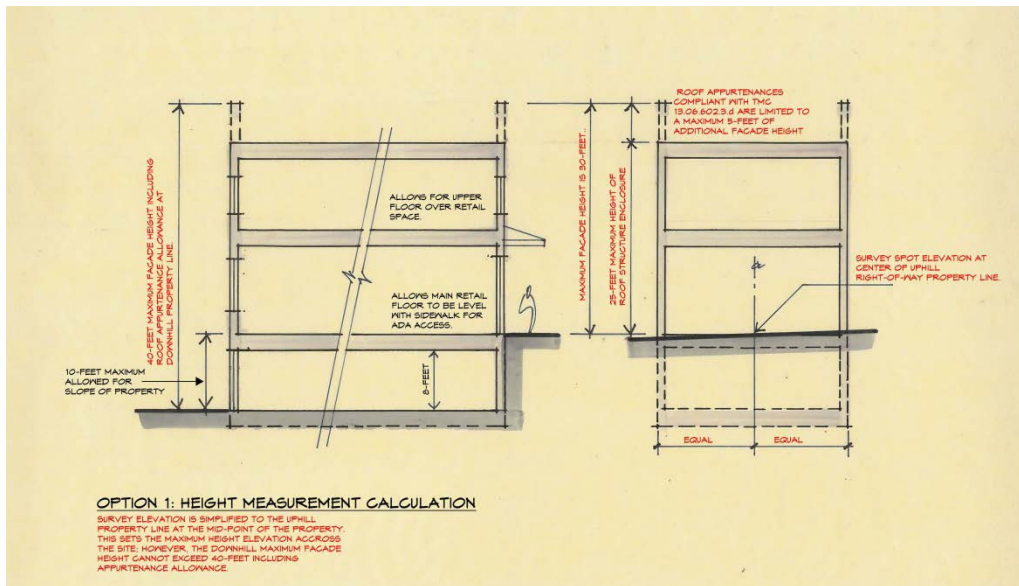


CITY OF TACOMA

OLD TOWN: C2-VSD SITE SECTION OPTIONS

The variables in each of the options are height parity at the commercial street frontage, building height abutting residential uses, and consistent building height throughout the zone. Each option values the combination of these variables differently.

Recommendation: Release Option 1 and Option 2 for public review. Options 1 and 2 allow for the most viable commercial building envelope, while limiting the height of appurtenances to 5 feet. They differ in the amount of building height allowed abutting residential uses.



6. Impacts Assessment

No impact to view based on based on comparison to existing building height allowance.

7. Outreach Summary

Week of December 24, 2018 – Reach out to affected business district associations and Neighborhood Councils

January 8, 2018 – Presentation at North Tacoma Neighborhood Council

January 10, 2018 – Meeting with Old Town Business District

January 10, 2018 – Annual Amendment Open House

February 14, 2018 – Follow-up meeting with Old Town Business District

8. Supplemental Information

Please refer to the Application to Amend Land Use Regulatory Code requesting a change in building height measurement in C-2 VSD zoning district. The application is available at www.cityoftacoma.org/planning.



2018 Amendment Application No. 2018-06
C-2 View Sensitive District Height Measurement
Option 1: 25-feet to Roof Structure Uphill Measurement

EXHIBIT A

PROPOSED AMENDMENTS TO THE TACOMA MUNICIPAL CODE
TITLE 13 – LAND USE REGULATORY CODE

February 21, 2018

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

Chapter 13.06 – Zoning

13.06.700 Definitions and illustrations.

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, excluding the C-2 Zoning 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.

In the C-2 Zoning District with a View-Sensitive Overlay, the following method shall be used:

1. The 25-foot building height limit shall be the vertical distance between existing grade Base Point located at the center of the subject property's existing uphill frontage along the public right-of-way. This height sets the horizontal datum elevation for the maximum building height of the building's roof structure.
2. Additional downhill building height of a maximum 10-feet is allowed and is measured from the existing grade at a point located at the center of the subject property's downhill frontage along the public right-of-way.
3. No portion of a building roof 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.

4. Structures above the maximum building height limit per TMC Section 13.06.602.3.d are restricted above the horizontal datum elevation to a maximum of 5-feet. Any height of structures above this limitation will require a variance per TMC Section 13.06.645.



2018 Amendment Application No. 2018-06
C-2 View Sensitive District Height Measurement
Option 2: 15-feet to Roof Structure Uphill Measurement

EXHIBIT B

PROPOSED AMENDMENTS TO THE TACOMA MUNICIPAL CODE
TITLE 13 – LAND USE REGULATORY CODE

February 21, 2018

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

Chapter 13.06 – Zoning

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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, excluding the C-2 Zoning 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.

In the C-2 Zoning District with a View-Sensitive Overlay, the following method shall be used:

1. Except for uphill properties abutting residentially zoned properties, the 25-foot building height limit shall be the vertical distance between existing grade Base Point located at the center of the subject property's existing uphill frontage along the public right-of-way. This height sets the horizontal datum elevation for the maximum building height of the building's roof structure. For uphill properties abutting residentially zoned properties, the 25-foot building height shall be the vertical distance between the existing grade Base

Point located at the center of the subject property's existing downhill frontage along the public right-of-way.

2. Additional downhill building height of a maximum 10-feet is allowed and measured from the existing grade at a point located at the center of the subject property's downhill frontage along the public right-of-way. No Additional Downhill Building Height is allowed for uphill properties abutting residentially zoned properties.
3. No portion of a building roof 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.
4. Structures above the maximum building height limit per TMC Section 13.06.602.3.d are restricted above the horizontal datum elevation to a maximum of 5-feet. Any height of structures above this limitation will require a variance per TMC Section 13.06.645.

II-5

Transportation Master Plan: Limited Amendment



Transportation Master Plan – Limited Amendment Staff Analysis Report

The TMP was first adopted in December 2015, providing a long-term vision for transportation infrastructure in the City of Tacoma. It is a primary tool for forecasting transportation demand and identifying services and improvements needed to accommodate future demands. The TMP includes comprehensive and balanced goals and policies that build on connectivity for all modes. It identifies a multimodal network system that includes transit and streetcar priority corridors. It also provides a means to measure performance and success towards reaching the long-term vision.

The proposed amendments for 2017-2018 focus on updating the Performance Measurements, Modal Priority Networks, Appendix B Project Detail List, Appendix C Mobility Master Plan Updates, and Appendix D Pedestrian Safety Improvement Project (See Attachments 1 – 4). The proposed amendments are the result of public and City staff comments. The Bicycle and Pedestrian Technical Advisory Group and Transportation Commission have reviewed and recommend inclusion of the amendments to the Comprehensive Plan.

Project Summary	
Project Title:	Transportation Master Plan – Limited Amendment
Applicant:	Public Works Department – City of Tacoma
Location and Size of Area:	Citywide
Current Land Use and Zoning:	Various
Neighborhood Council Area:	Citywide
Staff Contact:	Jennifer Kammerzell, Senior Engineer, jkammerzell@cityoftacoma.org .
Staff Recommendation:	Authorize the staff report and exhibits for public review and comments.
Project Proposal:	Amendments to: <ul style="list-style-type: none"> • Definitions, page 136, and Appendix C • Performance Measurement and Project Prioritization • Appendix C: Mobility Master Plan Update • Appendix D: City Pedestrian Safety Improvement Project • Modal Priority Maps and Appendix B: Project Detail

Public Works Department
City of Tacoma, Washington
Kurtis D. Kingsolver, P.E.
Director/City Engineer



Jennifer Kammerzell
(253) 591-5511
jkammerzell@cityoftacoma.org
www.cityoftacoma.org/tmp

1. Area of Applicability

The proposed Transportation Master Plan amendments include citywide performance measures citywide strategies, and site specific projects.

The Transportation Master Plan (TMP) vision states that, “Tacoma is a sustainable community with many diverse residents, businesses, and visitors who have various transportation priorities. The City is strategic in how it plans its transportation system with an emphasis on carrying the people and goods that foster Tacoma’s culture, character, and competitiveness. The transportation system offers multimodal travel options that provide safe access for all users and neighborhoods, encourage healthy living, and protect the environment.”

2. Background

In December 2015, the City of Tacoma adopted Tacoma’s first Transportation Master Plan (TMP). The TMP provides a long-term vision for transportation infrastructure in the City of Tacoma. It is a primary tool for forecasting transportation demand and identifying services and improvements needed to achieve those goals and accommodate future demands.

The main components of the document include updated and balanced goals and policies that build on connectivity for all modes. It identifies a network system for all modes, which includes transit and streetcar priority corridors. It also provides a means to measure performance and success towards reaching the Transportation Master Plan’s vision.

The City’s TMP identifies performance measures which are used to assess the adequacy of the City’s transportation system and inform the project prioritization process. Seven priorities are identified in the TMP: Multimodal System, Equity, Safety, Health/Environment, System Preservation, Financial Stewardship, and Congestion. Each goal has specific measures to help quantify priorities and track progress over time. The City of Tacoma currently tracks some of these performance metrics, while others require initial benchmarking and repeated data collection in the future. The system performance measures present the components of Tacoma’s bi-annual transportation report card, as outlined in the TMP.

Since adoption of the TMP, several transportation related plans, projects, and initiatives that complement the TMP have been underway. The results of these efforts were reviewed, taken into consideration, and/or incorporated in to the proposed TMP amendments.

Environmental Action Plan

The Environmental Action Plan (EAP), adopted in 2016, outlines goals, actions, and targets in an effort for Tacoma to be more environmentally sustainable. Transportation is one of the main categories in becoming a more sustainable City. The graphic to the right is an excerpt from the plan and demonstrates a target to increase bicycle facilities.

Safe Routes to Schools

The Safe Routes to Schools Implementation Plan was developed in 2017 and also includes goals, actions and targets to increase safe walking and bicycling amongst youth. The Pedestrian Safety Project included robust public outreach and generated

SRTS CONSIDERS THE SIX “E’S”



EQUITY

Equity is a consideration for all SRTS activities, ensuring that all residents have access to and can take advantage of the resources provided through the program.



EDUCATION

Informs families about transportation choices, teaches walking and biking safety skills, and promotes driver safety campaigns near schools.



ENGINEERING

Addresses the physical environment around schools to create safe and accessible places for walking, biking, and skating.



ENCOURAGEMENT

Uses events and activities to make walking, biking, and skating easy and fun.



ENFORCEMENT

Reminds everyone to follow traffic laws near schools.

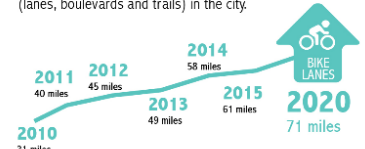


EVALUATION

Monitors program outcomes to improve activities in the future.

WHAT ARE WE DOING?

Increasing the miles of bicycle infrastructure (lanes, boulevards and trails) in the city.



valuable information regarding prioritization of pedestrian crossing improvements, as well as locations of community concern.

Streets Initiatives

With the approval of Proposition 3 and A, the City has been able to study, partner, and construct numerous transportation projects. Utilization of the TMP is key in selecting projects to complete and in addressing development impacts.

Tacoma Mall Subarea Plan

In addition, the City has been working on the Tacoma Mall SubArea Plan, Puyallup Avenue Corridor Study, and has applied for and considered applying for several State and Federal grants.

3. Policy Framework

The State's Growth Management Act (GMA) of 1990 requires communities to prepare a transportation plan that ties directly to the City's land use decisions and financial planning. Specifically, the GMA lays out five main requirements, by which the TMP addresses:

- The transportation plan accommodates the **future land use plan** envisioned by the Comprehensive Plan;
- The plan recognizes trends that cross over jurisdictional boundaries through effective **intergovernmental coordination**;
- The plan considers transportation **accommodates for all**, but including performance objectives for all travel modes;
- The **projects, policies, and programs** resulting from the plan tie to the modal performance objectives described in this plan; and
- The plan is rooted in **financial realities**, being open and honest about what's affordable and what's not.

The TMP serves as the Transportation Element of the Comprehensive Plan and fulfills the GMA planning requirements.

4. Objectives

Proposed amendments to the TMP include general text clean-up, modifying modal priority networks, revising the Performance Measures, adding and modifying projects in Appendix B: Detailed Project List, and updating Appendix C: Mobility Master Plan Update and Appendix D: City Pedestrian Safety Improvement Project.

- The Environmental Action Plan and Safe Routes to School Implementation Plan includes an annual progress report that addresses progress of specific targets and actions. Consistency with these plans, which supports the City's transportation vision, ensures that internal and external stakeholders work towards a common vision and reporting is not duplicated.
- The proposed amendments also respond to changing circumstances, such as increased growth in downtown Tacoma, needs and desires of the bicycling community, and the City's success in applying for state and federal grants;



Find out more about the Streets Initiative at:
tacomastreetinitiative.org

Policy 3.2 directs staff to elevate active travelers and public transit riders in the planning and design of streets using the Green Transportation Hierarchy



Source: Mobility Master Plan, 2009

8. Supplemental Information

Exhibit A: Amendment Summary

Exhibit B: Definition for Bicycle Boulevard

Exhibit C: Performance Measures

Exhibit D: New Projects added to Appendix B

Exhibit E: Bicycle Implementation Strategies

Exhibit F: Pedestrian Implementation Strategies



**2018 AMENDMENT APPLICATION No. 2018-07:
TRANSPORTATION MASTER PLAN LIMITED AMENDMENT
EXHIBIT A: AMENDMENT SUMMARY**

SUMMARY OF AMENDMENTS

CHAPTER	REASON	AMENDMENTS
Definitions (Page 136) and Appendix C	BPTAG invested substantial time and effort to improve the engineering standards and provide better guidance on how to design and construct bike boulevards. They proposed to amend the definition of a bike boulevard on page 136 and in Appendix C (BPTAG)	Exhibit A
Performance Measurement & Project Prioritization	The Transportation Master Plan directs staff to monitor and report successes of the <i>Big Picture Topical Areas</i> . Upon reviewing baseline conditions, staff determined that some of the adopted measures of success are not practical or community friendly. The proposed amendments are consistent with the Environmental Action Plan, Safe Routes to School Plan, and Vision 2025. (IPS, PW Staff)	Exhibit B
Modal Priorities Maps & Appendix B Project Detail List	Community groups and citizen committess have requested revisions to the Modal Priority Map and Project Detail List, specifically for bicycles and pedestrians. The proposed projects are consistent with the Transportation Master Plan. The order of projects listed in Appendix B Project Detail List will also be organized alphabetically, to allow for better readability and function. The projects will be alphabetized for each Tier. (ENACT, BPTAG, PW Staff)	Exhibit C
Appendix C Mobility Master Plan Update	In an effort to implement and accomdoate all modes in the Transportation Master Plan, staff proposed to amendthe title of Appendix C Mobility Master Plan Update to Appendix C Bicycle Implementation Strategies. This chapter will also be updated to focus on bicycle implementation, by maintaing the bicycle component of Appendix C and transferring the pedestrian information to Appendix D. (PW Staff)	Exhibit D
Appendix D City Pedestrian Safety Improvement Project	In an effort to implement and accomdoate all modes in the Transportation Master Plan, staff proposed to amendthe title of Amend Appendix D City Pedestrian Safety Improvement Project to Appendix D Pedestrian Implementation Strategies. This chapter will also include pedestrian implementation strategies originally in Appendix C and will maintain the information from the Pedestrian Safety Improvement Project. (PW Staff)	Exhibit E



BICYCLE BOULEVARD - Low speed, low volume streets with traffic calming measures such as speed humps, roundabouts, chicanes, and stop signs to allow bicyclists to comfortably use the road in a low stress setting. These facilities should parallel major streets and provide paint, markings, and/or crossing beacons at major roads. Bicycle priority is indicated on these streets by signs and pavement markings, including sharrows. These facilities are appropriate for users of all ages and abilities. Refer to NACTO's guidelines for design consideration.

BICYCLE LANE – a designated lane for exclusive use by bicycles, flowing in the same direction as traffic. Generally, bicycle lanes are 5-6 feet wide and are indicated by pavement markings and signage. Bicycle lanes are typically placed on the right side of the road, between a travel lane and curb or other road edge. Bicycle lanes allow for more predictable behavior from motorists and bicyclists, visually remind motorists of the presence of bicyclists, and increase roadway efficiency for more bicycle and motorist volumes. Bicycle lanes are most appropriate on streets with less than 3,000 daily vehicles, and a posted speed limit of 25 mph or less.

BUFFERED BICYCLE LANE – Buffered bicycle lanes add a painted buffer of 18 inches to 3 feet wide to a typical bicycle lane to increase separation from motor vehicles. Buffered bicycle lanes are appropriate in areas where standard bicycle lanes are considered, streets with higher traffic speeds and volumes, or streets with additional width to accommodate a buffer. An added buffer to a bicycle lane provides bicyclists room to pass each other, gives clearance to the door zone of parked cars if the bicycle lane is adjacent to parking, and provides a greater sense of safety for less confident bicyclists.

COMMUTE TRIP REDUCTION / TRANSPORTATION DEMAND MANAGEMENT –

a law adopted in Washington State in 1991 with the intent to improve air quality, reduce traffic congestion, and reduce the consumption of petroleum fuels through employer-based programs that encourage the use of alternatives to the single-occupant vehicle (SOV) for the commute trip. These strategies are also known as transportation demand management (TDM) more generally.

COMPLETE STREETS – streets that are equitably designed to enable safe and efficient use by all users regardless of mode of travel

GREENROADS® – a sustainable transportation project rating system for new and upgraded road construction projects

GREEN TRANSPORTATION HIERARCHY – a prioritization strategy that recognizes transportation modes that have the least environmental impact and greatest contribution to livability

INTELLIGENT TRANSPORTATION SYSTEMS – advanced applications that aim to provide innovative services relating to different modes of transportation and traffic management. ITS enables various users to be better informed and make safer, more coordinated, and ‘smarter’ use of transportation networks.

PERFORMANCE MEASUREMENT & PROJECT PRIORITIZATION

As described in the goals and policies section, the system completeness LOS standard enforces the build out of Tacoma's transportation system concurrent with development; however, prioritizing which projects to include in the city's 25-year project list will require a careful balance of many considerations, including:

- **Multimodal System:** safe and welcoming travel by all modes
- **Equity:** a multimodal system that prioritizes improvements in low-income communities with the highest need
- **Safety:** safe travel
- **Health/Environment:** physical health of users and environmental protection
- **System Preservation:** preserving existing transportation assets
- **Financial Stewardship:** effective leveraging and expenditure of funds
- **Congestion:** managing congestion on critical corridors

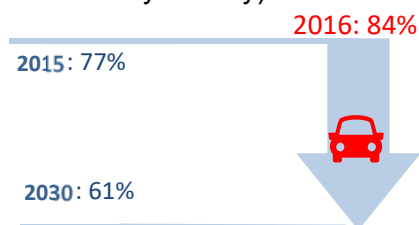
Evaluating projects according to their contributions to each of these seven city priorities should guide project prioritization and regular transportation system performance monitoring. Each city goal has specific measures that help quantify priorities and track progress over time. The City of Tacoma currently tracks some of these performance measures while others will require initial benchmarking and repeated data collection in the future. The Targets and Actions on the next page present the components of Tacoma's biannual transportation report card. Some of these measures may fluctuate over time rather than changing steadily so the City will have to track overall trends as it collects more data points over multiple bienniums.

System completeness is a major policy shift for Tacoma. This new standard moves beyond prescribing that a certain speed or intersection delay threshold be met. Instead project evaluation and prioritization will be multimodal and guided by performance measures discussed in this section.

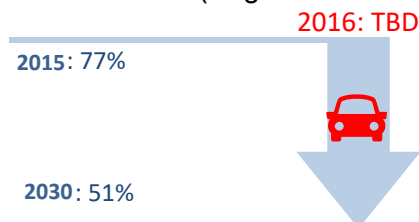
TARGETS

Multimodal System (Mode Split and Investment per Mode)

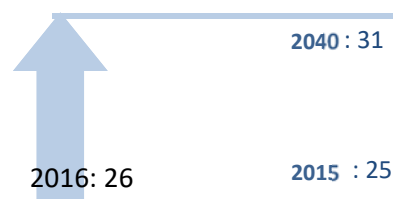
MS1: Decrease single occupancy vehicle trips citywide by 22% of 2015 levels (American Community Survey).



MS2: Decrease single occupancy vehicle trips in Downtown Tacoma Regional Growth Center by 35% of 2015 levels (Puget Sound Regional Council).



MS3: Increase the number of employers participating in the Commute Trip Reduction program by 25% of 2015 levels.



MS4: Upgrade status from League of American Bicyclists to Gold status by 2040.



MS5: Attain Silver status from Walk Friendly Communities by 2040.



Equity (Investment per Community and Investment per Mode)

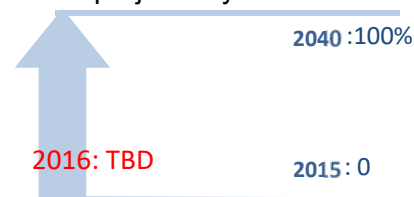
E1: Complete 50% of Transportation Master Plan projects in areas with 25% or greater minority, according to WSDOT Application for Local Planning and Community Accessibility (ALPACA) survey by 2040.



E2: Complete 50% of Transportation Master Plan projects in areas with 25% or greater poverty, according to WSDOT Application for Local Planning and Community Accessibility (ALPACA) survey by 2040.



E3: Complete 100% of Transportation Master Plan Tier 1 projects by 2040.

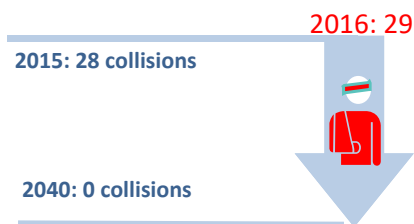


Safe Travel for All People/Modes (Crash Reduction)

ST1: Reduce bicycle & pedestrian fatalities by 100%.

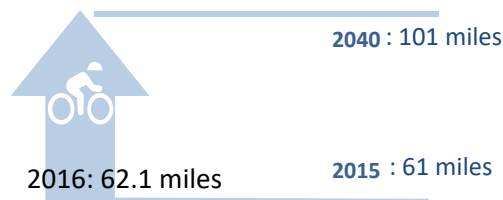


ST2: Reduce bicycle and pedestrian youth (18 years of age and under) collisions by 100% of 2015 collisions.



Health/Environment (Physical Activity and Air Quality)

HE1: Increase miles of bicycle infrastructure by 65% of 2015 miles.



HE2: Increase miles of missing link sidewalks installed by 15% of 2015 levels.

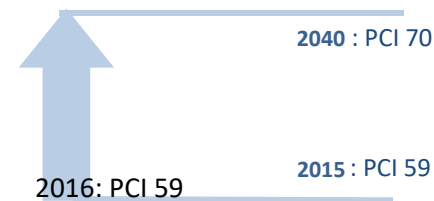


HE3: Decrease transportation fossil fuel use by 30% of 2014 levels.

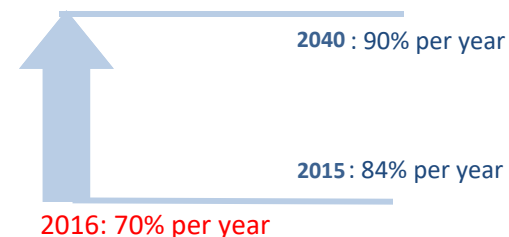


System Preservation (Pavement Quality and Streetlights)

SP1: Increase Tacoma's Overall Pavement Condition Index (PCI) from 59 (Marginal) to 70 (Good) by 2040.



SP2: Increase percentage of replaced and maintained reported streetlight infrastructure each year.



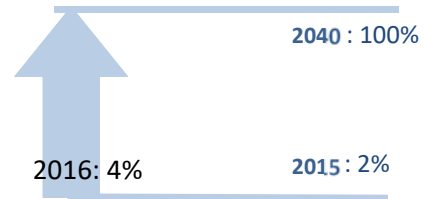
Financial Stewardship (Maintenance Funding and Leveraging of Funds)

FS1: Increase non-Public Works dollars leveraged for capital project delivery.



Congestion (Vehicle Delay)

C1: Increase signal timing performance by evaluating and implementing field improvements for all signals by 2040.



FS2: Complete residential maintenance of 5,614 blocks as identified in the Streets Initiative Report.



ACTIONS

	ACTION	PROGRESS RATING (1-5)	2016 STATUS
TMP1	Advocate for dollars spent on active transportation projects.	2	The Transportation Commission oversees the Tacoma Streets Initiative capital funds to ensure projects meet the goals of the TMP, specifically for active transportation.
TMP2	Establish dedicated and stable funding for active transportation education, encouragement, safety programs, and infrastructure improvements.	3	Through the Tacoma Streets Initiative, \$2.5 million/year is dedicated to active transportation.
TMP3	Synchronize and recalibrate the timing of traffic signals on all Tacoma arterials. Repair, improve, or upgrade infrastructure as needed to maximize signal efficiency.	2	Acquired grant funding to synchronize ~10% of the City's traffic signals. Have acquired no dedicated funding for infrastructure specific to traffic signal efficiency upgrades.
TMP4	Become a Bicycle Friendly Silver Community by implementing the next 5 prioritized Mobility Master Plan roadway projects and next 32 trail projects.	2	Grant funding received to implement several Mobility Master Plan projects in 2018.
TMP5	Identify infrastructure needs at school via community meetings and/or walking audits.	1	The Safe Routes to School (SRTS) Implementation Plan will be finalized in August 2017. Lister ES and First Creek MS will conduct walking audits in Fall 2018 as part of the SRTS grants received. Two additional schools will be reviewed as part of the \$500k allocation in the 2017-2018 Biennial Budget.
TMP6	Develop and implement a project-based curriculum for teachers to integrate active transportation into lessons	1	The City was not awarded a Washington Traffic Safety Commission grant to work with elementary and middle school teachers on developing a curriculum.
TMP7	Develop sidewalk, curb ramp and crosswalk inventories to prioritize future investments, as part of a Pedestrian Mobility Strategy.	2	Draft sidewalk inventory data completed June 2017. Public Works partnered with UWT to develop an app allowing City inspectors to inventory and provide conditions on curb ramps. Over 20 locations were inventoried in the pilot program.
TMP8	Develop Subarea Plans for all Mixed-Use zones and ensure that 20-Minute neighborhoods, bicycle access and transit access are priorities.	2	The Tacoma Mall Subarea Plan is currently being developed and adoption is anticipated by the end of 2017.

TMP9	Support fulfillment of pothole requests submitted through Tacoma311 within seven business days.	4	Street Operations current level of service is 2 to ten days depending on the number of requests and season. The average is 6 days.
TMP10	Track completion of projects in the Transportation Master Plan Project Detail List.	1	Capital projects pursuing grant funding are vetted against the Transportation Master Plan Project Detail List and the Transportation Master Plan's goals for compliance.
TMP11	Track miles of vehicular and bicycle lanes restriped.	3	The City restriped half of arterial lanes in Tacoma. Actual number of lanes to be determined.
TMP12	Track and increase the Pavement Condition Index (PCI) for bicycle facilities.	1	The City's has not identified the PCI for streets with bicycle facilities yet, to determine what the overall PCI rating is.

1: None 2: Little Progress 3: Some Progress 4: Good Progress 5: Completed

2018 Amendment Application No. 2018-07

EXHIBIT D: New projects to be added and existing projects to be modified.

NEW MODAL PRIORITIES & PROJECT DETAIL LIST - ADDITIONS & MODIFICATIONS TO APPENDIX B

ID	NAME	DESCRIPTION	COMMENTS	AMENDMENT
1	A Street - Prairie Line Trail to Stadium Way	Construct a protected bike facility	This project provides a high quality facility that is needed in north end of Downtown, compliments Prairie line at south end, connects to Prairie via existing ramps, connects to Stadium Way Bike Lanes and future Schuster Parkway shared use path via S 7th St , Pac Avenue rebuild was great for pedestrians, but lacking for bikes, A St has lots of RW and vehicle capacity for all 7 blocks after freeway exit (BPTAG)	Staff approves
2	South Tacoma Way - S 43rd to C Streets	Construct a shared use path	This proejct completes the Water Flume Trail. The City already built it to shared use standards from S M St to S C St, and has committed to do so from S Pine St to S M St via grants, just complete the link, no need to water down the quality on the most vital stretch (BPTAG)	This project is in the TMP, but may need some clarification on project detail
3	Pearl Street - S 12th to N 11th Streets	Construct a combination of shared use path and protected bike facility	This project provides a vital missing link between bike facilities at S and N limits, significant bike/pedestrian destinations in area, high traffic volume necessitates separation from vehicles, SR-16 allows for no low stress parallel routes (BPTAG)	Staff approves
4	East I Street - E 40th to McKinley Avenue	Construct a bike boulevard	This project proposes to move the bike boulevard to I St as recommended by BPTAG for Pipeline Train grant application and as shown in winning grant application. This is not adding a new bike blvd to the map. It is simply moving the bike blvd. (BPTAG)	Staff approves
5	South M Street - S 37th to S 25th Streets	Construct bike lanes	Nalley Valley has 3 East-West routes, but no North-South routes to connect the neighborhood on either side of the valley to the routes at the bottom. M St would provide that conenction and has modest traffic volumes and a wide ROW (BPTAG)	Staff approves
6	South 35th/36th Street - S Tacoma Way to Tyler Street	Construct bike lanes	This route provides one of the easiest grades out of the Nalley Valley, connects to major bike facilities on Tyler and Water Flume, major employer TPU and former Nalley's location (BPTAG)	Staff approves
7	South 8th Street - Pine to Sprague Avenue	Construct a bike boulevard	This route parallels 6th Business District, connects to important North-South bike boulevards on Pine and State St (BPTAG). Transportation Commission reviewed in 2015 as part of the BPTAG high priority projects.	Staff approves
8	East 48th Street - C to E Streets	Construct shared use path (bridge)	This project would be located on East 48th Street. At E 48th st, there is a short deviation towards E 46th st and then back to E 48th st. This is due to the road not crossing railroad tracks at E 48th st. I'd propose that this deviation be eliminated and that a bicycle/pedestrian crossing only be built across the tracks at E 48th St. This is proposed to be a bicycle boulevard and this natural barrier will keep it safe from cars. The track crossing will have to be built safely. (BPTAG)	Staff approves
9	Wilkerson - S Tacoma Way to S 19th Streets	Construct bike lanes or similar facility	This will involve going around Stanley elementary school and a brief time on S. 19th. This is not part of any other component on the TMP so conflicts are minimized. (BPTAG)	Staff approves
10	Ainsworth - S 19th to S 15th Streets	Construct bike lanes or similar facility	This will involve going around Stanley elementary school and a brief time on S. 19th. This is not part of any other component on the TMP so conflicts are minimized. (BPTAG)	Staff approves
11	East 34th Street Hill Climb	Reconstruct stair connection between East M and Portland Avenue	A design report was assembled in September 2010 for the East 34th Street Stair Climb, which is a priority for the ENACT. The design and construction were unfunded at the time. The redevelopment of Destiny Middle School has revived the need for the project. (ENACT, PW Staff)	Staff approves
12	Missing Link Arterial Sidewalks	Construct sidewalks and necessary safety infrastrucutre along arterials where no sidewalk currently exists. The priority is to complete sidewalk networks.	This project was included in the 6YR Program in the past, but was unfunded. With funding opportunities, such as grants and development partnerships, reestablishing this project will be beneficial and meets the top priority of the TMP. (PW Staff)	Staff approves

Appendix C – Bicycle Implementation Strategies

Prioritizing Transportation Investment

As discussed in the TMP, the ‘Green Transportation Hierarchy’ is a recent movement that recognizes transportation modes that have the least environmental impact and greatest contribution to livability. Intended as a prioritization strategy, the Green Transportation Hierarchy promotes funding and development of facilities for modes that affordably enhance access for the majority of Tacoma residents, rather than using level of service standards focused on vehicle movement. While the hierarchy gives precedence to pedestrians, then to bicyclists and public transit, commercial vehicles and trucks are also recognized as having priority over passenger vehicles.

The City of Tacoma’s TMP draws on this model as a conceptual tool for elevating pedestrians, bicycles, and public transit in the planning and design of streets in a manner that is consistent with the City’s Complete Streets policy and the City’s Climate Action Plan. It gives recognition to the city’s most vulnerable users of the streets: pedestrians and bicyclists of all ages and abilities.

Chapter 5 Implementation discusses funding strategies to build out the City’s transportation system. To successfully achieve the City’s vision and goal, a unique set of specific strategies is required that goes beyond construction of infrastructure. This Appendix identifies methods for strengthening execution of the recommendations and ensuring that bicyclists are top priorities in transportation planning.

The following table lists the criteria used to evaluate potential projects for the pedestrian and bicycle networks. These criteria, listed in the order of importance, were developed with input from public workshops.

Table 1. Infrastructure Project Evaluation Criteria

Criterion	Measurement
Enhances system connectivity/Closure of critical gap	To what degree does the project fill a missing gap in the bicycle and/or pedestrian system? How well does the project overcome a barrier in the current bicycle and pedestrian network?
Interface with other transportation modes (e.g., transit)	To what degree does the project connect to transit facilities?
Geographic distribution of City coverage	To what degree does the project offer potential benefits to the wider, regional community by offering opportunities for increased connectivity to surrounding communities, other regional walkways/bikeways, etc.?
Cost Effectiveness	How difficult will it be to implement the project? This criterion takes into account constraints like topography, existing development, presence or lack of available right-of-way, and environmental and political issues.
Suitability for bicycling and/or walking with improvements	Does the route have potential to be safe and/or low stress for bicycling and/or walking after improvements have been made?
Destinations served	Does the project provide connectivity to key destinations, including schools, parks, employment, commercial centers, and civic centers?
Improvement that serves an immediate safety need	Can the project potentially improve bicycling and walking at locations with perceived or documented safety issues? This criterion takes into account available crash data as well as feedback from the Steering Committee and Tacoma residents.
Integration into the existing local and regional bikeway/walkway system	How many user generators does the project connect to within reasonable walking or bicycling distance, such as schools, parks, Downtown, colleges and universities, etc.?
Projected reduction in vehicle trips and vehicle miles traveled	To what degree will the project likely generate transportation or recreational usage based on population, corridor aesthetics, etc.? Does the project serve transportation needs, reducing the need for drive-alone trips, and promoting bicycling as a viable alternative to driving?



Bike Commuters from UW-Tacoma
Summer 2008



Mobility Master Plan Public Workshop at South Park
September 2009

Demonstration Projects

In addition to the proposed improvements, the City should start with a few demonstration projects to get momentum going. These projects will also serve to develop enthusiasm and interest from Tacoma residents, and to draw attention to the City's support for active transportation options. Demonstration projects include:

- Install **wayfinding signage** throughout the City indicating to pedestrians and bicyclists their direction of travel, location of destinations, and the walking or riding time/distance to those destinations. Wayfinding signs increase users' comfort and accessibility of the bicycle system and also visually cue motorists that they are driving along a bicycle route and should use caution.
- Hold a **Sunday Parkways** event at other locations throughout the city to encourage community members and families to become familiar with bicycling in Tacoma.
- Safe Routes programs provide education and encouragement programming and infrastructural improvements so people can more safely and conveniently access destinations via walking, bicycling and transit.
- Expand the Safe Routes to School program to work with interested schools of all levels citywide.
- Establish a **Safe Routes to Employment** program with a focus on larger employment centers and downtown.
- Establish a Safe Routes to Parks program with a focus on Regional, Signature, and Community Parks as defined by Metro Parks Tacoma.
- Establish Safe Routes to Transit programs for improved access to Sound Transit, Pierce Transit, and Amtrak facilities.
- Use **Arterial retrofits**, also known as road diets, to implement bike facilities on key streets,
- Implement **Downtown Improvements**, including bicycle facilities connecting destinations around downtown as well as coming from areas outside of downtown.



Tandem Recumbent Cyclists in front of the University of Puget Sound

Bikeway Recommendations

Tacoma's bikeway implementation projects would primarily occur through roadway re-striping, which may require lane narrowing, parking reduction, or removal of a center turn lane. Depending on funding or other constraints, bike facility project implementation could occur in multiple phases. When there is an elimination of parking the City will work with the Commission on Disabilities to determine how best to mitigate the loss for people with disabilities.

The Bicycle Priority Network map in the TMP outlines the improved bicycling network.

It is important to note that bicycles are permitted on all public roads in the State of Washington, except where prohibited, such as on interstates in urban areas like Tacoma. As such, Tacoma's entire street network is effectively the community's bicycle network, regardless of whether or not a bikeway stripe, stencil, or sign is present on a given street. The designation of certain roads as bike routes is not intended to imply that these are the only roadways intended for bicycle use, or that bicyclists should not be riding on other streets. Rather, the designation of a network of on-street bikeways recognizes that certain roadways are preferred bicycle routes for most users, for reasons such as directness or access to significant destinations, and allows Tacoma to then focus resources on building and maintaining this primary network.

As part of the Bicycle Priority Network, bike boulevards are an effective and necessary facility to creating a complete network. Bike Boulevards are typically located on residential streets with lower traffic speed and volume. Because of this, they are attractive routes for cyclists of all ages and abilities. On Bike Boulevards, motorists and cyclists share the road. For this reason, pavement markings, wayfinding signage, bike route signage, traffic calming, and intersection control are key components to a bike boulevard.

Sub-Area Plan Recommendations

There are certain areas of the city that pose the greatest challenges to pedestrian and bicycle movement where more intensive analysis is warranted. The following areas recently (Fall 2014) had sub-area plans completed:

- South Downtown, North Downtown, Hilltop

Key bicycle recommendations from those sub-area plans include:

- South Downtown
 - As appropriate, carry out planning, design, and construction of proposed open space projects including the Prairie Line Trail, Foss Waterway Esplanade, Central and Waterway parks on the Foss, bridge to the south end of the Foss, UWT central open space and stairs, Hillside shared-use street, Hillside-to-Brewery District pedestrian corridor, and others
 - Implement Complete Streets reconfigurations of Puyallup Avenue, Jefferson Avenue, and South C Street, in that order of priority.
- North Downtown
 - A goal of maintaining and enhancing the existing development fabric and capitalizing on local and regional transit resources within the Subarea while supporting walkability, a variety of transportation modes, and future infrastructure improvements
 - Establish a citywide policy that prioritizes projects to improve active transportation access to Link stations
 - Implement the Schuster Parkway Promenade multimodal corridor project, including key connections to and along the waterfront
- Hilltop
 - A goal of creating a village that promotes walking, biking, and transit as a means of transportation in addition to vehicular.
 - Implement Tacoma's Complete Streets typologies in Hilltop

The following areas are recommended for sub-area plans to determine best active transportation routes and access:

- Tacoma Mall (*in progress August 2014-December 2017*)
- NE Tacoma
- TCC – and its associated transit hub
- Tideflats (Port)

Implementation Strategies

Implementation strategies and their related action items support the goals and policies of the Transportation Master Plan. The strategies and actions shown in the following table are organized according to the six goals in the TMP.

Goal	Strategy	Action	
1. Intergovernmental Coordination and Citizen Participation	1.1 Collaborate with neighboring jurisdictions on active transportation projects	1.1.1	Collaborate with state, regional and federal partners to reform system performance measures and mobility standards in order to reflect the movement of persons rather than vehicles and to favor transportation modes that have the least environmental impact and greatest contribution to livability. (see Appendix D Pedestrian Implementation Strategies 1.1.1)
		1.1.2	Work cooperatively with adjoining jurisdictions on bicycle connections and trail projects to ensure regional links for commuters and recreational users in and outside of Tacoma.
	1.2 Strengthen Active Transportation project and program delivery processes	1.2.1	Develop a pilot program for temporary implementation of bicycle facilities. Experiment and test improvements of a bicycle facility in order to determine traffic operation pros and cons and/or modal trade-offs associated with the incorporation of the bicycle facility prior to final design and implementation.
		1.2.2	Provide training of city staff, including DOT and Police Department. Training can include best practice facility design, safety countermeasures, maintenance/new materials capabilities, and bicycle detection and count technology. Include training that pertains to active transportation-related research and studies such as, economic, safety, perception surveys, etc.
	1.3 Work cooperatively with adjoining jurisdictions and transit agencies to coordinate active transportation planning and implementation activities.	1.3.1	Coordinate with Sound Transit and Pierce Transit to expand bicycle and transit mobility through the integration of active transportation facilities with the transit and streetcar systems.
		1.3.2	Support a frequent and convenient bus, rail, and streetcar network to magnify the impact of planning for movement as bicyclists.
		1.3.3	Consider incorporating bikeways in transit projects that include exclusive transit use of a right-of-way, such as bus mall, bus rapid transit or streetcar.
		1.3.4	Provide safe end-of-trip facilities (bike parking, bike lockers, etc) at all streetcar stations and transit facilities served by four or more routes.
	1.4 Enhance safety for all road users through increased traffic enforcement on city streets and bikeways.	1.4.1	Enforce traffic laws consistently for all users through collaboration with the Tacoma Police Department. (see Appendix D Pedestrian Implementation Strategies 1.4.1)
		1.4.2	Collaborate with law enforcement and the courts system on the development of a traffic skills education course aimed to reduce aggressive and/or negligent behavior among drivers, bicyclists and pedestrians by providing the option of taking a traffic skills education course in lieu of fines for traffic violations. (see Appendix D Pedestrian Implementation Strategies 1.4.2)
		1.4.3	Develop and promote efficient mechanisms for reporting behaviors and conditions that endanger cyclists to law enforcement.

Goal	Strategy	Action	
2. Community/ Environment	2.1 Promote active lifestyles by working with Pierce County Health Department (TPCHD) to provide education programs and safe and accessible routes for bicyclists and pedestrians of all ages and abilities.	2.1.1	Collaborate with the Tacoma-Pierce County Health Department on active living and active transportation projects that address and seek to reduce health-related issues such as obesity. (see Appendix D Pedestrian Implementation Strategies 2.2.1)
		2.2.1	Install traffic calming facilities where necessary for improved safety and active transportation travel. (see Appendix D Pedestrian Implementation Strategies 2.2.1)
	2.2 Apply high-quality engineering and design to physical infrastructure.	2.2.2	Use current best engineering practices for minimizing and mitigating conflicts between bicycles, pedestrians, and motor vehicles. (see Appendix D Pedestrian Implementation Strategies 2.2.2)
		2.2.3	Reduce barriers and hazards to active transportation users by ensuring safe and sufficient crossings of major roadways and by providing routes that minimize steep slopes. (see Appendix D Pedestrian Implementation Strategies 2.2.3)
Goal	Strategy	Action	
3. Multimodal System	3.1 Ensure active transportation facilities are clean, safe, and, accessible, and promote active use.	3.1.1	Increase bicycle ridership with a system that provides facility types and designs that are low stress for bicyclists of all ages and abilities. Inexperienced are most likely to use high quality bike boulevards, shared use trails, and cycle tracks.
		3.1.2	Prioritize bicyclist safety during construction and maintenance activities, and ensure that the City's accessibility guidelines are followed.
		3.1.3	Create safe and accessible active transportation facilities through regular inspection and maintenance. (see Appendix D Pedestrian Implementation Strategies 3.1.3)
		3.1.4	Develop an on-going city-wide maintenance strategy for active transportation facilities. (see Appendix D Pedestrian Implementation Strategies 3.1.4)
		3.1.5	Increase the number of multimodal trips that include traveling as a bicyclist for at least one trip segment by improving and simplifying connections and transfers.
	3.2 Establish benchmarks measurements and monitor the effectiveness of the Transportation Master Plan on a biannual basis.	3.2.1	Monitor the implementation progress of the Transportation Master Plan. (see Appendix D Pedestrian Implementation Strategies 3.2.1)
		3.2.2	Track citywide trends in bicycle usage through the use of Census data, biannual user surveys, annual bicycle counts, and PierceTrips.com.
		3.2.3	Monitor bicycle collision data with the goal of reducing bicycle-related collisions.
		3.2.4	Produce a regular report card tracking bicycling trends in Tacoma including percent of the system that has been completed, funds invested, identification of ongoing problems, public feelings of safety, status of reaching Health and Safety goals, and educational outreach efforts.
		3.2.5	Track citywide implementation of improved and increased bikeway facilities, ADA accessible features, and amenities with supervision of the Implementation Committee.
	3.3 Apply high-quality engineering and design to bicycle physical infrastructure.	3.3.1	Design all bicycle facilities to meet or exceed the latest federal, state, and local standards so that there is universal access for all users of the system.
		3.3.2	Install signal prioritization for bicycle users in appropriate locations.
		3.3.3	Install bicycle detection mechanisms at signalized intersections.

		3.3.4	Install separated bicycle facilities where bike lane striping does not provide appropriate riding conditions.
		3.3.5	Prioritize the completion of proposed shared-use paths that maximize access to key recreational and transportation destinations in order to encourage recreational and commute trips. (see Appendix D Pedestrian Implementation Strategies 3.3.4)
Goal	Strategy	Action	
4. Environmental and Fiscal Stewardship	4.1 Establish Vehicle Miles Traveled Goal	4.1.1	Work with the City's Commute Trip Reduction Coordinator, Puget Sound Clean Air Agency, Puget Sound Regional Council, or other relevant agencies to set biannual per-capita vehicle-miles-traveled goals that will encourage residents to drive less. (see Appendix D Pedestrian Implementation Strategies 4.1.1)
	4.2 Pursue a dedicated source of funding to implement the expansion and enhancement of walkways and bikeways in Tacoma. Supplement dedicated funds with other funding sources.	4.2.1	Prioritize funding and construction of active transportation facilities in recognition of the livability, environmental, and health benefits these forms of mobility provide. (see Appendix D Pedestrian Implementation Strategies 4.2.1)
		4.2.2	Pursue state, regional, and federal grant funding for shared-use paths and other active transportation facilities. (see Appendix D Pedestrian Implementation Strategies 4.2.2)
		4.2.3	Work with the Transportation Commission, Bicycle & Pedestrian Technical Advisory Group, advocates, and elected officials to identify and pursue multiple strategies to increase funding for green transportation. (see Appendix D Pedestrian Implementation Strategies 4.2.3)
		4.2.4	Dedicate a percentage of the City's overall transportation budget to active transportation projects. (see Appendix D Pedestrian Implementation Strategies 4.2.4)
		4.2.5	Leverage investments made in road improvement projects by installing improved bicycle projects simultaneously regardless of the priority previously placed upon the bike facilities. (see Appendix D Pedestrian Implementation Strategies 4.2.5)
		4.2.6	Pursue establishment of a new dedicated source of funding for active transportation improvements, such as a portion of an additional locally determined vehicle tab tax, impact fees, street utility tax, and levy lid lift. (see Appendix D Pedestrian Implementation Strategies 4.2.6)
	4.3 Encourage and improve the appeal of modes of transportation with negligible carbon emissions, such as walking, biking, and use of assistive devices, thereby reducing the miles traveled by single occupancy vehicles.	4.3.1	Support Tacoma's Climate Action Plan by developing a comprehensive bicycle network. Assist in realizing the goal of reducing Tacoma's greenhouse gas emission levels to 40 percent below 1990 levels by 2020, and 80 percent below 1990 levels by 2050. (see Appendix D Pedestrian Implementation Strategies 4.3.1)
Goal	Strategy	Action	
5. Transportation Demand Management	5.1 Increase the public's awareness and usage of the bicycle and pedestrian network in Tacoma through targeted education and encouragement programs	5.1.1	Educate the general public on bicycle safety issues and encourage active transportation with programs that target pedestrians, bicyclists and motorists.
		5.1.2	Educate the general public about linking trips (trip-chaining) to reduce the number of trips taken per day. (see Appendix D Pedestrian Implementation Strategies 5.2.1)
		5.1.3	Encourage active transportation through City-sponsored events and expanded Bike Month activities.
		5.1.4	Educate school children on safe bicycle behavior.
		5.1.5	Educate the general public on bicycle laws and regulations via the City's website and other education programs.
		5.1.6	Educate drivers (transit drivers, delivery drivers, etc.) on bicyclist rights and safe motoring behavior around bicyclists. Provide appropriate materials to pedestrians, motorists, and cyclists convicted of specified violations.

		5.1.7	Establish Safe Routes to School Programs in collaboration with Tacoma schools. Apply for Safe Routes to Schools grants through the Washington Department of Transportation. (see Appendix D Pedestrian Implementation Strategies 5.1.7)
		5.1.8	Educate bicyclists on proper and safe behavior for biking via the City’s website and other education programs.
		5.1.9	Improve the general public's awareness of the transportation needs and requirements of people with a variety of mobility and sensory disabilities via the City’s website and other education programs. (see Appendix D Pedestrian Implementation Strategies 5.1.9)
	5.2 Provide and encourage amenities that support active transportation.	5.2.1	Give incentives for bicycle storage, locker rooms, and shower facilities for all major office building construction and remodeling projects in the downtown core.
		5.2.2	Install wayfinding signage in proximity to active transportation facilities and destinations. (see Appendix D Pedestrian Implementation Strategies 5.2.2)
		5.2.3	Install bike racks and other support infrastructure at destinations citywide, including transit stations, retail area, parks, public facilities, and other high-traffic areas.
Goal	Strategy	Action	
6. Land Use and Transportation	6.1 Prioritize infrastructure improvements that connect residential areas to local retailing, business, and community services, so residents can access more of the services they need close to home by walking, biking, and use of assistive devices	6.1.1	Coordinate with local business associations, Tacoma-Pierce County Chamber of Commerce, neighborhood groups and other active associations to encourage and support local retail and services for residents. (see Appendix D Pedestrian Implementation Strategies 6.1.1)
		6.1.2	Identify opportunities to encourage and support the development and re-development of businesses and urban spaces in Tacoma into bicycle- accessible commercial nodes.
		6.1.3	Ensure that bicycle facilities connect residential areas to goods and services that are often needed on a daily basis.
	6.2 Plan new development and redevelopment in ways that create street connectivity and access for active transportation users	6.2.1	Support changing parking policies to prioritize on-street parking only where needed to support local business while recognizing the need to provide accessible parking. (see Appendix D Pedestrian Implementation Strategies 6.2.2)
		6.2.2	Conduct regular reviews of the Municipal Code sections that pertain to the rules of the road and to new development to identify changes that would facilitate better bicycling conditions.
		6.2.3	Enhance mobility in existing cul-de-sac development with shared-use paths for through access for bicyclists to adjacent street corridors.

Appendix D – Pedestrian Implementation Action Strategies Prioritizing Transportation Investment

As discussed in the TMP, the ‘Green Transportation Hierarchy’ is a recent movement that recognizes transportation modes that have the least environmental impact and greatest contribution to livability. Intended as a prioritization strategy, the Green Transportation Hierarchy promotes funding and development of facilities for modes that affordably enhance access for the majority of Tacoma residents, rather than using level of service standards focused on vehicle movement. While the hierarchy gives precedence to pedestrians, then to bicyclists and public transit, commercial vehicles and trucks are also recognized as having priority over passenger vehicles.

This hierarchy defines pedestrians as including individuals using assistive devices for mobility and sensory disabilities including walkers, wheelchairs, scooters, service animals, and canes. Throughout Appendix D, the term “pedestrian” refers to a person moving from place to place, on foot and/or with the use of an assistive mobility device (when that person has a disability and/or medical condition). “Walking” or “to walk” are the terms used to describe this movement of a pedestrian.

The City of Tacoma’s TMP draws on this model as a conceptual tool for elevating pedestrians, bicycles, and public transit in the planning and design of streets in a manner that is consistent with the City’s Complete Streets policy and the City’s Climate Action Plan. It gives recognition to the city’s most vulnerable users of the streets: pedestrians and bicyclists of all ages and abilities. Chapter 5 Implementation discusses funding strategies to build out the City’s transportation system. To successfully achieve the City’s vision and goal, a unique set of specific strategies is required that goes beyond construction of infrastructure. This Appendix identifies methods for strengthening execution of the recommendations and ensuring that pedestrian are top priorities in transportation planning.

Pedestrian Recommendations

The Transportation Master Plan adopts the 20-Minute Neighborhood approach to pedestrian recommendations due to its focus on making existing activity zones conducive to walking.

The 20-Minute Neighborhood approach identifies areas that are good candidates for walking based on three of the Ds of built environment that influence travel: density, distance, and destinations. Each of these factors has its own components, which are measured as follows:

Density

- Population density by housing units per acre

Distance

- Intersection density
- Topography
- Distance to transit

Destinations

- Major employers
- Schools
- Parks
- Libraries
- Grocery stores

20-Minute Neighborhoods

Within the 20-Minute Neighborhoods, the TMP recommends that the City adopt the yellow standard as its accommodation goal for pedestrian facilities. The standards also break out the Pedestrian Priority Areas, as identified by the 20-Minute Neighborhood Analysis, from other areas of Tacoma.

Table 1. Pedestrian Accommodation Goals - Sidewalks

Quality of Facility	Within 20-Minute Neighborhoods	Other Areas
High	Complete sidewalks with buffers on both sides of arterials and collectors	Complete sidewalks on both sides of arterials and collectors
Acceptable	Complete sidewalks without buffers both sides of arterials and collectors	Sidewalks present
Needs Improvement	Incomplete or no sidewalk	Incomplete or no sidewalk

For the sidewalk accommodation goal, buffering between sidewalks and travel lanes can be accomplished through landscaping, amenity zones, parking, or any other measure beyond a curb that separates pedestrians from moving vehicles. The group also felt that while sidewalks may be recommended on local streets to address specific safety concerns, they need not be required for all local streets.

Intersection Recommendations

The City of Tacoma will use the Pedestrian Crossing Improvement Project (completed 2014) for identifying intersection projects. The Pedestrian Crossings Improvement Project provides for the identification, evaluation, and construction of pedestrian crosswalks, and associated facilities, at intersections citywide. While the primary motivation for the project is the installation of marked crosswalks, other improvements will be installed to enhance the marked crossings.

Crosswalks should be present every other block or 600 feet, whichever is lesser, in Pedestrian Priority Areas to meet the yellow standard, which the TMP recommends for the pedestrian accommodation goal. Crosswalks should be present in other areas of the city in order to meet the yellow standard.

Table 2. Pedestrian Accommodation Goal – Crosswalks

Quality of Facility	Within 20-Minute Neighborhoods	Other Areas
High	Crossing every 300 feet in pedestrian activity area or downtown that meets Tacoma's current best design practice	Existing marked crossings meet Tacoma's current best design practice
Acceptable	Crosswalks present every 600 feet	Crosswalks present
Needs Improvement	No crosswalks within 600 feet	No crossings present

Sub-Area Plan Recommendations

There are certain areas of the city that pose the greatest challenges to pedestrian movement where more intensive analysis is warranted. The following areas recently (Fall 2014) had sub-area plans completed:

- South Downtown, North Downtown, Hilltop

Key pedestrian recommendations from those sub-area plans include:

- South Downtown
 - Designate South Jefferson Avenue between 21st and 25th; 25th Street between I-705 and Fawcett Avenue; East C Street; and South C Street as primary pedestrian streets
 - As appropriate, carry out planning, design, and construction of proposed open space projects including the Prairie Line Trail, Foss Waterway Esplanade, Central and Waterway parks on the Foss, bridge to the south end of the Foss, UWT central open space and stairs, Hillside shared-use street, Hillside-to-Brewery District pedestrian corridor, and others
 - Implement Complete Streets reconfigurations of Puyallup Avenue, Jefferson Avenue, and South C Street, in that order of priority.
- North Downtown
 - A goal of maintaining and enhancing the existing development fabric and capitalizing on local and regional transit resources within the Subarea while supporting walkability, a variety of transportation modes, and future infrastructure improvements
 - Complete the Stadium to Schuster pedestrian connection
 - Establish a citywide policy that prioritizes projects to improve active transportation access to Link stations
 - Implement the Schuster Parkway Promenade multimodal corridor project, including key connections to and along the waterfront
 - Implement the City's proposed pedestrian corridor projects in North Downtown as identified in the Transportation Master Plan
- Hilltop
 - A goal of creating a village that promotes walking, biking, and transit as a means of transportation in addition to vehicular.
 - Expand pedestrian networks within Hilltop and with the rest of the city. Top priority locations include South 19th Street, South 11th Street, and South 6th Avenue.
 - Implement Tacoma's Complete Streets typologies in Hilltop

The following areas are recommended for sub-area plans to determine best active transportation routes and access:

- Tacoma Mall (*in progress August 2014-December 2017*)
- NE Tacoma
- TCC – and its associated transit hub
- Tideflats (Port)

Pedestrian Crossing Improvements Project - Summary

Overview

The Pedestrian Crossing Improvements Project provided for the identification, evaluation, and construction of pedestrian crosswalks, and associated facilities, at intersections citywide. While the primary motivation for the project was the installation of marked crosswalks, other improvements were identified to enhance the marked crossings.

The first phase of the project included approximately \$2.5 million on planning, designing, and constructing pedestrian crossing improvements throughout the City: \$300,000 allotted to each council district and \$1 million to the Downtown area (as defined by zoning). This project also investigated opportunities to extend the effectiveness of other programs, such as the Hazardous Sidewalk Replacement program, City Safety grants, and the implementation of the City's American with Disabilities Act Transition Plan. An additional \$1.5 million was allocated for the 2015-2016 biennium to continue the work begun in 2014.

This project included a robust public outreach effort to identify potential improvement locations, and received over 650 responses from the public pertaining to over 300 locations throughout the City. These locations were evaluated using a prioritization framework developed by Tacoma staff and the public.

Engineers later developed preliminary cost estimates that were used in packaging the locations for construction.

Data Collection

The project team collected input from a variety of sources regarding the potential locations for pedestrian crossing improvements and the criteria to be used in prioritizing these locations. Crossing improvement locations were identified through a rigorous public input process and current City documents, including the 2009 Mobility Master Plan. In-person meetings and an online survey were tools used to collect data, in addition to letters and emails received from Neighborhood Council representatives, Parent Teacher Associations, local businesses, nonprofit organizations, as well as the general public.

Evaluation

The public process identified the following criteria that were used to evaluate potential projects:

- Pedestrian and vehicle counts
- Proximity to schools
- Vehicle/pedestrian collision history
- Proximity to parks
- Proximity to hospitals
- Proximity to bus stops
- Proximity to libraries
- The number of times a location was identified through this project's outreach process, regardless of other characteristics
- Proximity to major employers and commercial centers
- Proximity to bicycle/trail systems
- Proximity to senior centers/senior housing

These criteria were weighted based on responses by people completing the online survey and people attending the public meetings. The evaluation criteria were then used to identify top ranking locations for pedestrian improvements.

Engineering and Construction

The project team worked sequentially through the top ranked projects in each Council District and the Downtown Area using the following evaluation process:

- **In-House Review:** the project team worked with key City staff to review existing transportation documents on identified crossing improvement locations, aerial imagery, and comments received to determine the appropriate treatment for top ranked locations.
- **Field Review:** City staff and the project team visited crossing improvement locations to evaluate site specific elements that would impact project implementation and cost. This included reviewing existing curb ramp construction and field review of utilities, such as lighting and traffic signals, including vehicle detection.

Relation to the Transportation Master Plan

The Transportation Master Plan places a priority on pedestrian mobility, and assumes that all streets will accommodate pedestrians to some degree. Because local connections and crosswalks are integral components of pedestrian safety and mobility, it is critical that the City develop a process for systematically addressing the need for this type of improvement. While the TMP includes a recommendation for conducting an inventory of sidewalk infrastructure, and then subsequently identifying necessary improvements to the sidewalk network, this process will not necessarily satisfy all of the pedestrian improvements which will be needed to support the transportation system envisioned in the TMP.

The Pedestrian Crossing Improvements Project identified extensive needs throughout the City, and created a process for prioritizing those needs. While the City has made significant strides toward addressing the needs identified during this process, there are many needs which are still unmet, and many more which were not identified during the public outreach process for this project. The City should build on the work done as part of the Pedestrian Crossing Improvement Project by developing a process for updating the list of pedestrian crossing projects, and by updating the prioritization process to ensure it satisfies the community's identified priorities and the goals and policies within the TMP.

Implementation Strategies

Implementation strategies and their related action items support the goals and policies of the Transportation Master Plan. The strategies and actions shown in the following table are organized according to the six goals in the TMP.

Goal	Strategy	Action	
1. Intergovernmental Coordination and Citizen Participation	1.1 Collaborate with neighboring jurisdictions on active transportation projects	1.1.1	Collaborate with state, regional and federal partners to reform system performance measures and mobility standards in order to reflect the movement of persons rather than vehicles and to favor transportation modes that have the least environmental impact and greatest contribution to livability. (see Appendix C Bicycle Implementation Strategies 1.1.1)
		1.1.2	Work cooperatively with adjoining jurisdictions on pedestrian connections and trail projects to ensure regional links for commuters and recreational users in and outside of Tacoma.
	1.2 Strengthen Active Transportation project and program delivery processes	1.2.1	Develop a pilot program for temporary implementation of pedestrian facilities. Experiment and test improvements of a pedestrian facility in order to determine traffic operation pros and cons and/or modal trade-offs associated with the incorporation of the pedestrian facility prior to final design and implementation.
		1.2.2	Provide training of city staff, including DOT and Police Department. Training can include best practice facility design, safety countermeasures, and maintenance/new materials capabilities. Include training that pertains to active transportation-related research and studies such as, economic, safety, perception surveys, etc. see Appendix C Bicycle Implementation Strategies 1.2.2)
	1.3 Work cooperatively with adjoining jurisdictions and transit agencies to coordinate active transportation planning and implementation activities.	1.3.1	Coordinate with Sound Transit and Pierce Transit to expand pedestrian and transit mobility through the integration of active transportation facilities with the transit and streetcar systems.
		1.3.2	Support a frequent and convenient bus, rail, and streetcar network to magnify the impact of planning for movement as pedestrians.
		1.3.3	Provide safe and accessible routes and intersections to transit for pedestrians of all abilities.
	1.4 Enhance safety for all road users through increased traffic enforcement on city streets, and walkways.	1.4.1	Enforce traffic laws consistently for all users through collaboration with the Tacoma Police Department. (see Appendix C Bicycle Implementation Strategies 1.4.1)
		1.4.2	Collaborate with law enforcement and the courts system on the development of a traffic skills education course aimed to reduce aggressive and/or negligent behavior among drivers, bicyclists and pedestrians by providing the option of taking a traffic skills education course in lieu of fines for traffic violations. (see Appendix C Bicycle Implementation Strategies 1.4.2)
		1.4.3	Develop and promote efficient mechanisms for reporting behaviors and conditions that endanger pedestrians to law enforcement.

2. Community / Environment	2.1 Promote active lifestyles by working with Pierce County Health Department (TPCHD) to provide education programs and safe and accessible routes for bicyclists and pedestrians of all ages and abilities.	2.1.1	Collaborate with the Tacoma-Pierce County Health Department on active living and active transportation projects that address and seek to reduce health-related issues such as obesity. (see Appendix C Bicycle Implementation Strategies 2.1.1)
		2.2.1	Install traffic calming facilities where necessary for improved safety and active transportation travel. (see Appendix C Bicycle Implementation Strategies 2.2.1)
	2.2 Apply high-quality engineering and design to physical infrastructure.	2.2.2	Use current best engineering practices for minimizing and mitigating conflicts between bicycles, pedestrians, and motor vehicles. (see Appendix C Bicycle Implementation Strategies 2.2.2)
		2.2.3	Reduce barriers and hazards to active transportation users by ensuring safe and sufficient crossings of major roadways and by providing routes that minimize steep slopes. (see Appendix C Bicycle Implementation Strategies 2.2.3)
3. Multimodal System	3.1 Ensure active transportation facilities are clean, safe, and, accessible, and promote active use.	3.1.1	Increase pedestrian trips ridership with a system that provides facility types and designs that are low stress for pedestrians and bicyclists of all ages and abilities. Inexperienced are most likely to use high quality bike boulevards, shared use trails, and cycle tracks.
		3.1.2	Prioritize pedestrian safety during construction and maintenance activities, and ensure that the City's accessibility guidelines are followed.
		3.1.3	Create safe and accessible pedestrian facilities through regular inspection and maintenance.
		3.1.4	Develop an on-going city-wide maintenance strategy for pedestrian facilities.
		3.1.5	Increase the number of multimodal trips that include traveling as a pedestrian for at least one trip segment by improving and simplifying connections and transfers.
	3.2 Establish benchmarks measurements and monitor the effectiveness of the Transportation Master Plan on a biannual basis.	3.2.1	Monitor the implementation progress of the Transportation Master Plan. (see Appendix C Bicycle Implementation Strategies 3.2.1)
		3.2.2	Monitor pedestrian collision data with the goal of reducing pedestrian-related collisions.
		3.2.3	Produce a regular report card tracking walking trends in Tacoma including percent of the system that has been completed, funds invested, identification of ongoing problems, public feelings of safety, status of reaching Health and Safety goals, and educational outreach efforts.

			3.2.4	Track citywide implementation of improved and increased walkway and ADA accessible features, and amenities with supervision of the Transportation Commission and Bicycle & Pedestrian Technical Advisory Group.
	3.3 Apply high-quality engineering and design to pedestrian physical infrastructure.	3.3.1	Design all pedestrian facilities to meet or exceed the latest federal, state, and local standards so that there is universal access for all users of the system.	
		3.3.2	Install signal prioritization for pedestrian users in appropriate locations.	
		3.3.3	Ensure that all new facilities are ADA-compliant to provide access for pedestrians of all abilities.	
		3.3.4	Prioritize the completion of proposed shared-use paths that maximize access to key recreational and transportation destinations in order to encourage recreational and commute trips. (see Appendix C Bicycle Implementation Strategies 3.3.5)	
4. Environmental and Fiscal Stewardship	4.1 Establish Vehicle Miles Traveled Goal	4.1.1	Work with the City’s Commute Trip Reduction Coordinator, Puget Sound Clean Air Agency, Puget Sound Regional Council, or other relevant agencies to set biannual per-capita vehicle-miles-traveled goals that will encourage residents to drive less. (see Appendix C Bicycle Implementation Strategies 4.1.1)	
	4.2 Pursue a dedicated source of funding to implement the expansion and enhancement of walkways and bikeways in Tacoma. Supplement dedicated funds with other funding sources.	4.2.1	Prioritize funding and construction of active transportation facilities in recognition of the livability, environmental, and health benefits these forms of mobility provide. (see Appendix C Bicycle Implementation Strategies 4.2.1)	
		4.2.2	Pursue state, regional, and federal grant funding for shared-use paths and other active transportation facilities. (see Appendix C Bicycle Implementation Strategies 4.2.2)	
		4.2.3	Work with the Transportation Commission, Bicycle & Pedestrian Technical Advisory Group, advocates, and elected officials to identify and pursue multiple strategies to increase funding for green transportation. (see Appendix C Bicycle Implementation Strategies 4.2.3)	
		4.2.4	Dedicate a percentage of the City’s overall transportation budget to active transportation projects. (see Appendix C Bicycle Implementation Strategies 4.2.4)	
		4.2.5	Leverage investments made in road improvement projects by installing improved pedestrian projects simultaneously regardless of the priority previously placed upon the pedestrian facilities.	
		4.2.6	Pursue establishment of a new dedicated source of funding for active transportation improvements, such as a portion of an additional locally determined vehicle tab tax, impact fees, street utility tax, and levy lid lift. (see Appendix C Bicycle Implementation Strategies 4.2.6)	
	4.3 Encourage and improve the appeal of modes of transportation with negligible carbon emissions, such as walking, biking, and use of assistive devices, thereby reducing the miles traveled by single occupancy vehicles.	4.3.1	Support Tacoma’s Climate Action Plan by developing a comprehensive pedestrian network. Assist in realizing the goal of reducing Tacoma’s greenhouse gas emission levels to 40 percent below 1990 levels by 2020, and 80 percent below 1990 levels by 2050.	

5. Transportation Demand Management	5.1 Increase the public’s awareness and usage of the bicycle and pedestrian network in Tacoma through targeted education and encouragement programs	5.1.1	Educate the general public on walking safety issues and encourage active transportation with programs that target pedestrians, bicyclists and motorists.
		5.1.2	Educate the general public about linking trips (trip-chaining) to reduce the number of trips taken per day. (see Appendix C Bicycle Implementation Strategies 5.1.1)
		5.1.3	Encourage active transportation through City-sponsored events and activities..
		5.1.4	Educate school children on safe pedestrian behavior.
		5.1.5	Educate the general public on pedestrian laws and regulations via the City’s website and other education programs.
		5.1.6	Educate drivers (transit drivers, delivery drivers, etc.) on pedestrian rights and safe motoring behavior around pedestrians. Provide appropriate materials to pedestrians, motorists, and cyclists convicted of specified violations.
		5.1.7	Establish Safe Routes to School Programs in collaboration with Tacoma schools. Apply for Safe Routes to Schools grants through the Washington Department of Transportation. (see Appendix C Bicycle Implementation Strategies 5.1.7)
		5.1.8	Educate pedestrians on proper and safe behavior for walking via the City’s website and other education programs.
		5.1.9	Improve the general public's awareness of the transportation needs and requirements of people with a variety of mobility and sensory disabilities via the City’s website and other education programs. (see Appendix C Bicycle Implementation Strategies 5.1.9)
	5.2 Provide and encourage amenities that support active transportation.	5.2.1	Give incentives for locker rooms, and shower facilities for all major office building construction and remodeling projects in the downtown core. (see Appendix C Bicycle Implementation Strategies 5.2.1)
		5.2.2	Install wayfinding signage in proximity to pedestrian facilities and destinations.
		5.2.3	Install benches, accessible parking and other support infrastructure at destinations citywide, including transit stations, retail area, parks, public facilities, and other high-traffic areas
6. Land Use and Transportation	6.1 Prioritize infrastructure improvements that connect residential areas to local retailing, business, and community services, so residents can access more of the services they need close to home by walking, biking, and use of assistive devices	6.1.1	Coordinate with local business associations, Tacoma-Pierce County Chamber of Commerce, neighborhood groups and other active associations to encourage and support local retail and services for residents. (see Appendix C Bicycle Implementation Strategies 6.1.1)
		6.1.2	Encourage and support the development of “20-minute neighborhoods” where goods and services can be obtained within short distances via active transportation modes, thereby reducing the need for automobile trips.
		6.1.3	Identify opportunities to encourage and support the development and re-development of businesses and urban spaces in Tacoma into pedestrian-accessible commercial nodes.

	6.2 Plan new development and redevelopment in ways that create street connectivity and access for active transportation users	6.1.4	Ensure that pedestrian facilities connect residential areas to goods and services that are often needed on a daily basis.
		6.2.1	Provide height bonuses and other incentives to developments that promote walkability and that provide amenities such as weather protection, seating, and improve pedestrian connectivity.
		6.2.2	Support changing parking policies to prioritize on-street parking only where needed to support local business while recognizing the need to provide accessible parking. (see Appendix C Bicycle Implementation Strategies 6.2.1)
		6.2.3	Conduct regular reviews of the Municipal Code sections that pertain to the rules of the road and to new development to identify changes that would facilitate better walking conditions.
		6.2.4	Enhance mobility in existing cul-de-sac development with shared-use paths for through access for pedestrians to adjacent street corridors.

II-6

Open Space Corridors Project:
Phase 1 – Biodiversity Areas/Corridors



Open Space Corridors Project

Staff Analysis Report – February 21, 2018

The Open Space Corridors (OSC) Project is one of the City's initial steps to implement the Parks and Open Space designation of the new Comprehensive Plan, *One Tacoma*. The Parks and Open Space designation includes a variety of areas including active park and recreation areas, passive open spaces, steep slopes, and other important habitat areas. Many of these lands remain privately owned and zoned to encourage development. While some sites are protected by critical area standards, others currently lack development standards that would adequately protect and retain the multiple important functions and values these lands provide. The current effort is an initial phase of the OSC Project, focusing on Critical Areas standards updates to better protect Biodiversity Corridors and Steep Slope areas. This approach would take significant steps toward preventing fragmentation of some of Tacoma's most valuable natural areas and clarify reasonable use of property in these areas.

Project Summary

Project Title:	Open Space Corridors Project – Phase 1
Applicant:	City
Location and Size of Area:	Changes will apply city-wide where critical areas are present.
Current Land Use and Zoning:	Multiple
Neighborhood Council Area:	Multiple
Staff Contact:	Elliott Barnett, Associate Planner 253-591-5389, elliott.barnett@cityoftacoma.org
Staff Recommendation:	Authorize for Public Review and Comment
Project Proposal:	<p>The following changes are proposed to TMC 13.11 Critical Areas Preservation Ordinance:</p> <p>Update standards for Fish and Wildlife Habitat Conservation Areas to ensure no net loss of critical areas functions and values for Biodiversity Areas/Corridors, and clarify reasonable use of property:</p> <ul style="list-style-type: none">• Clarify Biodiversity Areas/Corridors definition and review processes• Establish parameters generally limiting impacts to the least sensitive portions of the Biodiversity Areas/Corridors, and no more than 35% vegetation disturbance maximum• Clarify Biodiversity Areas/Corridors mitigation standards <p>Update standards for steep slopes as follows:</p> <ul style="list-style-type: none">• Clarify that vegetation retention is supported by the Best Available Science as the most appropriate management approach to steep slopes areas in many cases. <p>Updates are proposed for consistency and clarity to TMC 9.19 Trees and Shrubs – Planting, TMC 13.04 Platting and Subdivisions, and TMC 13.05 Permit Procedures.</p>

Planning and Development Services

City of Tacoma, Washington
Peter Huffman, Director



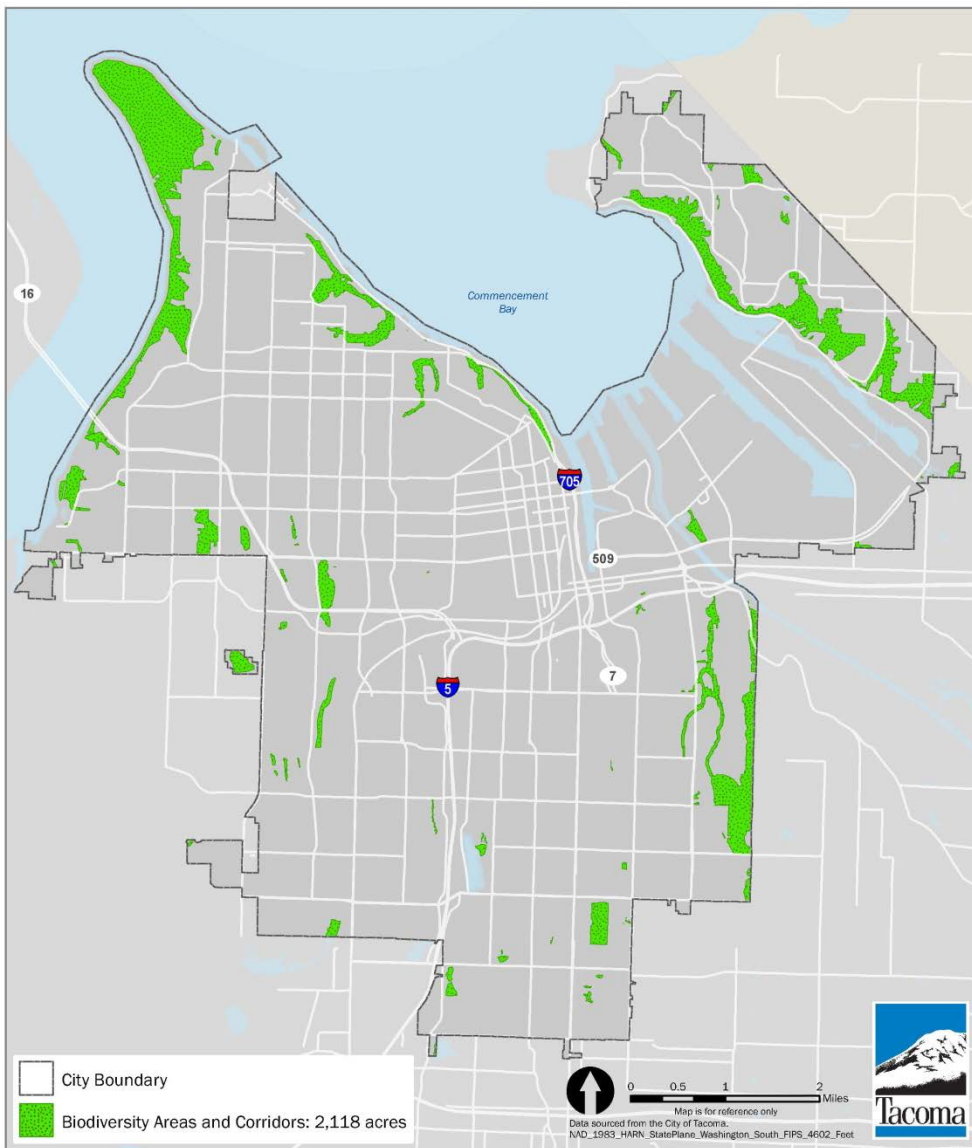
Project Manager

Elliott Barnett, Associate Planner
Elliott.barnett@cityoftacoma.org
(253) 591-5389
www.cityoftacoma.org/planning

1. Area of Applicability

This project consists of a critical areas standards update applicable primarily to Biodiversity Areas and Corridors—a subcategory of Fish and Wildlife Habitat Conservation Areas - Priority Habitats. In addition, changes are proposed to critical areas standards for steep slopes. Both changes are applicable citywide, where these critical areas are present, with the exception of Shoreline Districts which contain standalone critical areas standards.

High Probability Biodiversity Areas/Corridors



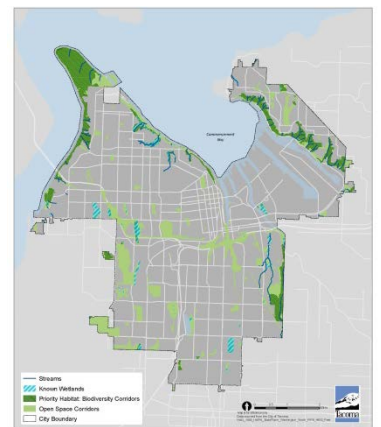
This map shows the City's initial assessment of likely Biodiversity Areas/Corridors. Additional site-specific research and public input will likely result in modifications.

Critical Areas in Tacoma Include both environmental assets:

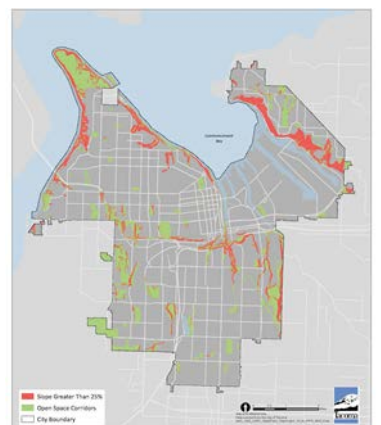
- marine habitats,
- freshwater rivers,
- streams and lakes,
- wetlands,
- aquifer recharge areas,
- fish and wildlife habitat areas.

and environmental hazards:

- frequently flooded areas,
- geologic hazardous areas



Biodiversity Areas/Corridors include wetlands, streams and Priority Habitats



Steep Slopes are common within Biodiversity Areas/Corridors

2. Background

In 2009 the City designated the Habitat Corridors, renamed Open Space Corridors in 2015, in recognition of the multiple functions and values they provide. Tacoma's designated Open Space Corridors are distributed citywide and include the City's most important and valuable connected natural lands, as well as parks, recreational assets and other lands valuable as open space.

City, regional and state policy guidance calls for strengthening protections for urban open spaces and environmental assets, while allowing for reasonable use of property as required by state law. The *One Tacoma Plan* policies direct the City to take a range of actions to protect Tacoma's Open Space Corridors. City efforts to date have focused on voluntary and public conservation efforts. However, mounting development pressure means these efforts are unlikely to be adequate. A substantial amount of land within the corridors remains in private ownership and zoned for development.

Since a large proportion of designated Open Space Corridors contain critical areas, enhancing critical areas standards is an effective method to protect the corridors. The Best Available Science (BAS) demonstrates that maintaining connected vegetated corridors is critical to habitat health, and supports avoidance of development as the best management approach in steep slope areas (see *Exhibit A – BAS Summary*).

Several jurisdictions within the region employ standards such as clustering, clearing and grading limits, and habitat connection requirements to protect the functions and values of contiguous corridors. The common themes are avoidance, minimization and mitigation of vegetation removal and disturbance, while allowing for reasonable use of property as required by state law.

Current Regulations:

Since state adoption of the Growth Management Act, Tacoma has adopted and continued to refine Critical Areas standards to protect designated categories of environmentally sensitive lands. However, the standards vary across critical areas categories. Wetlands and Streams generally have the most robust and clearly defined standards. In contrast, current protections are not robust for Biodiversity Areas/Corridors, a subcategory of Fish and Wildlife Habitat Conservation Areas (FWHCA's). Furthermore, current standards for Geohazard areas are ambiguous regarding whether the intent is to avoid or minimize development on steep slopes, or to simply require that the slopes be made stable through engineering approaches.

Biodiversity Areas/Corridors are an inclusive critical areas category which incorporates multiple other critical areas including wetlands, streams, riparian areas and priority habitat areas. Tacoma's current critical areas standards for FWHCA's rely extensively on Washington State Department of Fish and Wildlife (WDFW) guidance and management recommendations for different types of habitats and species. However, WDFW does not provide clear standards for Biodiversity Areas/Corridors and instead calls for local jurisdictions to adopt standards such as vegetation retention and clustering to protect corridors.



Tacoma's designated Open Space Corridors

Tacoma's Open Space Corridors contain:

- About 5,350 acres total
- Ownership
 - 62% public
 - 23% private
 - 15% right-of-way
 - < 1% Tribal
- Zones
 - 74% single-family
 - 12% Multi-family
 - 6% Shoreline
 - 10% other zones



Peregrine Falcon

Geological hazards are designated as critical areas because of the potential hazard to life and property that could result if these areas are developed. Tacoma's current critical areas standards for geo-hazards are ambiguous in regards to whether "mitigation sequencing" applies, which would indicate that the development should avoid and minimize impacts to steep slopes when feasible. As a result, in some cases development has been allowed on steep slope areas, resulting in largescale vegetation removal. In the case of steep slopes located within Open Space Corridors, this approach is not consistent with policy intent. Furthermore, the Best Available Science for steep slopes calls for avoidance and minimization of impacts as the most appropriate approach.

In addition, Tacoma's current standards for Public Ways currently prohibit certain native tree species on unimproved lands, including open space. These provisions were intended to apply to public rights-of-ways, where some characteristics could be problematic, but as drafted the standards unnecessarily limit open space tree species selection.

Existing Conditions

Staff conducted a high level analysis of existing conditions within designated Open Space Corridors to support this effort. The majority of the Corridors are zoned for single-family residential development, and current land uses are primarily residential as well. Land ownership patterns are dispersed and include public, private, tribal and right-of-way.

A substantial proportion of the Corridors are critical areas or buffers. In particular, nearly half (40%) of the Open Space Corridors are high probability Biodiversity Areas/Corridors, subject to regulation under Tacoma's critical areas standards. These areas are generally part of largely undeveloped, connected forested corridors. Steep slopes are also prevalent in the Open Space Corridors. See *Exhibit B – Map Folio* for further information.

3. Policy Summary

Washington State Growth Management Act

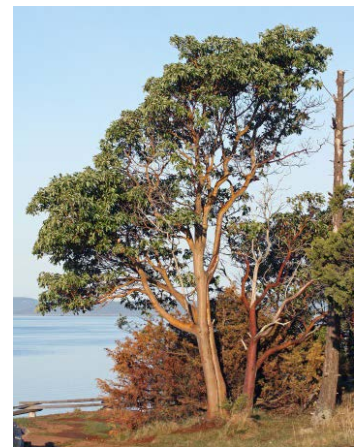
The Washington State Growth Management Act identifies the following as planning goals: maintain and enhance natural resource-based industries, including productive timber, agricultural and fisheries industries [RCW 36.70A.020(8)]; encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses [RCW 36.70A.020(8)]; encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks [RCW 36.70A.020(9)]; and, protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water [RCW 36.70A.020(10)].

Countywide Planning Policies

The Countywide Planning Policies (CPPs) are goals, objectives, policies, and strategies to guide the production of the County and municipal comprehensive plans. The CPPs include goals and policies relating to the identification, designation, and conservation of open space and environmentally sensitive lands. The CPPs also identify strategies that municipalities may use to achieve the goals of the CPPs, including the use of buffers, development restrictions, incentives, transfer of development rights, and education among others.

Fish and Wildlife Habitat Conservation Areas include:

- Other critical areas such as wetlands, streams and riparian corridors
- Priority plant and animal species
- Priority Habitats
- Biodiversity Areas/Corridors are one type of Priority Habitat for which state standards are limited.



Madrone tree

Open Space Corridors Biodiversity Areas/Corridors contain:

- About 2,100 acres total
- About 30% privately owned
- Rough estimate of private development capacity: 3,200 dwellings



One Tacoma Planning Policies

As part of the City of Tacoma's Comprehensive Plan update, Parks and Open Space corridors were identified and integrated into the Future Land Use Map of the One Tacoma Plan. These areas are further defined as Open Space Corridors in the Environment and Watershed Health Element of the Plan and were designated consistent with the purpose and intent of the Growth Management Act and the Washington Administrative Code. Goals and policies supporting the preservation and enhancement of designated Open Space Corridors are integrated throughout the One Tacoma Plan.

Planning

Policy UF–11.1 Create an integrated system of Open Space Corridors that defines and enhances the built and natural environment, offers a well-balanced range of experiences, and enriches the lives of Tacoma's current and future citizens.

Policy UF–11.4 Recognize and promote the multiple benefits Open Space Corridor preservation and restoration provides to the city, including more resilient plant and wildlife communities, community health and well-being, stormwater retention, active living, beauty, scenic resources, economic development, and sense of civic pride and identity.

Policy EN–1.17 Assess and periodically review the best available science for managing critical areas and natural resources and utilize the development of plans and regulations while also taking into consideration Tacoma's obligation to meet urban-level densities under the Growth Management Act.

Manage Environmental Hazards

Policy EN–2.1 Minimize the risk of damage to life and property by establishing robust development standards that ensure avoidance and/or minimization of potential geologic hazards.

Policy EN–2.2 Require appropriate levels of study, technical analysis, best available science and all known available and reasonable methods of prevention control and treatment (AKART) as a condition to permitting construction within geologically hazardous areas, ensure sound engineering principles are used based on the associated risk in these areas and limit land uses within or near geologically hazardous areas.

Protect Assets

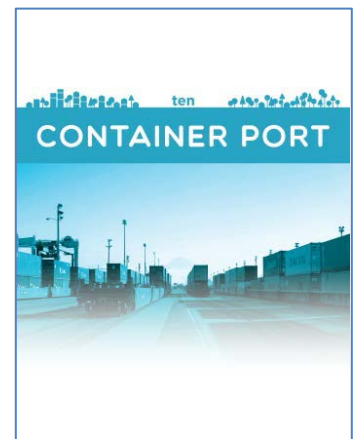
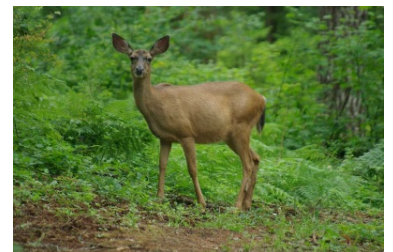
Policy EN–3.1 Ensure that the City achieves no-net-loss of ecological functions over time.

Policy EN–3.5 Discourage development on lands where such development would pose hazards to life, property or infrastructure, or where important ecological functions or environmental quality would be adversely affected:

- a. Floodways and 100-year floodplains
- b. Geologic hazard areas
- c. Wetlands
- d. Streams
- e. Fish and wildlife habitat conservation areas
- f. Aquifer recharge areas
- g. Shorelines

Biodiversity Areas/Corridors

WDFW defines Biodiversity Areas/Corridors as those areas within a city that contain habitat that is valuable to fish and wildlife. These areas are mostly comprised of native vegetation and relative to other areas vegetation is diverse with a mosaic of habitats. Corridors are defined as areas of relatively undisturbed land that is not fragmented and connects fish and wildlife habitat conservation areas, other priority habitat, or valuable habitats within a city.



The Container Port Element of the One Tacoma Plan identifies the steep slopes along Commencement Bay and Marine View Drive as a preferred natural buffer between industry and residential neighborhoods.

Policy EN–3.6 Limit impervious surfaces within Open Space Corridors, shorelines and designated critical areas to reduce impacts on hydrologic function, air and water quality, habitat connectivity and tree canopy.

Policy EN–3.7 Encourage site planning and construction techniques that avoid and minimize adverse impacts to environmental assets.

Improve Environmental Quality

Policy UF–11.2 Improve Open Space Corridors using a mix of tools including natural resource protection, property acquisition, natural resource restoration, tree planting and landscaping with native plants, and ecological design integrated with new development.

4. Objectives

Does the proposed amendment achieve any of the following objectives?

Address inconsistencies or errors in the Comprehensive Plan or development regulations.

The update addresses inconsistencies and code gaps in Tacoma’s critical areas standards. While standards are robust for many categories of critical areas, current code does not adequately guide City review of development proposed within Biodiversity Areas/Corridors and development located on steep slopes.

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.

These updates respond to increases in the pace of development pressure that can be reasonably anticipated within Tacoma’s Open Space Corridors. Since Habitat Corridors (now Open Space Corridors) were designated in 2009, development within these areas has taken place at a slow rate, presumably due to the costs of steep slopes development. In the past two years, as housing prices and demand has grown, interest in development in Open Space Corridors has increased, as evidenced by a sharp increase in development inquiries received by the City.

In addition, climate change is increasing the likelihood of more extreme precipitation events which could further destabilize steep slope areas and increase risks to life and property within and below these areas.

Having regulations in place to ensure the ongoing health of these areas is therefore prudent, and will provide clarity to property owners, people who live or work near open spaces, and the broader community.

Maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern.

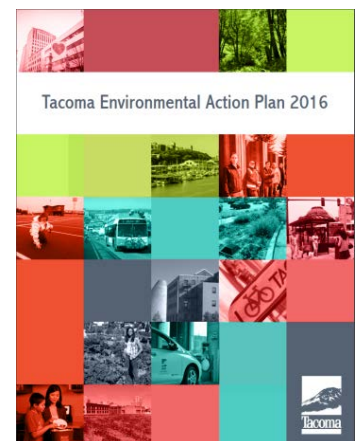
This update implements the Parks and Open Space designation of Tacoma’s Comprehensive Plan, *One Tacoma*. *One Tacoma*’s land use vision and policies call for

19 percent

The City’s estimated existing tree canopy coverage.

What tools does the City utilize to protect Open Space Corridors?

- Transfer of Development Rights
- Current Use Assessment
- Property Acquisition and Management
- Critical Areas Development Regulations



Tacoma’s Environmental Action Plan includes a target to adopt and implement code that discourages development where it would endanger life, property or infrastructure, or would adversely affect important ecological functions or environmental quality.

conservation of Open Space Corridors and their many benefits. These updates will be a significant step in preventing the fragmentation and de-forestation of the Open Space Corridors consistent with the City's land use policies.

Enhance the quality of the neighborhood.

Tacoma's Open Space Corridors are valued, character-defining assets that are integral to Tacoma's neighborhoods and the character of the City as a whole. The Comprehensive Plan calls for enhancement to human health through neighborhood design and development, integrating nature and the built environment, and providing green space as an important amenity within 20-minute walkable neighborhoods. Protecting treasured natural areas is anticipated to contribute to quality of life, public health, property values, livability and attractiveness of the City to existing and new residents and businesses.

5. Options Analysis

Several options were considered early in the Amendments process. In December 2017 the Planning Commission provided direction to pursue a phased approach. The current project phase consists of updates to Tacoma's critical areas standards. Other options and potential future policy initiatives are described below.

- **No change.**

This option is not recommended as it would maintain uncertainty regarding the application of Tacoma's Critical Areas Preservation Ordinance (CAPO) to Biodiversity Areas/Corridors and steep slopes with no clear methodology to ensure reasonable use of property or to ensure no net loss to the functions and values of these critical areas. The City would continue to evaluate development proposals on a case by case basis in the absence of clear standards, with little predictability for developers.

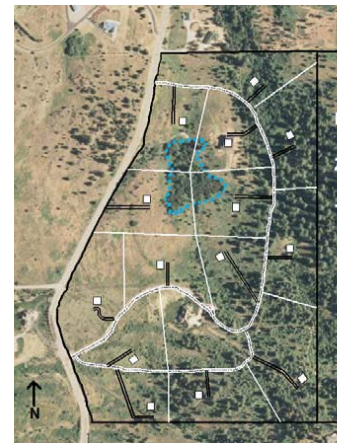
- **Staff recommendation.**

- Update standards for Fish and Wildlife Habitat Conservation Areas to ensure no net loss of critical area functions and values for Biodiversity Areas/Corridors, and to clarify reasonable use of property:
 - Clarify Biodiversity Areas/Corridors definition and review processes
 - Establish parameters generally limiting impacts to the least sensitive portions of the Biodiversity Areas/Corridors, and no more than 35% vegetation disturbance maximum
 - Clarify Biodiversity Areas/Corridors mitigation standards
- Update standards for steep slopes:
 - Clarify that vegetation retention is supported by the Best Available Science as the most appropriate management approach to steep slopes areas in many cases
- Update related code provisions for consistency and clarity, including:
 - TMC 9.19 Trees and Shrubs – Planting
 - TMC 13.04 Platting and Subdivisions
 - TMC 13.05 Permit Procedures
 - TMC 13.11 Critical Areas Preservation Ordinance

Climate Impacts

Anticipated climate change impacts in Tacoma include more extreme precipitation events (i.e., wetter winters and drier summers), an increased risk of mudslides, and greater flood risk in the Puyallup River (Dalton et al. 2014, Snover et al. 2013).

Sea level rise and storm surge may result in greater coastal flooding, erosion and destabilization of shoreline bluffs.



A large lot subdivision



Example of clustered development

(Source: WDFW 2009)

- **Other options for the Commission to consider.**

- Staff anticipate public input on the following topics, which will likely identify potential refinements after the public comment period:
 - Flexibility for small lots located in Biodiversity Areas/Corridors
 - Streamlined City review for voluntary habitat restoration
 - Updates to the high probability Biodiversity Areas/Corridors map reflecting site-specific input
 - Biodiversity Areas/Corridors identification checklist
 - Ensure the code clearly addresses how Biodiversity Areas/Corridors standards apply to City rights-of-way
 - Further clarify the Biodiversity Areas/Corridors classification (definition) to make it as clear and predictable as possible

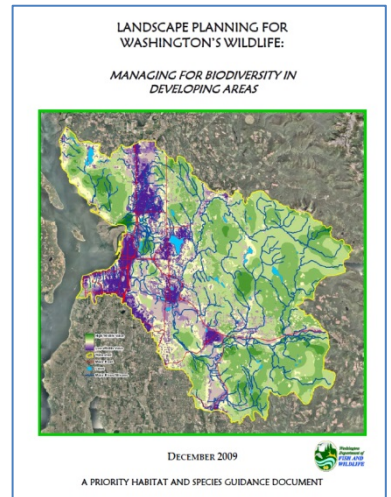
- **Future OSC Project phases and related policy initiatives.**

- CAPO Geohazards Best Available Science review and updates
- Consideration of creating an Open Space Overlay Zoning District
- Passive and active open space access and improvement planning and standards
- Updates to standards for tree planting, maintenance and pruning on public land and rights-of-way
- Shoreline Master Program update and Port/Tideflats Subarea Plan
- Landscaping Code updates for sites located within Open Space Corridors
- Open Space Program activities and management plans for specific areas

6. Impacts Assessment

Adoption of clear, substantive and reasonable critical areas standards for Biodiversity Areas/Corridors, clarifications to steep slopes standards and associated code clarifications would have a range of impacts in applicable areas, including the following:

- Contribute to maintaining air quality at the neighborhood scale through the natural process of tree transpiration
- Protect water quality by retaining vegetation that contributes to attenuation of stormwater flows and reduced erosion and runoff resulting from development activities
- Preserve the functions and values of Tacoma's most intact natural habitat areas and promote the ongoing survival of native plant and animal species as well as migratory birds
- Promote the health of aquatic habitats located in the vicinity of Tacoma's Open Space Corridors
- Preserve groves of mature trees, exceptional individual trees and connected vegetated corridors
- Maintain public contact with green spaces which provide a range of public health, educational and passive recreational benefits
- Promote watershed health
- Reduce future energy and resource consumption by focusing development in areas where infrastructure is available and development constraints are absent
- Provide for the efficient future provision of municipal utilities and services by locating development in areas that are easier to serve and access
- Promote a range of housing choices by directing development to appropriate locations and through incentives to conserve natural areas such as Transfer of



The Washington State Department of Fish and Wildlife (WDFW) provides a key source of best practices for managing biodiversity corridors.

Geo-Hazards

Geologically Hazardous Areas include areas susceptible to erosion, sliding, earthquake, or other geological events. They pose a threat to the health and safety of citizens when incompatible development is sited in areas of significant hazard.



Steep slopes landslides

Development Rights, tax reductions, and density bonuses

- Preserve the aesthetic quality of some of Tacoma's most scenic views
- Maintain natural separation and buffering between different land uses reducing light, glare, noise and other potential impacts
- Provide access to natural areas for passive recreation such as walking and hiking, wildlife viewing, and connections to Tacoma's shorelines

Development capacity

While existing regulations and site constraints such as steep slopes, wetlands and streams already limit development feasibility, the proposal would further reduce development capacity in some areas. As stated above, the majority of land within high probability Biodiversity Areas/Corridors is publicly owned. Of a total 2,100 acres, about 700 are in private ownership. Based on development capacity assumptions including zoning, regulations and development constraints, these private lands could potentially be developed with a maximum of 3,200 dwellings. This estimate assumes a full buildout, and does not consider the challenges and costs of development in areas with major constraints, and is therefore likely to be high.

The proposals take several steps to offset any potential loss in land value resulting from reduced development potential. The proposal provides for reasonable use of property through a clear regulatory process, provides incentives and density transfers to offset any reduction in land value, and incorporates flexibility such as corridor width averaging and minimum lot size reductions. In addition, the City has several existing initiatives to promote conservation within designated Open Space Corridors including Transfer of Development Rights, land acquisition and habitat restoration programs.

Staff have analyzed application of the proposed standards to hypothetical sites (see Exhibit C) in order to illustrate how they would apply. Outcomes would be determined on a site-specific basis.

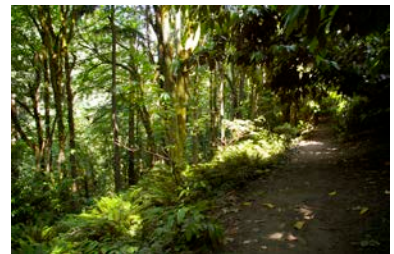
7. Public Outreach

Planning staff worked closely with Environmental Specialist, Open Space and Urban Forestry staff to develop the proposals, in consultation with staff from the Washington State Department of Fish and Wildlife. In addition, the Planning Division engaged David Boe, Architect, to assist in scenario analysis.

To assist the public in understanding these proposals, a separate webpage has been developed at www.cityoftacoma.org/openspacecorridors. An interactive online map is available and allows the public to see how the proposals would apply both citywide and at the level of individual sites. During the public comment period, the map will be enabled to receive public comments pertaining to specific sites. Staff are developing and will regularly update a Frequently Asked Questions (FAQ) for the project.

Staff are engaging with residents, members of the development community, neighborhood groups, public agencies and the environmental community, including the following specific steps:

- Planning Manager's Letter to the Community (December 6, 2017)
- Open House (January 10, 2018) *public notice mailed to property owners within 1,000 feet of likely Biodiversity Areas/Corridors*



Open spaces in Tacoma

- Metro Parks Tacoma staff consultation (ongoing)
- Outreach to environmental organizations (ongoing)
- Sustainable Tacoma Commission meeting (January 16, 2018)
- Metro Parks Tacoma: Nature and Environment Advisory Council meeting (February 8, 2018))
- Master Builders Association Legislative Committee meeting (February 13, 2018)
- Community Council meeting (March 28, 2018)
- Northeast Tacoma Neighborhood Council meeting (March 15, 2018)
- Public Draft Open House (March 28, 2018)
- Planning Commission Public Hearing (April 4, 2018)

Key themes (to date)

While it is early in the public engagement process, key themes have begun to emerge from discussions with stakeholders and interested parties:

- There appears to be general public support for enhancing the City's standards to protect the functions and values of Open Space Corridors.
- Owners of property located within Biodiversity Areas/Corridors have expressed caution regarding further limitations on the use of their property.
- Metro Parks Tacoma staff are working with the City to ensure that proposed standards will not add undue regulatory effort or expense or limit regular vegetation, trail and park maintenance.
- Residents frequently seek to understand how regulations will apply to existing houses, yards and other improvements located within or near Biodiversity Areas/Corridors.

Staff are developing a Frequently Asked Questions document to address these and other questions during and after the public comment period.

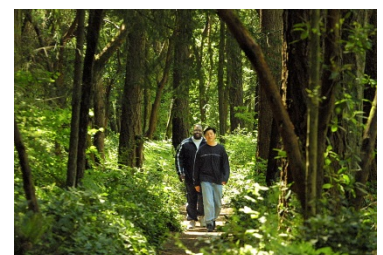
8. Supplemental Information

Exhibit A: Draft code amendments

Exhibit B: Code Approach Overview

Exhibit C: Best Available Science Summary memo

Exhibit D: Map folio



Open spaces in Tacoma



2018 Amendment Application No. 2018-10

Open Space Corridors – Phase 1

EXHIBIT A

PROPOSED AMENDMENTS TO THE TACOMA MUNICIPAL CODE TITLE 9 – PUBLIC WAYS TITLE 13 – LAND USE REGULATORY CODE

February 21, 2018

Notes:

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

TITLE 9 PUBLIC WAYS

Chapter 9.19 Trees and Shrubs – Planting

- 9.19.030 Types of trees prohibited
- 9.19.040 Types of trees permitted

TITLE 13 LAND USE REGULATORY CODE

Chapter 13.04 Platting and Subdivisions

- 13.04.310 Subdivisions and Critical Areas

Chapter 13.05 Land Use Permit Procedures

- 13.05.010 Application requirements for land use permits
- 13.05.030 Director Decision Making Authority
- 13.05.040 Decision of the Director
- 13.05.050 Appeals of administrative decisions
- 13.05.095 Development Regulation Agreements

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TITLE 9

PUBLIC WAYS

Chapter 9.19

TREES AND SHRUBS – PLANTING

9.19.020 Conformance with surrounding property.

All trees and shrubs hereafter planted in any parking strip or other public place in any residential area in the City of Tacoma shall generally conform as to species, types, and location of any trees or shrubs adjacent to the property to be planted.

9.19.030 Types of trees prohibited.

It shall be unlawful to plant in any parking strip or ~~public place~~ improved right-of-way in any residential area of the City of Tacoma any of the following trees: Poplar, Willow, Cottonwood, Fruit Trees (except ornamental types), Nut Trees, Mountain Ash, Oregon or Big Leaf Maple or any other type or species of tree having any growth characteristic similar to those set forth above.

9.19.040 Types of trees permitted.

~~The following named trees~~ species shall be permitted in the parking strips or ~~public places~~ improved rights-of-way of any residential area per the direction of the City of Tacoma's Urban Forest Manual or other City-approved tree list: ~~Acer monspessulanum ('Montpelier maple'), Acer platancoides "Cleveland" ('Pyramidal Norway maple'), Acer pseudoplatanus ('planetree or sycamore maple'), Betula alba ('European white birch'), Carpinus betulus fastigiata ('upright European hornbeam'), Ginkgo biloba ('Japanese maidenhair tree'), Gleditsia triacanthos inermis ('thornless honey locust'), Liquidambar styraciflua ('American sweet gum'), Liriodendron tulipifera ('tulip tree'), Ostrya virginiana ('American hophornbeam'), Platanus acerifolia ('sycamore London plane'), Quercus borealis ('northern red oak'), Tilia cordata ('littleleaf European, linden'), Ulmus americana columnaris ('American ascending elm'), Ulmus carpinifolia "Buisman" ('buisman elm'), Acer campestre ('hedge maple'), Acer davidi ('David's maple'), Aesculus carnea ('red horsechestnut'), Carpinus caroliniana ('American hornbeam'), Crataegus oxyacantha pauli ('Paul's scarlet hawthorn'), Crataegus phaenopyrum ('Washington thorn'), Magnolia kobus ('Kobus magnolia'), Malus spectabilis riversi ('rivers crabapple'), Malus icensis plena ('Bechtel crab'), Quercus coccinea ('scarlet oak'), Quercus palustris ('pin oak'), Prunus Vesuvius or Thundercloud ('purpleleaf plum'), Prunus serrulata Shiro-fugen ('flowering cherry'), Prunus serrulata Kwanzan ('Kwanzan flowering cherry'), Prunus sargentii ('Sargent's cherry').~~

9.19.050 Industrial and commercial areas.

It shall be unlawful for any person, firm or corporation to erect or maintain any shrub, plant, structure or container of any type or nature whatsoever for the purpose of beautifying any street or sidewalk upon, over, along or across any street or sidewalk in a business, industrial or commercial area, as defined in Title 13 of this Code, except when authorized by a public street beautification permit issued pursuant to a proper application, and subject to the terms and regulations of this chapter.

Chapter 13.04

PLATTING AND SUBDIVISIONS

13.04.310 Subdivisions and Critical Areas.

The subdivision and short subdivision of land in Critical Areas wetlands, streams, FWHCAs, and associated buffers/geo-setbacks is subject to ~~the following, and~~ Chapter 13.11.~~280260~~ and the following:

- A. Land that is located partially within a Critical Area wetland or its buffer/geo-setback may be subdivided provided that an accessible and contiguous portion of each new lot is located outside the Critical Area wetland and its buffer/geo-setback.
- B. Access roads and utilities serving the proposed subdivision may be permitted within the Critical Area wetland and associated buffers only if the Director determines that no other feasible alternative exists, and the project is consistent with the remaining provisions of this chapter.
- C. A protection covenant such as a Conservation Easement shall be recorded with the Pierce County Assessor's Office for wetland, stream or natural area tracts that are created as part of the permitting process.

Chapter 13.05

LAND USE PERMIT PROCEDURES

13.05.010 Application requirements for land use permits.

E. Notice of Complete or Incomplete Application.

3. If the application is determined to be incomplete, and/or additional information is requested, within 14 days after an applicant has submitted the requested additional information, the Department shall notify the applicant whether the information submitted adequately responds to the notice of incomplete application, thereby making the application complete, or what additional information is still necessary.

4. An application is complete for purposes of this section when it meets the submission requirements of the Department as outlined in Section 13.05.010.C and TMC Section ~~13.11.250~~ 13.11.230 for projects that may affect Critical Areas wetlands, streams, or their regulated buffers/geo-setbacks, even though additional information may be required or project modifications may be made later. The determination of a complete application shall not preclude the Department from requesting additional information or studies, either at the time of the notice of complete application or subsequently if new information is required or substantial changes in the proposed action occur, or should it be discovered that the applicant omitted, or failed to disclose, pertinent information.

F. Inactive Applications. If an applicant fails to submit information identified in the notice of incomplete application or a request for additional information within 120 days from the Department's mailing date, or does not communicate the need for additional time to submit information, the Department may consider the application inactive and, after notification to the applicant, may close out the file and refund a proportionate amount of the fees collected with the application.

13.05.030 Director Decision Making Authority.

A. Authority. The Director shall have the authority to act upon the following matters:

5. Applications for preliminary and final plats as outlined in Chapter 13.04, Platting;

6. Applications for Critical Area ~~Wetland/Stream/FWHCA~~ Development Permits, ~~Wetland/Stream/FWHCA~~ Verifications, and ~~Wetland/Stream/FWHCA~~ Minor Development Permits as outlined in Chapter 13.11;

7. Applications for Shoreline Management Substantial Development Permits/conditional use/ variances as outlined in Chapter 13.10;

13.05.040 Decision of the Director.

9. Construction of, or other provisions for, public facilities and utilities. In regard to the conditions requiring the dedication of land or granting of easements for public use and the actual construction of or other provisions for public facilities and utilities, the Director shall find that the problem to be remedied by the condition arises, in whole or significant part, from the development under consideration, the condition is reasonable, and is for a legitimate public purpose.

10. ~~Wetland/stream/FWHCA~~ Critical Area development permits, ~~wetland/stream/FWHCA~~ minor development permits, and ~~wetland/stream/FWHCA~~ verifications shall be subject to TMC Chapter 13.11.

Refer to Section 13.05.100 and TMC Chapter 13.11 for procedures to enforce permit decisions and conditions.

13.05.050 Appeals of administrative decisions.

A. Purpose. The purpose of this section is to cross-reference the procedures for appealing administrative decisions on land use proposals.

B. Applicability. The provisions of this section shall apply to any order, requirement, permit, decision, or determination on land use proposals made by the Director. These may include, but are not limited to, variances, short plat, wetland/stream development, site approval, and conditional use permits, modifications to permits, interpretations of land use regulatory codes, and decisions for the imposition of fines. Appeals of shoreline permit decisions shall be subject to the appeals process in the Shoreline Master Program and TMC Chapter 13.10. These provisions also do not apply to ~~exemptions~~ activities that are allowed with staff review under TMC Chapter 13.11.

C. Appeal to the Hearing Examiner. The Hearing Examiner shall have the authority to hear and decide appeals from any final written order, requirement, permit, decision, or determination on land use proposals, except for appeals of decisions identified in Chapter 13.04. The Hearing Examiner shall consider the appeal in accordance with procedures set forth in Chapter 1.23 and the Hearing Examiner's rules of procedure.

13.05.095 Development Regulation Agreements.

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

7. Provisions are sufficient to assure requirements of parks and open space preservation.

8. Best available science and best management practices shall be used to address critical areas within the property covered by a Development Regulation Agreement adopted pursuant to this section. Review of a development activity's critical area impacts ~~that go beyond those exempted activities identified in Section 13.11.140 TMC~~ shall occur during the Development Regulation Agreement review process, and a separate critical areas permit is not required. Any Development Regulation Agreement approval(s) shall, to the maximum extent feasible, avoid potential impacts to critical areas, and any unavoidable impacts to critical areas shall be fully mitigated, either on- or off-site.

9. Interim uses and phasing of development and construction is appropriately provided. In the case of an interim use of a property or portion of a property, deferments or departures from development regulations may be allowed without providing a demonstrated benefit to the City; provided, that any departures or deferments to the Code requested for a final use of the property shall comply with criterion No. 10 below. The agreement shall clearly state the conditions under which the interim use shall be converted to a permanent use within a stated time period and the penalties for noncompliance if the interim use is not converted to the permanent use in the stated period of time.

Chapter 13.11

CRITICAL AREAS PRESERVATION

Sections:

13.11.100	General Provisions.
13.11.110	Purpose.
13.11.120	Intent.
13.11.130	Scope and Applicability.
13.11.140	Regulated Uses/Activities.
13.11.145	Pre-existing Uses/Structures.
13.11.150	<i>Repealed.</i>
13.11.160	Abrogation and Greater Restrictions.
13.11.170	Severability.
13.11.180	Critical Area Designation and SEPA.
13.11.190	Review Process.
13.11.200	Allowed Activities.
13.11.210	Activities Allowed with Staff Review.
13.11.220	Application Types.
13.11.230	Application Submittal Requirements.
13.11.240	Legal Test(s).
13.11.250	General Standards.
13.11.260	Residential Density Credits.
13.11.270	General Mitigation Requirements.
13.11.280	Conditions, Notice on Title, and Appeals.
13.11.290	Sureties.
13.11.300	Wetlands.
13.11.310	Wetland Classification.
13.11.320	Wetland Buffers.
13.11.330	Wetland Buffer Modifications.
13.11.340	Wetland Mitigation Requirements.
13.11.350	<i>Repealed.</i>
13.11.360	<i>Repealed.</i>
13.11.400	Streams and Riparian Habitats.
13.11.410	Stream Classification.
13.11.420	Stream Buffers.
13.11.430	Stream Buffer Modifications.
13.11.440	Stream Standards.
13.11.450	Stream Mitigation Requirements.
13.11.500	Fish and Wildlife Habitat Conservation Areas (FWHCAs).
13.11.510	Classification.
13.11.520	Standards.
13.11.530	<i>Repealed.</i>
13.11.540	<i>Repealed.</i>
13.11.550	FWHCA's Mitigation Requirements.
13.11.560	FWHCA's Management Areas.
13.11.580	<i>Repealed.</i>
13.11.600	Flood Hazard Areas.
13.11.610	Classification.
13.11.620	Standards.
13.11.640	General Development Standards.
13.11.700	Geologic Hazardous Areas.
13.11.710	Designation.
13.11.720	Classification.
13.11.730	General Development Standards.
13.11.800	Aquifer Recharge Areas.
13.11.810	Classification.
13.11.820	Standards.
13.11.900	Definitions.

Text changes are proposed to the sections highlighted in green.

13.11.120 Intent.

A. Critical areas include critical aquifer recharge areas, fish and wildlife habitat conservation areas (FWHCAs), flood hazard areas, geologically hazardous areas, stream corridors, and wetlands. These critical areas serve many important ecological functions. Many of the critical areas in Tacoma have been lost or degraded through past development. Tacoma, as an urban growth area, is experiencing increasing growth and its land resource is diminishing. This increasing growth and diminishing land resource is creating pressure for the development of critical areas. New construction technology is also creating pressure on these sites by making development feasible on sites where it was formerly impractical to build.

B. Because of the ecological benefits of critical areas, their past destruction, and the increasing pressure to develop them, the intent of this chapter is to ensure that the City's remaining critical areas are preserved and protected and that activities in or adjacent to these areas are managed. The preservation standards are provisions designed to protect critical areas from degradation. These criteria and standards will secure the public health, safety, and welfare by:

1. Protecting members of the public and public resources and facilities from injury, loss of life, or property damage due to landslides and steep slope failures, erosion, seismic events, volcanic eruptions, flooding or similar events;
2. Maintaining healthy, functioning ecosystems through the protection of ground and surface waters, wetlands, and fish and wildlife and their habitats, and to conserve biodiversity of plant and animal species;
3. Preventing cumulative adverse impacts to ~~water quality, streams, FWHCAs, and wetlands~~ Critical Areas including the prevention of net loss of wetlands.
4. Providing open space and aesthetic value;
5. Providing migratory pathways for fish and ~~birds~~ wildlife;
6. Giving special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries;
7. Providing unique urban wilds that serve as natural laboratories for schools and the general public;
8. Avoiding public expenditures to correct damaged or degraded critical ecosystems;
9. Alerting appraisers, assessors, owners, potential buyers, or lessees to the potential presence of a critical ecosystem and possible development limitations; and
10. Providing City officials with information, direction, and authority to protect ecosystems when evaluating development proposals.

13.11.130 Scope and Applicability.

A. The provisions of this chapter apply to all lands and waters, all land uses and development activities, and all structures and facilities in the City, whether or not a permit or authorization is required, and shall apply to every person, firm, partnership, corporation, group, governmental agency, or other entity that owns, leases, or administers land within the City. This chapter applies to all critical areas outside of the Shoreline District. This chapter specifically applies to any activity which would destroy vegetation; result in a significant change in critical habitat, water temperature, physical, or chemical characteristics; or alter natural contours and/or substantially alter existing patterns of tidal, sediment, or storm water flow on any land which meets the classification standards for any critical area defined herein. ~~Such activities include excavation, grading, filling, the removal of vegetation, and the construction, exterior alteration, or enlargement of any building or structure.~~ In addition, this chapter applies to all public or private actions, permits, and approvals in or adjacent to a critical area and its buffer or geo-setback including, but not limited to, the following:

1. Building permits;
2. Clearing and grading permits;
3. Forest practices permits;
4. Land Use permits;
5. Subdivision and short subdivisions;
6. Binding site plans;
7. Zoning amendments;
8. Creation of tax parcels. See TMC 13.06.602.A.1 or as amended-

13.11.140 Regulated Uses/Activities.

Pursuant to the requirements of this chapter, a site review or permit shall be obtained prior to undertaking any of the following activities within Critical Areas or their associated buffer, geo-setback, or management area, unless otherwise covered under Sections 13.11.200 and 13.11.210.

A. Filling, placing, or dumping any soil, loam, peat, sand, gravel, rock, chemical substance, refuse, trash, rubbish, debris, or dredge material;

13.11.145 Pre-existing Uses/Structures.

A. An established use or existing structure that was lawfully permitted prior to adoption of this chapter, but which is not in compliance with this chapter, may continue subject to the provisions of Tacoma Municipal Code (TMC) Chapter 13.11 Critical Areas Preservation and Section 13.06.630.

B. Except as otherwise required by law, a legal pre-existing use or structure may continue unchanged; or modified only where the use or structure becomes less non-conforming, and where the modification will increase the buffer, and increase the functions of the critical area.

C. All modifications for pre-existing structures, ~~other than trails,~~ shall conform to the current code provision to the maximum extent possible as determined by the Director of Planning and Development Services.

13.11.190 Review Process.

A. The Review Process is used to determine whether a critical area, ~~or~~ critical area buffer, or geo-setback is present on or adjacent to a proposal, and whether additional review or permitting is required.

Critical areas may be located through the use of information from the United States Department of Agriculture Natural Resource Conservation Service, the United States Geological Survey, the Washington Department of Ecology, the Coastal Zone Atlas, the Washington Department of Fish and Wildlife stream maps and Priority Habitat and Species maps, Washington DNR Aquatic Lands maps, the National Wetlands Inventory maps, Tacoma topography maps, the City's Generalized Wetland and Critical Areas Inventory maps, and Pierce County Assessor's maps to establish general locations and/or verify the location of any wetland, or stream, or FWHCA site. The City's Generalized Wetland and Critical Area Inventory maps and other above-listed sources are only guidelines available for reference. The City maps are not exhaustive, and other areas meeting the definition or intent will be included. The actual location of critical areas must be determined on a site-by-site basis according to the classification criteria.

The City may utilize information from any source referred to above or available in order to establish general locations and/or to verify the location of any ~~critical area wetland, stream or FWHCA.~~

B. Site Review. In order to assist customers with potential proposals, City staff will provide an initial site review based on existing information, maps and a potential site visit to identify potential ~~wetlands, streams~~ critical areas, and their associated buffers/geo-setbacks within 300 feet. ~~FWHCAs and their management areas will also be identified. The review area may be expanded where priority species or habitat are present.~~ Site reviews are completed on a case by case basis and may require the applicant to submit a critical area assessment. ~~that may include: wetland delineation, wetland categorization, stream type and Ordinary High Water Mark location, hydrology reports, and priority fish and wildlife species and habitat presence information from WDFW or the City.~~

Following the site visit and Review Process, a project may proceed without further critical area permitting if the applicant can demonstrate the following:

1. There are no adverse impacts to the critical area or buffer, and

2. Structures and improvements are all located beyond the required buffers, and
3. Existing hydrology will be maintained to support critical areas, and
4. The proposed use or activity is consistent with WDFW [priority](#) species management recommendations.

C. In conjunction with the site review process, the Director of Planning and Development Services (the “Director”; see 13.11.900 D., below) may require additional information on the physical, biological, and anthropogenic features that contribute to the existing ecological conditions and functions to determine whether a formal ~~wetland/stream/FWHCA~~ [critical area development](#) permit is required.

D. Review, Assessment and Permit Requirements.

1. Review of development activities within the jurisdiction of the Shoreline Management Act, including Puget Sound, Wapato Lake, or any stream where the mean annual flow is 20 cubic feet per second or greater are regulated under provisions of TMC 13.10 and the Tacoma Shoreline Master Program. Upon adoption of the new Shoreline Master Program on October 15, 2013, all code excerpts referring to the regulation of critical areas within the shoreline will no longer be valid and those critical areas shall be regulated under the new shoreline code TMC 13.10.

2. Review of development activities outside the jurisdiction of the Shoreline Management Act.

a. Development activities that require a land use or building [clearing or grading](#) permit do not require a separate Critical Areas permit [to review](#) for potential impacts to a FWHCA [Management Area](#), Geologically Hazardous Area or Flood Hazard Area provided:

(1) Identification of FWHCA’s and their Management Area, Geologically Hazardous Area and/or Flood Hazard Area are conducted according to 13.11.190 and none are found that would affect the development site, or

(2) If a ~~FWHCA or~~ FWHCA Management Area is found on the project site the applicant complies with applicable WDFW species management recommendation or with an approved Habitat Management Plan (HMP) submitted by the applicant.

(3) If a Geologically Hazardous Area is found on the project site the applicant complies with applicable prescriptive requirements and minimum standards of TMC 13.11.700 and follows the recommendations of their geotechnical expert, or

(4) If a Flood Hazard Area is found on the project site the applicant complies with the applicable prescriptive requirements and minimum standards contained within TMC 13.11.600.

b. Development activities that do not require a land use or building [clearing or grading](#) permit may require a separate ~~FWHCA~~ [Critical Area](#) permit under this Chapter.

c. [Per TMC 13.11.160, where multiple critical areas are present the project shall meet the minimum standards and requirements for each critical area including requirements for permitting.](#) A separate [critical area permit](#) ~~wetland/stream permit may be required when wetlands, streams or their associated buffers are found on the development site~~ [may be required when impacts cannot be avoided or the project cannot meet the standards of chapter.](#)

13.11.200 Allowed Activities.

A. Purpose. The purpose of this section is to allow certain activities that are unlikely to result in critical area impacts. The activities must comply with the protective standards of this chapter and provisions of other local, state, and federal laws. All activities shall use reasonable methods to avoid and minimize impacts. Any incidental damage to, or alteration of, a critical area, [geo-setback](#) or buffer, shall be restored or replaced at the responsible party’s expense.

B. The following activities may occur without City review or approval in compliance with the purpose stated above.

1. The maintenance and repair of legally existing utilities, roads, structures, or facilities used in the service of the public provided such work does not expand the footprint of the facility or right-of-way or alter any regulated critical area or buffer. Activities must be in compliance with the current City Stormwater Management Manual and Regional Road Maintenance Manual and provide all known and reasonable protection methods for the critical area.

2. The maintenance and repair of legally existing roads, structures, or facilities used in the service of the public to provide stormwater services may occur provided such work is in compliance with the current City Stormwater Management Manual and Regional Road Maintenance Manual and provides all known and reasonable protection methods for the critical area, and does not expand further into the critical area.

3. Holding basins and detention ponds that are part of the municipalities stormwater system are exempt from the permit provisions of this chapter when such holding basin or detention pond is controlled by an engineered outlet.

4. Maintenance of legally existing structures, accessways, trails, promenades, stairways, parking lots, and landscaping provided such work does not expand the foot print of the structure or right-of-way and does not alter any regulated critical area or buffer.
5. Passive recreational activities, educational activities and scientific research including, but not limited to, fishing, bird watching, walking or hiking and non-motorized boating.
6. The following can be removed by hand or hand-held light equipment provided that appropriate methods are used to protect native vegetation. Removal methods may be found in the Green Tacoma Partnership Habitat Steward Field Guide.
 - a. English Ivy may be removed from plants on which is adhered or rolled up off the ground provided ground disturbance is minimal and does not cause erosion.
 - b. Regulated noxious weeds as listed on the Pierce County noxious weed list that are required to be eradicated (Class A and Class B) as specified by the Pierce County Noxious Weed Board.
 - c. Invasive species removal in a critical area buffer when the total area is 1,000 square feet or less and slopes are less than 15%.
 - d. Refuse and debris.
7. Native vegetation planting in a critical area buffer [or Biodiversity Area/Corridor](#) when the total area is 1,000 square feet or less, slopes are less than 15% and a City approved planting plan is utilized.
8. On-site response, removal or remedial action undertaken pursuant to the Federal Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), or remedial actions undertaken pursuant to a state Model Toxics Control Act (MTCA) order, agreed order or consent decree, or a Department of Homeland Security order that preempt local regulations in the findings of the order. Any subsequent use or redevelopment of the property may be eligible for modification of requirements in this chapter when they are in conflict with the order, such as re-vegetation that would disturb a protective cap placed to contain contaminated soils.

13.11.210 Activities Allowed with Staff Review.

A. Purpose. The purpose of this section is to allow City staff review to determine whether potential impacts to a critical area, ~~or~~ buffer [or geo-setback](#) may occur, without requiring a critical area permit. The staff review will ensure the activity meets the specific criteria below.

B. The following activities require review by City staff. Review and authorization may occur over-the-counter or staff may issue a letter of approval with conditions. Additional information and studies may be requested. Activities must comply with the protective standards of this chapter and provisions of other local, state, and federal laws. Any incidental damage to, or alteration of, a critical area shall be restored or replaced at the responsible party's expense.

1. Emergencies. Those activities necessary to prevent an immediate threat to public health, safety, or welfare or pose an immediate risk of damage to private property and that require remedial or preventative action in a timeframe too short to allow for normal processing. Emergency actions that create an impact to a critical area or its buffer shall use best management practices to address the emergency and, in addition, the action must have the least possible impact to the critical area or its buffer.

The person or agency undertaking such action shall notify the City within one (1) working day following the commencement of the emergency activity. The City shall determine if the action taken was within the scope of an emergency action and following that determination, may require the action to be processed in accordance with all provisions of this chapter including the application of appropriate permits within thirty (30) days of the impact. The emergency exemption may be rescinded at any time upon the determination by the City that the action was not, or is no longer necessary.

After the emergency, the person or agency undertaking the action shall fully fund and conduct necessary mitigative actions including, but not limited to, restoration and rehabilitation or other appropriate mitigation for any impacts to the critical area and buffers resulting from the emergency action in accordance with an approved mitigation plan. All mitigation activities must take place within one (1) year following the emergency action and impact to the critical area, or within a timeframe approved by the City and reflected within an approved schedule. Monitoring will be required as specified in the General Mitigation Requirements (Section 13.11.270).

2. Maintenance and repair of legally existing utilities, roads, structures, or facilities used in the service of the public may occur following review where alteration of the critical area or buffer is unavoidable. All activities must be in compliance with the current City Stormwater Management Manual and Regional Road Maintenance Manual and provide all known and reasonable protection methods for the critical area and shall not expand further into the critical area.

3. Isolated Category III or Category IV wetlands, which have been classified and identified as having a total cumulative area of less than 1,000 square feet, regardless of property lines are exempt from the provision of this Chapter provided they:
 - a. Are of low habitat function (less than 20 points in the Washington Wetlands Rating System for Western Washington).
 - b. Are hydrologically isolated and are not part of a mosaic wetland system.
 - c. Are not associated with a Shoreline of the ~~state or wetland~~ state, or a wetland that is part of a riparian habitat area, or designated Biodiversity Area/Corridor, and
 - d. Are not critical habitat to local populations of priority species.
4. Geotechnical investigation activities may be performed, provided that an access plan, protection measures, best management practices, and restoration are utilized to protect and maintain the critical area where possible. These items must be included with the application.
5. Reconstruction or exterior remodeling, of existing structures and accessory structures provided that disturbance of native vegetation is kept to a minimum and any vegetation that is disturbed shall be replaced. This shall not apply to reconstruction which is proposed as a result of structural damage associated with a critical area, such as slope failure in a landslide hazard area or flooding in a flood hazard area.
6. One-time expansion of existing structures and accessory structures, provided that expansion of the developed footprint within the critical area or buffer does not increase by more than 25 percent and that the new construction or related use extends away from the critical area; keeps disturbance of native vegetation to a minimum; and replaces native vegetation that may be disturbed. This expansion may also occur in a direction parallel to the critical area if the expansion takes place upon existing impervious surfaces. A Notice on Title must be recorded to be eligible for staff review and approval.
7. Maintenance and repair of existing retaining walls and bioengineered stabilization measures designed to protect property from erosion.
8. Interrupted wetland, stream, ~~and FWHCA~~ or buffers.
 - a. Where a legally established, pre-existing use of the critical area or buffer exists, those proposed activities that are within the critical area or buffer but are separated from the remaining critical area by a permanent substantial improvement, or are located in an existing permanent substantial improvement, ~~which serves to eliminate or greatly reduce the impact of the proposed activity upon the critical area~~ may be allowed provided that the detrimental impact to the critical area does not increase. The permanent substantial improvement must serve to eliminate or greatly reduce the impact of the proposed activity upon the critical area. However, if the impacts do increase, the City shall determine if additional buffer may be required along the impact area of the interruption. Substantial improvements may include developed public infrastructure (roads, railroads, dikes, and levees) and buildings. Substantial improvements may not include paved trails, sidewalks, parking areas, or bulkheads. Review of an interruption ~~ed buffer~~ may require a functional analysis report for the type of critical area buffer that is affected. In determining whether a functional analysis is necessary, the City shall consider the hydrologic, geologic, and/or biological habitat connection potential and the extent and permanence of the interruption.
 - b. Where a legally established, pre-existing structure or use is located within a regulated ~~wetland or stream~~ biodiversity area/corridor or buffer ~~area~~ and where the ~~regulated buffer area~~ is fully paved and does not conform to the interrupted ~~buffer~~ provision above, the biodiversity area/corridor or buffer will end at the edge of pavement, ~~adjacent to the wetland or stream.~~
9. Construction of pedestrian trails within the buffer of a Critical Area or within a Biodiversity Area/Corridor is permitted, subject to the following criteria:
 - a. The trail is constructed of pervious material such as bark chip or equivalent.
 - b. The trail does not cross or alter any regulated drainage features or waters of the state.
 - c. The trail shall be located within the outer quarter (¼) edge of the buffer, where possible, with the exception for limited viewing platforms.
 - d. The trail system discourages pedestrians from using informal trails that are not part of the designated trail system.
 - e. The trail is designed to avoid human disturbance to priority species and priority habitat. Trails constructed in Biodiversity Areas/Corridors shall avoid the most sensitive areas and species and must maintain a contiguous and unfragmented corridor for wildlife movement. Expansion of existing trail systems must demonstrate that the expansion will not result in additional disruption of wildlife movement and will avoid the most sensitive areas and species.
 - f. Low impact trails shall not be later widened or upgraded to impervious trails that encourage activities with greater impacts without additional review and required permitting.

g. Informational signs are required at trail heads, at a minimum, and are subject to City approval.

10. Voluntary enhancement of a critical area or buffer that exceeds the provisions above in 13.11.200.B.56 may be allowed if the activity meets the requirements of this section.

a. Individual projects

(1) Enhancement activities shall be limited to planting native vegetation, controlling noxious and invasive species and providing minor habitat structures such as nest boxes.

(2) Activities shall not include grading or water control structures.

(3) A planting plan containing information on vegetation species, quantities, and general location of planting areas including the identification of wetlands, streams, and their buffers, is required for review.

(4) Proper erosion control measures are provided.

(5) If equipment, other than hand-held equipment is utilized, list the type of equipment, methods and best management practices to prevent unnecessary impacts.

b. Community Projects

Multi-party projects ~~within designated Open Space Corridors, or adjacent vegetated areas that form expanded corridors~~ are encouraged. These projects shall not include new destination facilities or high-intensity recreation facilities as described in 13.06.560. The applicants may propose a programmatic approach pertaining to multiple sites and on-going restoration and enhancement activities as well as maintenance. A City approved habitat management template or equivalent must be provided that has been reviewed and approved by all property owners. In addition, the project is subject to the following:

(1) The primary focus is preservation and increase in biological functions through the preservation and improvement of habitat, species diversity and natural features.

(2) Preserves and connects ~~Open Space Corridor~~ critical areas.

(3) Includes goals, objectives, and measureable performance standards.

(4) Includes a monitoring plan and contingency plan.

(5) Trails shall comply with the provisions in Section 13.11.200.B.9.

(6) Buildings and paved surfaces shall be located outside of wetlands and streams ~~the critical area~~ and their buffers. When located in a Biodiversity Area/Corridor, buildings or paved surfaces must be located in the least sensitive area and must maintain a contiguous and unfragmented corridor for wildlife passage.

~~(7)~~ Picnic Tables, benches, and signage are allowed when they are located to avoid and minimize impacts.

(8) A maintenance plan that describes the proper techniques and methods used for on-going maintenance and preservation.

(9) The identification of a trained habitat steward who will be responsible for overseeing volunteers, employees, and/or contractors for all aspects of the project.

11. Hazard trees. The removal of hazard trees from the critical area or ~~critical area buffer~~ buffer/geo-setback that are posing a threat to public safety, or posing an imminent risk of damage to an existing structure, public or private road or sidewalk, or other permanent improvement, may be allowed following City staff review, or provided that a report from a certified arborist, landscape architect or professional forester is submitted to the City for review and approval. The report must include an evaluation for tree stabilization potential and removal techniques for the hazard tree and procedures for protecting the surrounding critical area and replacement of native trees. Where possible, the hazard tree shall be left as a standing snag and the cut portions shall be left within the critical area as habitat unless removal is warranted due to fire hazard, disease, or pest control.

12. Tree Pruning. Tree pruning may be allowed provided a report from a certified arborist, landscape architect or professional forester regarding the health of the tree is submitted, and a functional impact analysis from a qualified professional evaluating the functions of the critical area as a result of the pruning, is also submitted to the City for review and approval. No topping, complete removal or impacts to the health of the tree shall be allowed.

13. Watershed restoration projects that conform to the provisions of RCW 89.08.460 shall be reviewed without fee and approved within 45 days per RCW 89.08.490.

14. Fish habitat enhancement projects that conform to the provision of RCW 77.55.181 shall be reviewed without fee and comments provided as specified in RCW 77.55.181.

15. Demolition of structures.

13.11.220 Application Types.

A. This chapter allows three types of Critical Area applications, which result in the issuance of an administratively appealable decision consistent with Chapter 13.05. After the appeal period expires, the Director's approved decision becomes the official permit. Programmatic Restoration Projects processed under either the Minor Development Permit or the Development Permit may qualify for additional time extensions according to 13.05.070.

B. The three types of permits are as follows:

1. Verification. ~~Wetland Delineation, Stream OHWM, or FWHCA~~ Critical Area Verification. An applicant may request verification of a wetland, or stream, or FWHCA on the subject site or within 300 feet of the subject site without submitting plans for a specific project. A verification request may include presence, a boundary determination through wetland delineation or an Ordinary High Water Mark determination. A verification request may also include the jurisdictional status of a critical area.

2. Minor Development Permit. A Minor Development permit may be issued when an applicant cannot meet the minimum buffer requirements or where the Director determines that the proposal will result in temporary, minor, or de-minimis impacts to the buffer or critical area. The Director will consider the size of the area affected, the sensitivity of the critical area and/or presence of priority species and habitat when determining whether the impact is temporary, minor, or de-minimis. The project must comply with the following:

a. The project will not result in a permanent impact to the critical area that would require compensatory mitigation; and

b. Mitigation is provided to restore the site to pre-development conditions, including the maintenance of pre-development hydrological conditions and vegetation conditions.

c. For buffer modification, the project meets the following:

(1) Buffer averaging as allowed within Sections 13.11.330 and 13.11.430; or

(2) Buffer reduction as allowed within Section 13.11.330.

d. For FWHCA Biodiversity Areas/Corridors, the project meets the following:

(1) The project will meet the minimum standards in Section 13.11.590.B.

3. Development Permit. A decision will be issued where, the Director determines that avoidance and minimization have not eliminated all impacts and compensatory mitigation will be required as a result of the proposal.

a. The applicant must meet the requirements of one of three legal tests; No Practicable Alternatives, Public Interest or Reasonable Use, and

b. Demonstrate Mitigation Sequencing, and

c. Provide mitigation as required in accordance with this Chapter.

13.11.230 Application Submittal Requirements.

A. The purpose of information submittal and review is to require a level of study sufficient to protect critical areas and/or the public from hazards. All information submitted shall be reviewed as to its validity and may be rejected as incomplete or incorrect. Additional information or electronic copies of all information may be requested for review and to ensure compliance. In the event of conflicts regarding information submitted, the Director may, at the applicant's expense, obtain expert services to verify information.

B. The following items are required for permit review and approval, where applicable depending upon the critical area, the project and permit type, and as determined necessary by City staff.

1. A Joint Aquatic Resource Permit Application and vicinity map for the project.

h. Studies of potential flood, erosion, geological or any other hazards on the site and measures to eliminate or reduce the hazard.

4. A Compensatory mitigation plan shall be provided for all permanent impacts [to critical areas and their buffers](#) and will conform to the general mitigation requirements listed under Section 13.11.270 and any specific requirements identified in this chapter for the critical area. The plan shall include the following:

n. An evaluation of potential adverse impacts on adjacent property owners resulting from the proposed mitigation and measures to address such impacts.

[5. When the critical area is limited to a Geological Hazardous Area, the purpose of the information submitted is to obtain a level of study sufficient to protect the public from hazards.](#)

~~5~~6. Programmatic Development Permit. In addition to the requirements above an application shall also include a Management Plan for the area using an approved template format or equivalent. The following information shall be included in the document;

- a. Explanation of the voluntary restoration and enhancement components including phasing.
- b. Identification of the qualified habitat steward who will be responsible for overseeing restoration and enhancement activities.
- c. Explanation of training provided to individuals involved in activities to ensure an understanding of how to perform in accordance with the terms of the permit.

13.11.250 General Standards.

A. General permit standards. No regulated activity or use shall be permitted within a Critical Area [or buffer/geo-setback](#) without prior approval and without meeting the provisions of this section.

1. The applicant has taken appropriate action to first, avoid adverse impacts, then minimize impacts and finally, compensate or mitigate for unavoidable impacts;
2. The result of the proposed activity is no net loss of Critical Area functions;
3. The existence of plant or wildlife species appearing on the federal or state endangered or threatened species list will not be jeopardized;
4. The proposal will not lead to significant degradation of groundwater or surface water quality; and
5. The proposal complies with the remaining standards of this chapter, which include those pertaining to ~~wetland~~ compensation and the provision of bonds.

B. Low-impact uses and activities consistent with [critical area buffer/geo-setback](#) ~~the stream or wetland buffer function~~ may be permitted within a [buffer/geo-setback](#) that has not been reduced depending upon the sensitivity of ~~wetland-critical area~~ and intensity of activity or use. These may include pedestrian trails, viewing platforms, utility easements and storm water management facilities such as grass-lined swales that are used to sustain existing hydrologic functions of the critical area.

C. Yard Reduction. In order to accommodate for the required buffer zone/[geo-setback](#), the Director may reduce the front and/or rear yard setback requirements on individual lots. The front and/or rear yard shall not be reduced by more than 50 percent. In determining whether or not to allow the yard reduction, the Director shall consider the impacts of the reduction on adjacent land uses.

D. As an incentive, the buffer area between a wetland or stream and regulated activity may be reduced or averaged, not less than $\frac{3}{4}$ of its standard regulated buffer width, depending upon the intensity of use and the wetland category or stream type, if the wetland or stream and its buffer area are dedicated to the public by deeding the property to the City, with City approval. The Director shall determine whether the dedication is of benefit to the City for protection of natural resources.

~~E. Trail use and construction.~~

~~1. Trails shall be located on or near the outer quarter (1/4) edge of the buffer, where possible, with the exception of limited viewing platforms and crossings.~~

~~2. Where possible, trails and associated viewing platforms shall not be made of continuous impervious materials. Natural trails with pervious surfaces such as, but not limited to, bark chip are encouraged.~~

13.11.270 General Mitigation Requirements.

A. Unless otherwise provided in this Title, if alteration to a Critical Area, or its buffer/[geo-setback](#) is unavoidable, all adverse impacts resulting from a development proposal or alteration shall be mitigated using the best available science, so as to result in no net loss of critical area functions and values [and to ensure public health and safety](#). In making a determination as to whether such a requirement will be imposed, and if so, the degree to which it would be required, the Director may consider the following:

1. The long-term and short-term effects of the action and the reversible or irreversible nature of the impairment to or loss of the Critical Area;
2. The location, size, and type of and benefit provided by the original and altered Critical Area;
3. The effect the proposed work may have upon any remaining critical area or associated aquatic system;
4. The cost and likely success of the compensation measures in relation to the magnitude of the proposed project or violation;
5. The observed or predicted trend with regard to the gains or losses of the specific type of ~~wetland or stream~~[critical area](#); and
6. The extent to which the applicant has demonstrated a good faith effort to incorporate measures to minimize and avoid impacts within the project.

B. Mitigation projects shall not result in adverse impacts to adjacent property owners.

C. Mitigation shall be in-kind and on-site, when possible, and sufficient to maintain the functions and values of the critical area.

D. Mitigation shall not be implemented until after permit approval of the Director and shall be in accordance with all reports and representations made therein.

E. Mitigation Sequencing. When an alteration to a critical area or its buffer is proposed, such alteration shall be avoided, minimized, or compensated for in the following order of preference.

1. Avoiding the impact altogether by not taking a certain action or parts of an action.
2. Minimizing impacts by limiting the degree or magnitude of the action and its implementation, by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts.
3. Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
4. Reducing or eliminating the impact over time by preservation and maintenance operations.
5. Compensating for the impact by replacing, enhancing, or providing substitute resources or environments.
6. Monitoring the required mitigation and taking remedial action where necessary.

F. Mitigation for Lost or Affected Functions. Compensatory mitigation shall address the functions affected by the proposed project or alteration to achieve functional equivalency or improvement and shall provide similar critical area or buffer functions as those lost, except when:

1. The lost critical area or buffer provides minimal functions as determined by a site-specific functional assessment, and the proposed compensatory mitigation action(s) will provide equal or greater functions or will provide functions shown to be limiting within a watershed through a formal Washington state watershed assessment plan or protocol; or
2. Out of kind replacement of ~~wetland, stream or FWHCA~~[critical area](#) type or functions will best meet watershed goals formally identified by the City, such as replacement of historically diminished critical areas.

G. Type and Location of Mitigation. Unless it is demonstrated that a higher level of ecological functioning would result from an alternative approach, compensatory mitigation for ecological functions shall be either in-kind and on-site, or in-kind and within the same stream reach, subbasin, or drift cell (if estuarine wetlands are impacted). Mitigation action shall be conducted within the same sub-drainage basin and on the site of the alteration except when all of the following apply:

1. There are no reasonable on-site or in subdrainage basin opportunities (e.g. on-site options would require elimination of high functioning upland habitat), or on-site and in subdrainage basin opportunities do not have a high likelihood of success based on a determination of the natural capacity of the site to compensate for impacts. Considerations should include: anticipated ~~wetland/stream/FWHCA~~[critical area](#) mitigation ratios, buffer conditions and proposed widths, available water to maintain anticipated hydrogeomorphic classes of wetlands, or streams when restored, proposed flood storage capacity, potential to mitigate riparian fish and wildlife impacts (such as connectivity);
2. Off-site mitigation has a greater likelihood of providing equal or improved critical area functions than the impacted critical area; and
3. Off-site locations shall be in the same sub-drainage basin unless established watershed goals for water quality, flood storage or conveyance, habitat, or other wetland functions have been established by the City and strongly justify location of mitigation at another site.

13.11.280 Conditions, Notice on Title, and Appeals.

A. The Director shall have the authority, in accordance with Chapter 13.05, to attach such conditions to the granting of any permit under this chapter deemed necessary to mitigate adverse impacts and carry out the provisions of this chapter. In addition, such conditions may include, but are not limited to, the following:

1. Placement of Notice on Title on the subject parcels;

In addition to provisions of Chapter 13.05, the owner of any property upon which approval under Title 13, Tacoma Municipal Code, or Chapter 2.02, Building Code, of the TMC, is sought with a critical area or critical area buffer/[geo-setback](#) verified on site through a Critical Area or building permit, shall record with the Pierce County Auditor a notice of presence of the critical area and buffer/[geo-setback](#) with the exception of protected information. Such recording shall contain notice of the critical area and buffer/[geo-setback](#) and the applicability of this chapter to said property. Such notification shall be in a form as specified by Planning and Development Services. The notice shall be notarized and the applicant must submit proof that the notice has been legally recorded before the final approval for development is issued. The notice shall run with the land and failure to record such notice shall be in violation of this chapter.

13. Fencing is required when the Director determines that a fence will prevent future impacts to a protected [critical area](#) ~~FWHCA, wetland or stream~~ or other natural habitat area. Fencing installed as part of a proposed activity shall not interfere with species migration, including fish runs, nor shall it impede emergency egress; and

14. Subdivisions. The subdivision and short subdivision of land in Critical Areas and associated buffers/[geo-setbacks](#) are subject to the following and Section 13.04.310:

- a. Land that is located partially within a Critical Area or its buffer/[geo-setback](#) may be subdivided provided that an accessible and contiguous portion of each new lot is located outside the Critical Area and its buffer/[geo-setback](#).
- b. Access roads and utilities serving the proposed subdivision may be permitted within the Critical Area and associated buffers/[geo-setbacks](#) only if the Director determines that no other feasible alternative exists and the project is consistent with the remaining provisions of this chapter.
- c. A protection covenant such as a Conservation Easement shall be recorded with the Pierce County Assessor's Office for [critical areas](#) ~~FWHCA, wetland, stream~~ or natural area tracts that are created as part of the permitting process.

B. Compensatory mitigation as a condition. As a condition of a permit or as an enforcement action under this chapter, the City shall require, where not in conflict with a reasonable economic use of the property, that the applicant provide compensatory mitigation to offset, in whole or part, the loss resulting from an applicant's or violator's action or proposal.

C. Appeals. An appeal of a decision regarding a critical area, except for staff decisions regarding exemptions which are not subject to an administrative appeal, may be made in accordance with the provisions of Chapter 13.05 and Chapter 1.23 of the Tacoma Municipal Code.

13.11.300 Wetlands.

13.11.400 Streams and Riparian Habitats.

13.11.500 Fish and Wildlife Habitat Conservation Areas (FWHCAs).

13.11.510 Classification.

A. Fish and wildlife habitat ~~e~~Conservation ~~a~~Areas are areas identified ~~by the Washington Department of Wildlife~~ as being of critical importance to the maintenance of fish and wildlife species. All Fish and Wildlife Conservation Areas (FWHCs) are hereby designated as Critical Areas subject to the provisions of this Chapter. FWHCAs ~~These areas~~ may also include other critical areas such as geologically hazardous areas, stream corridors, wetlands, and these critical areas' associative buffers.

B. The City seeks to identify and map the location of FWHCAs taking into account WDFW mapping and other sources of information. However, City maps are not complete and other areas meeting the definition or intent will be included.

~~1-~~ Fish and Wildlife Habitat Conservation Areas (FWHCAs) ~~-Fish and Wildlife habitat areas~~ include:

1a. Lands and waters containing State priority habitats and species. Priority habitat and species are identified by the Washington State Department of Fish and Wildlife (WDFW).

a. As of the date of this ordinance, the following State terrestrial priority habitat and species are known to be located in the City of Tacoma:

- 1) Bald eagles;
- 2) Great blue herons;
- 3) Mountain quails;
- 4) Ospreys;
- 5) Peregrine falcons;
- 6) Pigeon guillemots;
- 7) Purple martins;
- 8) Seabird colonies;
- 9) Waterfowl concentrations;
- 10) Wood ducks;
- 11) Oak woodlands
- 12) Biodiversity Areas and Corridors-

b. FWHCA management areas are often used to protect and manage activities in or adjacent to terrestrial priority habitat associated with a specific priority species such as a nest or rookery site. The location and dimensions of FWHCA Management Areas are dependent on the species and habitat and as defined by specific management recommendations established by the Washington Department of Fish and Wildlife. While the standards for protection are species specific and established by WDFW, the FWHCA Management Areas remain subject to all applicable standards of this chapter.

c. WDFW generally defines Biodiversity Areas and Corridors as those areas within a city that contain habitat valuable to fish and wildlife. Biodiversity Areas and Corridors frequently overlap with and incorporate other specific Critical Areas including wetlands, streams, areas with Priority Species, and other types of Priority Habitat that contribute to their value. In addition to

the habitat they provide for wildlife, Biodiversity Areas and Corridors provide ecological services such as improved water quality and reduction of carbon dioxide.

(1). Biodiversity Areas include those areas that contain native vegetation that is diverse with a mosaic of habitats and microhabitats. Unlike FWHCA Management Areas, they are not associated with a specific priority species and their overall habitat function may be limited due to their location in a highly urbanized area; however, they are diverse relative to other areas in the City and support common urban species. They shall include the following:

(a) Areas with rare or uncommon plant species and associations designated by the City or identified by federal and state agencies such as the Department of Natural Resources Heritage Program.

(b) Areas dominated by a vertically diverse assemblage of native vegetation containing multiply canopy layers and/or areas that are horizontally diverse with a mosaic of habitats and microhabitats.

(2). Biodiversity Corridors provide functional wildlife corridors and shall include the following:

(a). Areas of relatively undisturbed and unbroken tracts of land that connect Biodiversity Areas, other Priority Habitat and Critical Areas, including shorelines.

(3). To determine the presence of Biodiversity Areas and Corridors, the city will assess the functions and values of the existing habitat in the context of adjacent properties and the collective ecosystem services. Biodiversity Areas and Corridors are not present when an area is already developed with legally established, pre-existing uses which serve to eliminate or greatly reduce the propensity of wildlife to use the area as habitat or a corridor. In addition to the criteria in TMC 13.11.210.B.8 for interrupted critical areas, the following will be considered:

(a). The Biodiversity Area/Corridor shall be a minimum size of two acres.

(b). The needs and requirements of species known or likely to occur must be considered as well as the ability of the habitat to provide wildlife access or movement.

(c). The following developments or uses may be considered as an elimination or significant reduction in the ability of an area to serve as a corridor for wildlife use. The permanence and extent of the use or development shall be considered.

- i. multilane paved road(s) and their maintained rights-of-way.
- ii. Wildlife-impassible fence(s)

(d). The following are examples of uses that may not reduce or eliminate the use of the area by wildlife or as a corridor.

- i. Gravel road(s) and driveways
- ii. Trails used for passive recreation
- iii. Wildlife-passible fence(s)
- iv. Unmaintained rights-of-way

d. As of the date of this ordinance, the following State aquatic priority habitat and species are known to be located in the City of Tacoma:

- 1) Orcas (Killer whale);
- 2) Seals and sea lions;
- 3) Anadromous fish (including Bull Trout);
- 4) Reticulate sculpins
- 5) Wetlands
- 6) Streams and riparian areas

2b. Natural ponds under 20 acres and their submerged aquatic beds that provide critical fish or wildlife habitat.

3e. Waters of the State, which are defined in WAC Title 222, Forest Practices Rules and Regulations. Waters of the State must be classified using the system in WAC 222-16-030. In classifying waters of the state as FWHCAs the following may be considered:

(a+) Species present which are endangered, threatened, sensitive, or priority;

(b2) Species present which are sensitive to habitat manipulation;

- (c3) Historic presence of priority species;
 - (d4) Existing surrounding land uses that are incompatible with salmonid habitat;
 - (e5) Presence and size of riparian ecosystem;
 - (f6) Existing water rights; and
 - (g7) The intermittent nature of some of the higher classes of Waters of the State.
- 4d. Lakes, ponds, streams and rivers planted with game fish, including those planted under the auspices of a federal, state, local, or tribal program and waters which support priority fish species as identified by the Washington Department of Fish and Wildlife.
5. Areas with which State or Federally designated endangered, threatened, and sensitive species have a primary association.
6. Habitats and species of local importance that have been identified as sensitive to habitat manipulation. Areas identified must represent either high-quality native habitat or habitat that has a high potential to recover and is of limited availability, highly vulnerable to alteration, or provides landscape connectivity that contributes to the integrity of the surrounding landscape. In designating habitat and species of local importance, the following characteristics will be considered:
- (a) Local population of native species that are in danger of extirpation or vulnerable and in decline.
 - (b) The species or habitat has recreation, tribal, or other special value.
 - (c) Long-term persistence of the species is dependent on protection, maintenance, or restoration of nominated habitat.
 - (d) Protection by other county, state, or federal policies and laws is not adequate to prevent degradation of the species or habitat.
 - (e) Without protection, there is a likelihood that the species or habitat will be diminished over the long term.
7. Area critical for habitat connectivity, including Open Space corridors designated in the City's comprehensive plan.
8. State natural area preserves and natural resource conservation areas.

13.11.520 Standards.

A. General Standards.

1. No development shall be allowed within a Fish and Wildlife Habitat Conservation Area with which state or federally endangered, threatened or sensitive species have a primary association without approval from the City of Tacoma and/or WDFW.
2. Preservation of FWHCAs are necessary to improve the likelihood that species will survive and or reproduce. Alteration of FWHCAs may reduce this likelihood. Activities allowed in FWHCAs shall be consistent with the species located there and all applicable state and federal regulations regarding that species. In determining allowable activities for FWHCAs priority habitats and species that are known or that become known, the provisions of the Washington State Hydraulic Code and Department of Fish and Wildlife's (WDFW's) Management Recommendations for Washington Priority Habitats and Species, best available science, and recommendations by other state or federal agencies with expertise for the species or habitat shall be reviewed. Development in these areas shall be in accordance with the requirements of the underlying zone and any overlapping critical area classification.

B. FWHCA Management Areas Standards

1. If a proposal meets the standards of this chapter and demonstrates that they are meeting the WDFW management recommendations for the priority species and their management area, then no separate Critical Area permit, may be required. (See TMC 13.11.190.D)
2. Typical standards may include seasonal restrictions for activities and required buffer widths from nesting sites. A Habitat Management Plan approved by WDFW may be required:

C. Biodiversity Areas and Corridors Standards

1. In managing Biodiversity Areas and Corridors, the intent is to maintain rare and uncommon plant species and associations and large patches of native vegetation that provide habitat and connecting corridors for animal movement as well as general ecological services. Preservation of Biodiversity Areas and Corridors is necessary to minimize the impacts of development to wildlife and conserve the City's most diverse areas. The following standards apply:

a. Preserve existing native vegetation on the site to the maximum feasible extent, prioritizing the most valuable and sensitive environmental assets by developing the least impactful area.

b. Maintain biodiversity functions to prevent habitat degradation and fragmentation and preserve habitat for priority and common urban species, as supported by the Best Available Science.

c. The applicant shall avoid all actions that degrade the functions and values of a Biodiversity Area and Corridor. When impacts cannot be avoided, they should be minimized and mitigated by limiting overall vegetation clearance, maintaining corridors, protecting the most sensitive environmental features, and clustering development that does occur.

~~3. As of the date of this ordinance, the following terrestrial priority habitat and species are known to be located in the City of Tacoma:~~

- ~~1) Bald eagles;~~
- ~~2) Great blue herons;~~
- ~~3) Mountain quails;~~
- ~~4) Ospreys;~~
- ~~5) Peregrine falcons;~~
- ~~6) Pigeon guillemots;~~
- ~~7) Purple martins;~~
- ~~8) Seabird colonies;~~
- ~~9) Waterfowl concentrations;~~
- ~~10) Wood ducks;~~
- ~~11) Oak woodlands~~

~~4. As of the date of this ordinance, the following aquatic priority habitat and species are known to be located in the City of Tacoma:~~

- ~~1) Orcas (Killer whale);~~
- ~~2) Seals and sea lions;~~
- ~~3) Anadromous fish (including Bull Trout);~~
- ~~4) Reticulate sculpins~~

~~25. Wetland and Stream.~~ In accordance with TMC 13.11.160.B, where a designated FWHCA geographically coincides with ~~a stream or wetland~~ another critical area, ~~all the~~ appropriate ~~wetland or stream buffer~~ critical area standards and associated buffer/geo-setback requirements shall apply as described within this Chapter.

13.11.550 FWHCA's Modification ~~Mitigation~~ Requirements.

A. All proposed modification in a FWHCA shall be in accordance with the standards of this ~~section~~ Chapter, except where allowed through 13.11.200 or 13.11.210.

B. Modification ~~All FWHCA~~ and mitigation will comply with applicable General Standards of TMC 13.11.250 and mitigation requirements specified in 13.11.270, including, but not limited to, mitigation sequencing, mitigation plan requirements, monitoring and bonding.

C. Where a designated FWHCA geographically coincides with another Critical Area ~~a stream or wetland~~, modification and mitigation will comply with applicable ~~mitigation~~ requirements described within this chapter for each type of critical area and/or as recommended by state or federal agencies.

D. Habitat Management Plan. If the critical area review process as described in this chapter (13.11.~~190~~250) determines that the proposed project will adversely impact a FWHCA, a Habitat Management Plan shall be prepared as part of a development proposal ~~to avoid or minimize impacts to FWHCA's management areas~~, the following standards shall apply.

1. ~~The~~ A habitat management plan shall be prepared in coordination with the WDFW ~~Washington State Department of Fish and Wildlife~~ or federal agencies where appropriate and by a qualified professional. The professional must have an education and professional work experience relevant to the species and habitat being evaluated (See TMC 13.11.900 Qualified Professional).

2. ~~The~~^A habitat management plan may be included as part of a larger critical areas report and shall include all applicable requirements as listed in TMC 13.11.230 and~~contain~~, at a minimum, the following:

- a. Analysis and discussion on the project's effects on the FWHCA~~critical fish and wildlife habitat~~;
- b. An assessment and discussion on special management recommendations which have been developed for species or habitat located on the site by any federal or state agency;
- c. A discussion of mitigation sequencing and p~~P~~roposed mitigation measures which could avoid or minimize~~or avoid~~ impacts;
- d. Assessment and evaluation of the effectiveness of mitigation measures proposed; and
- e. Assessment and evaluation of ongoing management practices which will protect ~~critical fish and wildlife habitat~~ the FWHCA after development of the project site, including proposed monitoring and maintenance programs.
- f. For Biodiversity Areas and Corridors a detailed description of vegetation on and adjacent to the project area is required and may include a surveyed site plan with the specific location and species name of trees with a 12-inch or greater Diameter at Breast Height.

~~E. If mitigation is performed off site, a conservation easement or other legal document must be provided to the City to ensure that the party responsible for the maintenance and monitoring of the mitigation has access and the right to perform these activities.~~

E. The following shall apply for proposed modifications within or affecting Biodiversity Areas and Corridors.

1. In determining which areas are least sensitive to development impacts, the following criteria shall apply:

a. A minimum of 65% of the Biodiversity Area and Corridor area shall be left in an undisturbed natural vegetated state. The undisturbed area set aside shall contain all other Priority Habitats, Priority Species, and Critical Areas and Buffers that may be present, per applicable standards.

b. A contiguous Biodiversity Corridor with a width of 300-feet shall be retained connecting onsite and offsite Priority Habitats and Critical Areas including shorelines, as well as significant trees per the definition below. The minimum 300 feet shall be a contiguous area that enters and exits the property.

1) Where a legally created parcel cannot accommodate the 300 foot width corridor, then the maximum feasible width shall be provided in conjunction with maintaining a minimum 65% of the Biodiversity Area and Corridor.

2) Habitat corridor connections may be required to be wider when additional width is supported by the Best Available Science to support the function and values of species or habitat present

c. Retain significant trees and rare or uncommon plant species and associations as identified in the Habitat Management Plan and site plan survey.

1) Significant tree groves. Significant tree groves means a group of 8 or more trees 12- inches diameter or greater that form a continuous canopy. Trees that are less than 12-inch in diameter that are part of a grove's continuous canopy are also considered to be exceptional and cannot be removed if their removal may damage the health of the grove. Street trees shall not be included in determining whether a group of trees is a grove.

2) Retain exceptional trees. "Exceptional tree" means a tree or group of trees that because of its unique historical, ecological, or aesthetic value constitutes an important community resource, and is determined as such by the Director according to standards and procedures promulgated by the Department of Planning and Development.

d. Retain state or federally listed plant species or unique plant associations including habitats and species of local importance as designated by the City.

e. Development must be clustered and located in the least sensitive areas.

2. Proposals that meet the minimum standards in 1 above may be reviewed under a Minor Development permit. See TMC 13.11.220.B.2. Other proposals will require review under a Development Permit and must also demonstrate the following:

a). The project cannot meet the minimum standards in 1 above due to site constraints such as parcel size or other physical conditions and the inability is not the result a self-created hardship.

3. In planning the development of the site, consideration shall also be given to ongoing and future management needs such as vegetation maintenance, generally favoring setting aside a large, connected, contiguous areas as feasible

4. Buffer Averaging or reduction as described within section TMC 13.11.250.D., TMC 13.11.330, and TMC 13.11.430 for wetlands and streams can be utilized to average or reduce portions of buffers to accommodate development.

a. The standards for preservation of 65% of the gross site area and minimum 300 foot corridor width still apply

5. Corridor width averaging. The width of the corridor may be averaged to allow for reasonable use of the property when the following are met:

a). The averaged corridor width will not result in degradation of the Biodiversity Corridor or its ability to facilitate wildlife movement;

b). The corridor width is increased adjacent to the high-functioning or more sensitive areas and decreased adjacent to lower-functioning or less sensitive portion;

c). The corridor at its narrowest point is never less than ¾ of the required width; and

d). The total area of the corridor is equal to the area required without averaging.

F. Innovative mitigation per TMC 13.11.270.L. When the project cannot meet the minimum standards of this section or the project proponent can demonstrate that a different method will achieve equivalent or better protections for the critical area, it will be reviewed per the standards in 13.11.270.L.

G. Protection covenant such as a conservation easement shall be recorded with Pierce County Assessor's Office for critical areas that are identified as part of the review process per 13.11.280 (Conditions, Notice on Title, and Appeals).

H. If mitigation is performed off-site, a conservation easement or other legal document must be provided to the City to ensure that the party responsible for the maintenance and monitoring of the mitigation has access and the right to perform these activities.

~~13.11.560 FWHCA's Management Areas.~~

~~A. FWHCA Management Areas that do not geographically coincide with wetlands or streams are protected by species-specific Management Areas as established by Washington Department of Fish and Wildlife Management Recommendations for Washington's Priority Species. FWHCA Management Areas remain subject to TMC 13.11.250.~~

~~B. If a proposal meets all WDFW management recommendations for the species and their management area, then no development permit, exemption approval, assessment, or Habitat Management Plan is required.~~

~~C. Standards for the most common of these FWHCA's, Anadromous fish, include the following:~~

~~1. Anadromous fish:~~

~~a. All activities, uses, alterations proposed to be located in water bodies used by anadromous fish or in areas that affect such water bodies shall be given special consideration to the preservation and enhancement of anadromous fish habitat, including but not limited to the following standards:~~

~~b. Activities shall be timed to occur only during the allowable work window as designated by WDFW for applicable species;~~

~~The activity is designed to provide an overall improvement in the function of the fish habitat or other critical areas; and~~

~~Any impacts to the functions of the habitat conservation area are mitigated in accordance with the approved critical area.~~

~~2. Structures that prevent the migration of salmonids shall not be allowed in the portion of water bodies currently or historically used by anadromous fish. Fish bypass facilities shall be provided that allow the upstream migration of adult fish and shall prevent fry and juveniles migrating downstream from being trapped or harmed.~~

~~3. Fills, when authorized by the Director, shall not adversely impact anadromous fish or their habitat or shall mitigate any unavoidable impacts, and shall only be allowed for water dependent activities and uses.~~

13.11.560 Biodiversity Area and Corridor Mitigation Requirements

A. Mitigation must compensate for the adverse impacts and achieve equivalent or higher ecological functions including, vegetation diversity and habitat complexity and connectivity.

B. Enhancement or Restoration requires the following ratios:

<u>Onsite Mitigation</u>	<u>Offsite Mitigation</u>
<u>1.5:1 Enhancement or Restoration</u>	<u>3:1 Enhancement or Restoration</u>

D. The protection covenant or conservation easement recorded with Pierce County Assessor's Office shall include all mitigation areas including those located off-site.

E. The following shall also be incorporated to minimize disturbance:

1. Minimize light disturbance by directing lights away from critical areas.
2. Place activities that generate noise furthest from critical areas.
3. Limit disturbance from humans and pets with “impenetrable” natural vegetation between the development and critical areas.
4. Design infrastructure to minimize impacts through such steps as designing narrower streets or integrating LID approaches.
5. Seasonal restriction of construction activities

13.11.600 Flood Hazard Areas.

13.11.700 Geologically Hazardous Areas.

The 700 section contains the general provisions, including the following:

- 13.11.710 Designation.
- 13.11.720 Classification.
- 13.11.730 General Development Standards.

13.11.710 Designation.

A. Designation of Geologically Hazardous Areas. Geologically hazardous areas include areas susceptible to erosion, sliding, earthquake, or other geological events. Areas susceptible to one or more of the following types of geo-hazards shall be designated as a geologically hazardous area:

1. Erosion hazard;
2. Landslide hazard;
3. Seismic hazard;
4. Mine hazard;
5. Volcanic hazard; and
6. Tsunami hazard.

13.11.730 General Development Standards.

The standards in this section apply only to geologically hazardous areas. ~~Other critical area standards may apply to areas which are exempted from the standards for geologically hazardous areas.~~ Geological Hazardous Areas are subject to all applicable provisions of this chapter. When critical areas are limited to Geological Hazards, the risk to public health and safety may be minimized by engineering, design, or modified construction practices. When technology cannot reduce risks to acceptable levels or when other critical areas are present, the Geological Hazardous Area must be avoided. The following definitions apply to this section:

“Geo-setback” is the minimum building setback from the applicable geo-hazard area.

“Geo-buffer” is a zone within a geo-setback area required to be vegetated with either native or non-native vegetation.

A. Erosion hazard areas.

1. Structures and improvements shall be required to maintain a minimum 50 foot geo-setback from the boundary of all erosion hazard areas (Note: where no distinct break exists, the top of a steep slope is the upper most limit of the area where the ground surface drops greater than 10 feet or more vertically within a horizontal distance of 25 feet). No geo-setback shall be required where the vertical relief of the slope is 10 feet or less. The geo-setback may be reduced to 30 feet where the vertical relief of the slope is greater than 10 feet but no more than 20 feet.

The 30-foot or 50-foot geo-setback may be reduced to a minimum of 10 feet for the following conditions:

- a. Construction of one-story detached accessory structures (garages, sheds, playhouses of similar structures not used for continuous occupancy) with less than 1,000 square feet of floor area, whichever is greater for existing residences.
- b. Addition to existing residences, including decks that have a maximum 250 square feet footprint of building, deck or roof area, whichever is greater, and are not closer to the top or bottom of the slope than the existing residence.
- c. Installation of fences where they do not impede emergency access.
- d. Clearing only up to 2,000 square feet during May 1 to October 1, if determined by the Building Official to not cause significant erosion hazard.
- e. Grading up to 5 cubic yards during April 1 to October 1 over an area not to exceed 2,000 square feet, if determined by the Building Official that such grading will not cause a significant erosion hazard.
- f. Removal of noxious or invasive weeds, provided such areas are protected from erosion with either native vegetation or other approved erosion protection.
- g. Forest practices regulated by other agencies.
- h. The construction of public or private utility corridors; provided it has been demonstrated that such construction will not significantly increase erosion risks.
- i. Trimming and limbing of vegetation for the creation and maintenance of view corridors, removal of site distance obstructions as determined by the City Traffic Engineer, removal of hazardous trees, or clearing associated with routine maintenance by utility agencies or companies; provided that the soils are not disturbed and the loss of vegetative cover will not significantly increase risks of landslide or erosion. [See TMC 13.11.200 and 210.](#)
- j. The construction of approved public or private trails; provided they are constructed in a manner which will not contribute to surface water runoff.
- k. Remediation or critical area restoration project under the jurisdiction of another agency.
- l. Where it can be demonstrated through an erosion hazard analysis prepared by a geotechnical specialist that there is no significant risk to the development proposal or adjacent properties, or that the proposal can be designed so that any erosion hazard is significantly reduced, the geo-setback may be reduced as specified by the geotechnical specialist. This geo-setback may be increased where the Building Official determines a larger geo-setback is necessary to prevent risk of damage to proposed and existing development. The development must also comply with the Specific Development Standards for Erosion and Landslide Hazard Areas. The erosion hazard analysis shall provide the following information:
 - (1) Alternative setbacks to the erosion hazard area.
 - (2) Recommended construction techniques for minimizing erosional damage.
 - (3) Location and methods of drainage and surface water management.
 - (4) Recommended time of year for construction to occur.
 - (5) Permanent erosion control (vegetation management and/or replanting plan) to be applied at the site.
- m. In addition to the erosion hazard analysis, a Construction Stormwater Pollution Prevention Plan shall be required that complies with the requirements in the currently adopted City Stormwater Management Manual. Clearing and grading activities in an erosion hazard area shall also be required to comply with the City amendments to the most recently adopted International Building Code.
- 2. Erosion hazard areas that are also landslide hazard areas shall be required to comply with all standards for landslide hazard areas as well.

B. Landslide hazard areas.

- 1. Structures and improvements shall be required to maintain a minimum 50-foot geo-setback from the boundary of all landslide hazard area. (Note: where no distinct break exists, the top of a steep slope is the upper most limit of the area where the ground surface drops greater than 10 feet or more vertically within a horizontal distance of 25 feet). No geo-setback shall be required where the vertical relief of the slope is 10 feet or less. The geo-setback may be reduced to 30 feet where the vertical relief of the slope is greater than 10 feet but no more than 20 feet.

The 30-foot or 50-foot geo-setback may be reduced to a minimum of 10 feet for the following conditions:

- l. The construction of public or private utility corridors; provided it has been demonstrated that such construction will not significantly increase landslide risks.
- m. Trimming and limbing of vegetation for the creation and maintenance of view corridors, removal of site distance obstructions as determined by the City Traffic Engineer, removal of hazardous trees, or clearing associated with routine maintenance by utility agencies or companies; provided that the soils are not disturbed and the loss of vegetative cover will not significantly increase risks of landslide or erosion. [See TMC 13.11.200 and 210.](#)
- n. Remediation, critical area restoration, or mining and quarrying where local regulation is pre-empted by state or federal law.

C. Specific Development Standards for Erosion and Landslide Hazard Areas.

1. The development shall not increase surface water discharge or sedimentation to adjacent properties beyond pre-development conditions. Note that point discharges onto adjacent properties is not permitted without approved easements. Dispersed flows meeting pre-developed flows will be permitted provided other development standards can be met.
2. The development shall not decrease slope stability on adjacent properties.
3. Such alterations shall not adversely impact other critical areas.
4. The proposed development shall not decrease the factor of safety for landslide occurrences below the limits of 1.5 for static conditions and 1.2 for dynamic conditions. Analysis of dynamic conditions shall be based on a minimum horizontal acceleration as established by the current version of the International Building Code.
5. Structures and improvements shall minimize alterations to the natural contour of the slope, and the foundation shall be tiered where possible to conform to existing topography. Terracing of the land; however, shall be kept to a minimum to preserve natural topography where possible. Structures and improvements shall be located to preserve the most critical portion of the site and its natural landforms and vegetation.
6. Development shall be designed to minimize impervious lot coverage. All development shall be designed to minimize impervious lot coverage and should incorporate understructure parking and multi-level structures within the existing height limit.
7. Roads, walkways, and parking areas should be designed parallel to topographic contours with consideration given to maintaining consolidated areas of natural topography and vegetation.
8. Removal of vegetation shall be minimized [and only that which is needed to accommodate a structure.](#) Any replanting that occurs shall consist of trees, shrubs, and ground cover that is compatible with the existing surrounding vegetation, meets the objectives of erosion prevention and site stabilization, and does not require permanent irrigation for long-term survival.
9. The proposed development shall not result in greater risk or need for increased geo-buffers on neighboring properties.

13.11.800 Aquifer Recharge Areas.

13.11.900 Definitions.

13.11.900.B

Best management practices. (BMP's). Conservation practices or systems of practices and management measures that:

- a. Control soil loss and reduce water quality degradation caused by high concentrations of nutrients, animal waste, toxics, and sediment;
- b. Minimize adverse impacts to surface water and ground water flow and circulation patterns and to the chemical, physical, and biological characteristics of wetlands;
- c. Protect trees and vegetation designated to be retained during and following site construction and use native plant species appropriate to the site for revegetation of disturbed areas; and
- d. Provide standards for proper use of chemical herbicides within critical areas.

Biodiversity Areas/Corridors. Biodiversity Areas and Corridors are those areas within a city that contain habitat valuable to fish and wildlife. Biodiversity Areas and corridors frequently overlap with and incorporate other specific Critical Areas including wetlands, streams, areas with Priority Species, and other types of Priority Habitat that contribute to their value.

Bioengineering. A combination of engineering techniques and natural products that increase the strength and structure of the soil through biological and mechanical means.

13.11.900.P

Parties of record. Individuals, entities and groups who have commented on a proposal in writing or in person or who have asked to be included on a mailing list for a specific proposal.

Priority habitats. Seasonal range or habitat element with which a given species is primarily associated and which, if altered, may reduce survival potential of that species over the long term. Priority habitats are designated by the Washington Department of Wildlife, Priority Habitat and Species Program, and may include habitat areas of high relative density or species richness, breeding habitat or habitats used as winter range or movement corridors. Habitats of limited availability or with high vulnerability to alteration, such as cliffs, talus, [Biodiversity Areas/Corridors](#) and wetlands, may also be included.

Priority species. Species which are of concern because of their population status and sensitivity to habitat alteration. Priority species are designated by the Washington Department of Wildlife, Priority Habitat and Species Program, and may include endangered, threatened, sensitive, candidate, monitored, or game species.

END



Open Space Corridors Project

Exhibit B: *Code Approach Overview*

This document is intended as a reader's guide to the proposed code changes (Exhibit A). The following summary seeks to aid in understanding the intended outcomes of the proposed code changes.

The overall intent of this project is to update the City's critical areas standards which are housed in Tacoma Municipal Code (TMC) Chapter 13.11. However, the TMC also references critical areas in other sections. While the majority of text changes are within TMC 13.11 Critical Areas Standards, text changes for consistency and clarity are also proposed to TMC Title 9 Public Ways, TMC 13.04 Platting and Subdivisions and TMC 13.05 Land Use Permit Procedures.

Section 1 gives an overview of the City's existing critical areas standards

Section 2 summarizes the intent of the Biodiversity Areas/Corridors proposals

Section 3 provides examples of how the proposals would apply in a hypothetical development scenario

1. Critical Areas Preservation Ordinance Overview

Critical areas standards intent

The intent of the critical areas code is to protect and preserve Critical Areas for their ecological benefits and the protection of the public from loss of life or property due landslides and flooding. The Critical Areas Ordinance protects the following types of Critical Areas:

- Wetlands
- Streams
- Fish and Wildlife Habitat Conservation Areas
- Flood Hazard Areas
- Geological Hazardous Areas
- Aquifer Recharge Areas

Development near critical areas is governed by the Growth Management Act which was enacted in 1990. The act requires local governments to protect critical areas.

Where are Tacoma's critical areas located?

The identification of critical areas often requires access to property to assess the physical conditions, such as soil and vegetation. Therefore, the City cannot accurately map and survey all critical areas.

The City maintains maps to depict the location of known and probable Critical Areas. However, the City's generalized Critical Area maps and those of other agencies are not based solely on physical observation of conditions and utilize other technology such as aerial imagery and LiDAR or hydrologic modeling.

The maps in some instances reflect known Critical Areas but also other areas that have a high probability of containing critical areas. For known Critical Areas the maps do not depict the precise location. The mapping is not an exhaustive inventory of all Critical Areas. Due to this, the exact location of critical areas is determined through the performance of a field investigation during the review and permitting process.

Review process

The City conducts a review process to determine if a critical area exists and to determine whether potential impacts to a critical area or buffer may occur. The City will use the Critical Area generalized maps and mapping data of other agencies to determine if critical areas might be present. A field inspection may be required to confirm the presence or absence of critical areas.

Applicability and regulated activities

The applicability of the Critical Area Ordinance applies to all uses and developments private or public, and for permits and approvals in or adjacent to a critical area. Activities that are regulated include any act which would alter the vegetation, soils, water quality and quantity, or water temperature. The activities listed include:

- Filling, excavating, dredging, grading, clearing, discharge of hazardous substances, draining, and alteration or removal of vegetation.

Activities that don't require a permit

In general, regulated activities require City review and approval. The code does have allowances for minor activities to occur without any review or approval, including the following:

- Repair and maintenance of legally existing utilities, roads, structures, trails, and landscaping
- Removal by hand or with light equipment of English ivy and noxious weeds that are required to be eradicated by the Pierce County Noxious Weed Board
- Removal of invasive weeds in areas that are not prone to erosion concerns (such as slopes)
- Removal of refuse and debris
- Native vegetation planting in buffers of critical areas that are not prone to erosion concerns

Other minor activities that can be approved by staff without a permit include:

- Reconstruction or exterior remodeling of existing structures, provided that disturbance is minimal
- One-time minor expansion of existing structures and accessory structures
- Construction of pervious trails in the buffer of a Critical Area
- Voluntary habitat restoration and enhancement in Critical Areas

Permit types

For other activities, a permit is required. There are three permit types:

- Minor Development permits generally apply to work in a critical area buffer.
- Development permits generally apply to work in a critical area. This permit requires that the applicant provide justification in the form of what the code refers to as a legal test. The legal tests provide allowances for reasonable use and public interest.
- There is also a verification permit that does not require a project proposal or development. It is a review and concurrence from the City on the type, location, rating, and required buffer for Critical Areas. Developers can use this process to identify portions of their site that will be restricted, in advance of designing their development proposal.

General requirements

For all activities, regardless of a formal staff approval or permit, Mitigation Sequencing is required. Mitigation Sequencing requires that the first step is to avoid the critical area. If it cannot be avoided then the impact must be minimized and mitigated to achieve functional equivalency or improvement.

2. Proposed Code Amendments

The proposed code changes are intended to implement the following approach to Biodiversity Areas/Corridors.

Biodiversity Areas/Corridors definition

Changes primarily to TMC 13.11.500 FWHCA's section

See Exhibit A – *pages 16 to 22*

The CAPO includes standards for Biodiversity Areas and Corridors as a subcategory of Fish and Wildlife Habitat Conservation Areas (FWHCA's). FWHCA's are defined as including wetlands, streams, riparian areas, and priority habitat areas. Technically, Biodiversity Corridors/Areas are a type of Priority Habitat. WDFW maps Biodiversity Corridors/Areas in the Puget Sound region. In Tacoma, WDFW's maps overlap substantially with the City's designated Open Space Corridors (see Environmental Assets map).

PROPOSALS:

1. Adopt a clear Biodiversity Areas/Corridors definition, consistent with Washington State Department of Fish and Wildlife guidance and mapping
2. Clarify how specific circumstances, such as existing disruptions of habitat functions, will be evaluated to determine how a specific site will be regulated

Protecting Biodiversity Areas/Corridors functions and values

The overall intent is to ensure that there is no net loss to the functions and values of Tacoma's Biodiversity Areas/Corridors. The Best Available Science indicates that the following actions are essential:

- Limit overall vegetation disturbance to no more than 35%
- Avoid impacts to other critical areas and their buffers

- Protect a minimum width of connected wildlife corridors required for the survival of the species present
- Protect significant groves of mature trees and exceptional individual trees

The proposal builds in protections for these essential environmental assets. When proposed impacts are limited to fit within the following parameters, and are fully mitigated, the City can ensure that there will be no net loss to the functions and values of the Biodiversity Corridor.

Biodiversity Area/Corridor Minor Development Permit Criteria

- Locate development outside of Biodiversity Areas/Corridors when feasible
 1. Residential Density Credits options are available to cluster development outside critical areas
- If not feasible to avoid impacts to the Biodiversity Area/Corridor
 1. Minimize impacts
 - i. No more than 35% of overall vegetation disturbed in the least sensitive areas
 - ii. The 65% undisturbed area must include
 1. Other critical areas and their buffers
 2. A minimum width of undisturbed vegetation to allow continued function as a wildlife corridor (300 feet on large sites)
 3. Protect tree groves and exceptional trees
 2. Mitigate impacts
 - i. Impacts that cannot be avoided must be mitigated through habitat restoration and/or conservation
 - ii. Onsite mitigation is the preferred option, ratios are higher if offsite mitigation is proposed

City review process

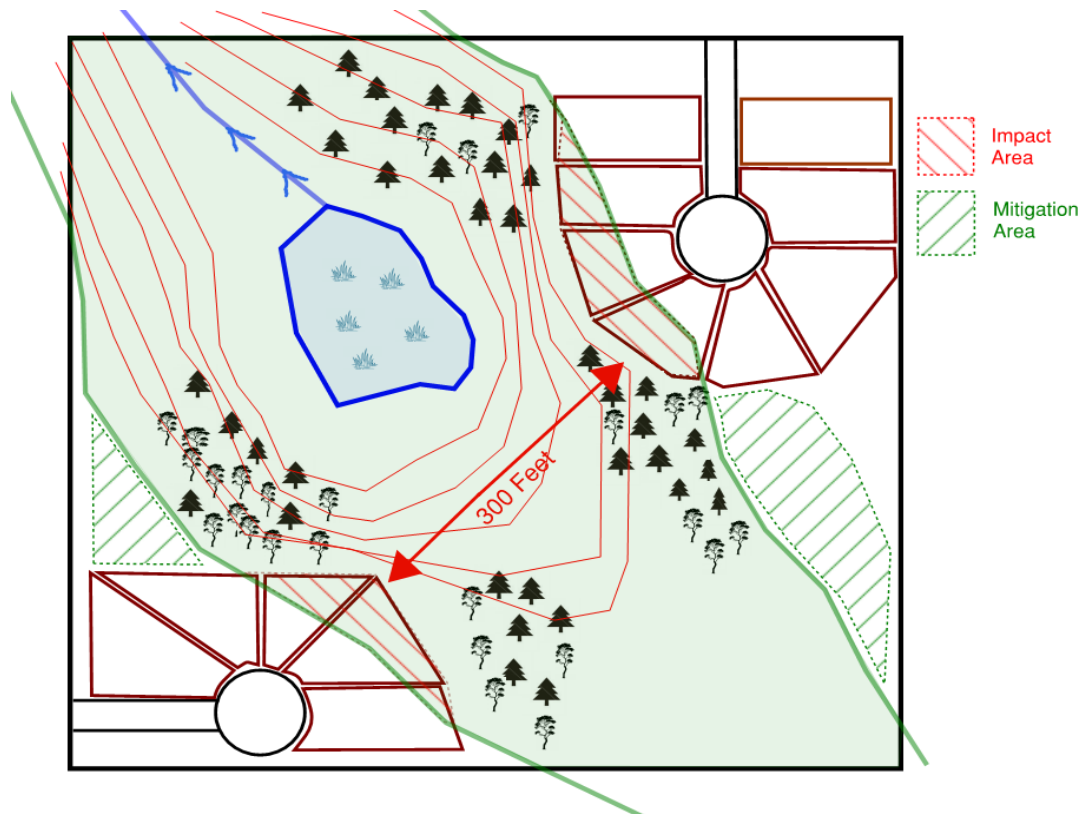
Minor Development Permit: When proposed impacts fit within the above parameters (35% maximum vegetation disturbance, avoid sensitive areas), a simpler permit process can be used to ensure no net loss to the functions and values. When impacts exceed these parameters, a more robust review must be conducted through the Development Permit process.

In all cases, applicants must demonstrate that there will be no net loss to critical areas functions and values.

MINOR DEVELOPMENT PERMIT CRITERIA

<i>Maximum 35% vegetation disturbance</i> <i>(Least sensitive areas of site)</i>		
<i>Minimum 65% undisturbed vegetation</i> <i>(Includes most sensitive areas of site):</i>		
<i>Critical areas & buffers</i>	<i>Minimum wildlife corridor width</i>	<i>Exceptional trees</i>

This illustration shows a scenario including impacts to a Biodiversity Corridor that are limited to the parameters described above, and therefore would be reviewed by the City through a Minor Development Permit process.



Steep Slopes Updates

Changes to TMC 13.11.730 (Exhibit A – *pages 22 to 24*)

The CAPO also includes standards for geohazards, including steep slopes. However, the code does not make it clear that the intent to avoid, minimize and mitigate also applies to geohazard areas as it does in other critical areas. The proposal would update the CAPO Geohazards section to clarify that to accommodate a reasonable use, absent any other critical areas, it may be permissible to mitigate impacts through engineering and design to ensure health and safety.

Changes for Consistency to other TMC sections

To increase consistency and clarity, the proposal includes updates to terminology, current citations and other non-substantive changes throughout the Critical Areas Preservation Ordinance (TMC 13.11), as well the Platting and Subdivisions Chapter (TMC 13.04), the Land Use Permit Procedures Chapter (TMC 13.05), and the Trees and Shrubs – Planting Chapter (TMC 9.19 of the Public Ways Title).

Title 9 – Public Ways, Trees and Shrubs - Planting

See Exhibit A - *page 1*

The current standards prohibit certain species of native trees from being planted in public places. The intent of these provisions is to prevent potential conflicts with fast-growing trees with street infrastructure. However, the standards also limit tree species that are appropriate within open spaces.

The proposal would update TMC 9.19.030 Types of trees prohibited and TMC 9.19.040 Types of trees prohibited to clarify that limitations on certain native tree species within rights-of-way do not apply to open space lands and instead to reference more appropriate and up-to-date tree species guidance.

TMC 13.04 Platting and Subdivisions

See Exhibit A - *page 2*

The proposal updates out-of-date critical areas references in section 13.04.310.

TMC 13.05 Land Use Permit Procedures

See Exhibit A – *pages 2 to 4*

The proposal updates out-of-date critical areas references in section 13.05.010.

3. Scenarios Analysis

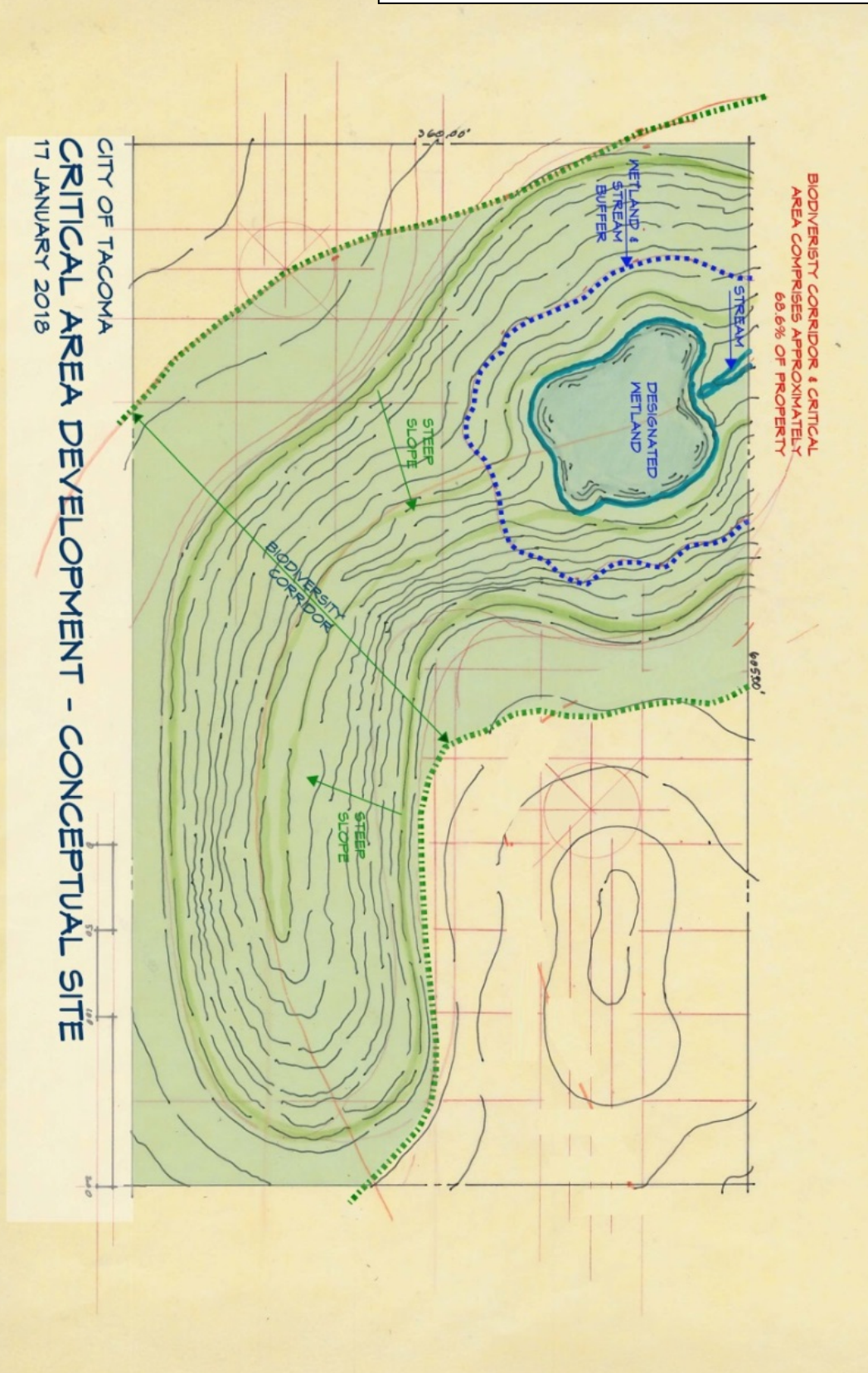
Biodiversity Areas/Corridors – Hypothetical Scenarios

The following illustrations were developed to understand and communicate clearly about how proposed CAPO standards would apply.

For this exercise, the City developed a hypothetical 5-acre site with several types of critical areas, as well as two developable areas outside any critical areas. While the site is hypothetical, it was structured to represent common circumstances for Biodiversity Areas/Corridors in Tacoma.

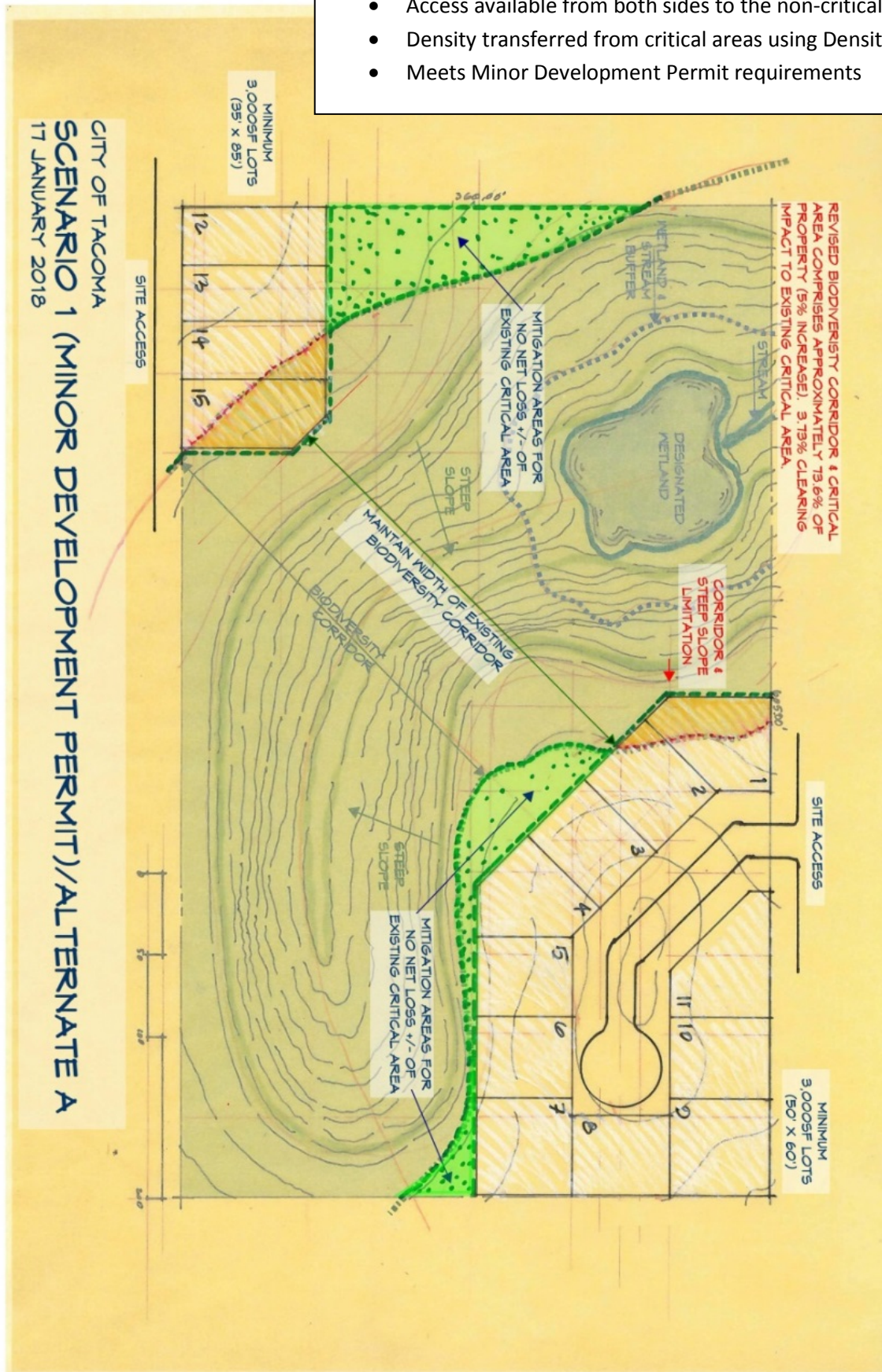
The illustrations are to scale, to more realistically test these concepts. Each scenario shows different site access, since access is a variable that greatly affects development outcomes.

Conceptual 5-acre site including wetlands, streams, steep slopes, Biodiversity Areas/Corridors, and non-critical areas.



Development Scenario 1A:

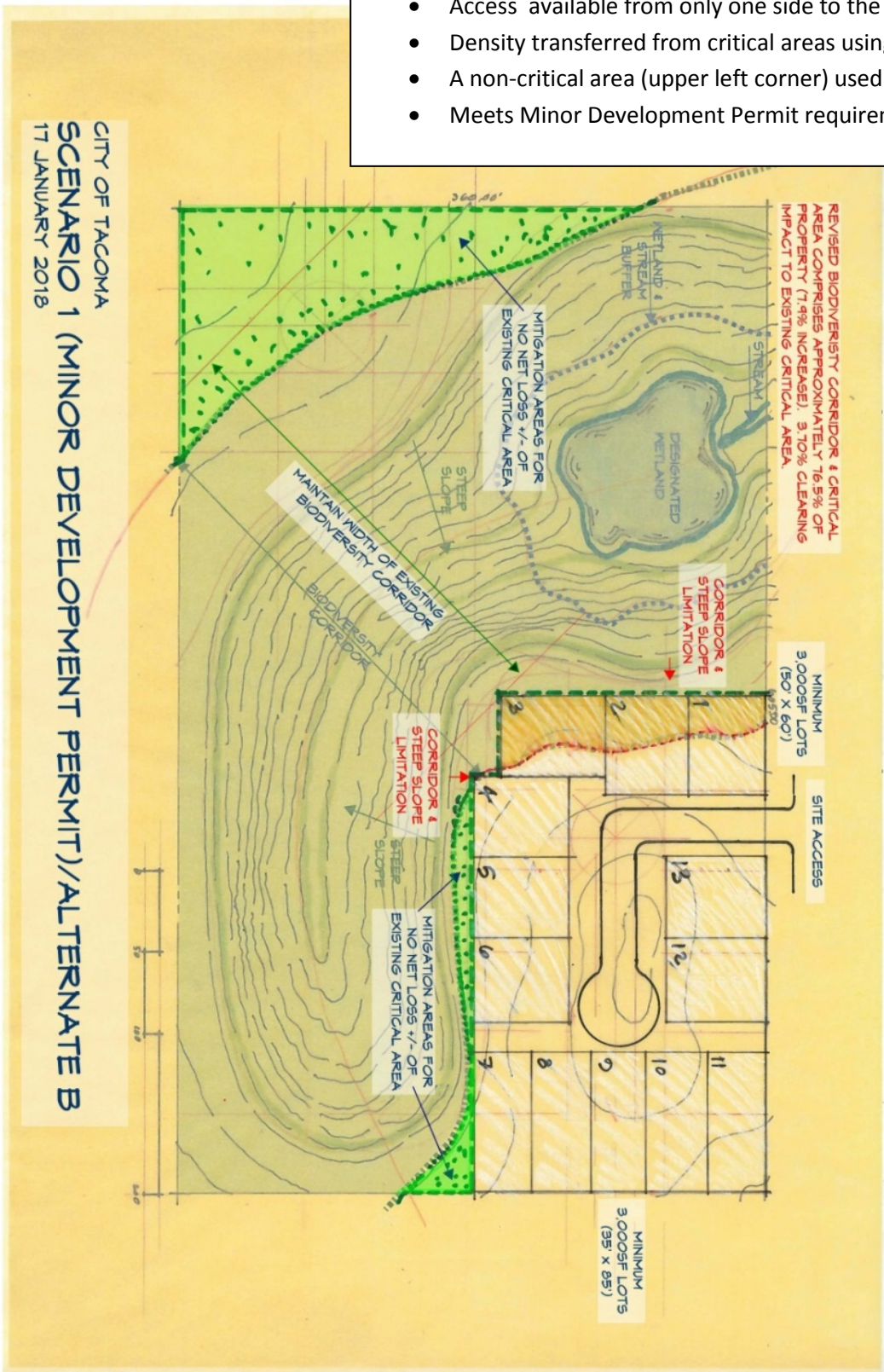
- Access available from both sides to the non-critical areas
- Density transferred from critical areas using Density Credits
- Meets Minor Development Permit requirements



Development Scenario 1B:

- Access available from only one side to the non-critical areas
- Density transferred from critical areas using Density Credits
- A non-critical area (upper left corner) used as a mitigation site
- Meets Minor Development Permit requirements

- Development Scenario 1B:**
- Access available from only one side to the non-critical areas
 - Density transferred from critical areas using Density Credits
 - A non-critical area (upper left corner) used as a mitigation site
 - Meets Minor Development Permit requirements



Development Scenario 2:

- Access limited, requiring a roadway traversing the Biodiversity Corridor
- Density transferred from critical areas using Density Credits
- The proposed road exceeds Minor Development Permit requirements (the minimum Corridor width requirement is not met)
- Review therefore is under the full Development Permit process

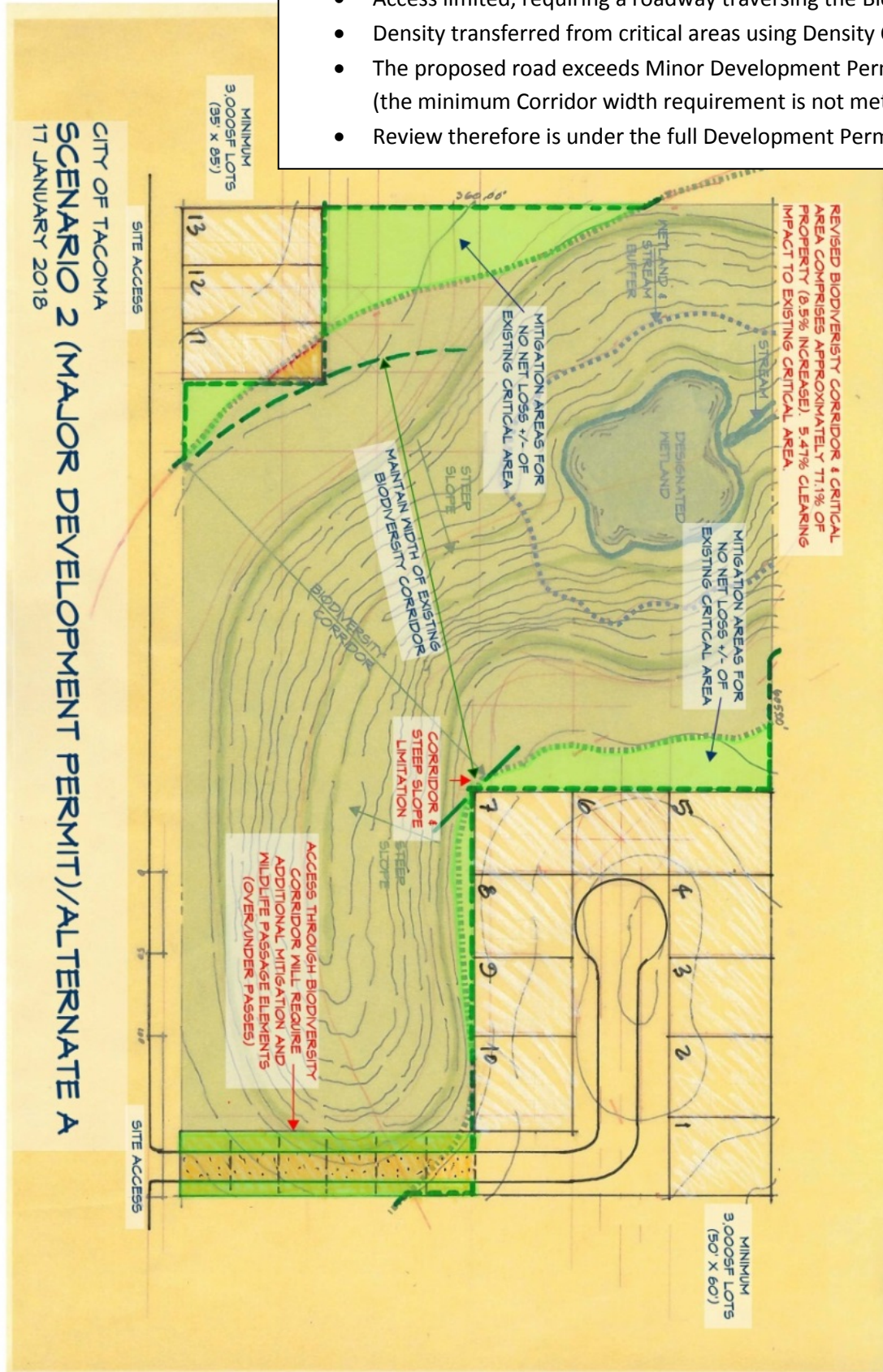




Exhibit C

November 30, 2017

To: Elliott Barnett, Associate Planner

From: Shannon Brenner, Environmental Specialist

Re: Biodiversity Areas and Corridors, and Geological Hazards Best Available Science

The Growth Management Act requires local jurisdictions to classify and identify Fish and Wildlife Conservation Areas (FWHCAs) and they are designated under the Critical Area Preservation Ordinance in the Chapter 13.11 of the Tacoma Municipal Code. FWHCAs include several types of habitat and species including wetlands, streams, and priority habitat and species as defined by the Washington Department of Fish and Wildlife (WDFW).

Biodiversity Areas and Corridors are one of many types of priority habitats identified by WDFW. Large portions of the City's undeveloped and vegetated Open Space is designated as Biodiversity Areas and Corridors.

The WDFW defines Biodiversity Areas as those areas within a city that contain habitat valuable to fish and wildlife. These areas are mostly comprised of native vegetation and relative to the surrounding area the vegetation is diverse with a mosaic of habitats. Corridors are defined as areas of relatively undisturbed land that is not fragmented and connects fish and wildlife habitat conservation areas, other priority habitat, or valuable habitats within a city.

Development in and surrounding these areas negatively impacts native wildlife with loss of habitat and fragmentation of habitat. The areas identified in the City of Tacoma as Biodiversity Areas and Corridors provide wildlife corridors that connect other critical areas or habitats such as wetlands, streams and shorelines. They provide migration corridors allowing wildlife to travel from one habitat to the next in search of food and shelter. It is also recognized by WDFW and the City's Comprehensive Plan Open Space policies that these areas provide important ecological services including wildlife habitat, improved water quality, water storage and availability, pollination, and reduction of carbon dioxide and heat island effects.

The WDFW has developed recommendations for Biodiversity Areas and Corridors for cities and counties to incorporate into their policies and development regulations. These are science based

recommendations that were developed with the assistance of many science team members including experts on birds, mammals, amphibians, and reptiles common in the Puget Lowlands. Currently the City's Critical Areas Preservation Ordinance recognizes WDFW's recommendations for priority habitat and species but has not incorporated any of the recommendations as development standards in the code.

In addition to Biodiversity Areas and Corridors, much of the City's Open Space has Geological Hazards. These are also a critical area identified in the Critical Areas Preservation Ordinance. In general, the focus has been placed on reducing risk through engineering. However, BAS and agency guidance from the Washington Department of Natural Resources and Department of Ecology recommend avoidance and preservation of vegetation as the first preferred consideration.

I reviewed WDFW's recommendations as well as literature cited by WDFW and other jurisdictions in their review of Best Available Science (BAS). The BAS shows that the following objectives are critical to urban habitat health. Other jurisdictions have incorporated these principles into their regulatory schemes for open spaces and critical areas.

- Maintaining connected vegetated corridors is critical to habitat health.
 - Maintaining connected vegetated corridors is critical to habitat because as it becomes fragmented from development barriers to animal movement are created reducing or eliminating the use of the remaining habitat patches.
 - The degree of sensitivity to habitat fragmentation varies from species to species; however overall there is a decline in species diversity. The BAS states that the greatest number of species are supported with large corridors more than 1,000-feet wide consisting of more than 80% forest or native vegetation while the most impact will occur with a corridor of 150-feet or less comprised of 30% or less of forest or native vegetation.
 - Animals often move between different areas to obtain food and shelter. Corridors allow species to freely travel between habitat types maintaining connections between upland habitat and wetlands, streams, and shorelines.
- Vegetated areas are very important to maintain species diversity.
 - In urban environments the remaining habitat and interconnecting corridors are especially valuable to maintain the current species diversity as the ratio of vegetation to developed area is low. Species diversity decreases as vegetation is replaced by buildings and roads.
 - The amount of species that habitat patches can support declines as patches become smaller and less frequent.
 - The quality of the habitat is also important as BAS shows that a vegetated area with a diverse multi-story canopy can support a larger number of species. WDFW recommends preservation of areas that are dominated by native vegetation, forested areas with large trees and snags, and habitats with complex understories. The areas mapped as Biodiversity Areas and Corridors in the City include most of the remaining forested canopy with an understory of native vegetation. Many of the smaller isolated patches of vegetation in the City have a less diverse assemblage of plants often without a forested canopy and a higher

percentage of non-native weedy species that develop monocultures further reducing diversity.

- Development alters the vegetation often replacing relatively natural areas with managed vegetation reducing floral diversity with an accompanied decline in species diversity.
- Complex habitat with forested canopies, shrub layers, ground vegetation, snags, downed woody debris, and leaf litter are needed to maintain species diversity.
- Mature trees in forested areas provide high value habitat that takes a long time to replace. Examples include: perching and nesting by larger avian species such as bald eagles, red-tailed hawks, and peregrine falcons; use by smaller avian species such as the cedar waxwing, Steller's Jay, black-capped chickadee, and nuthatch who store seeds by wedging them into furrows of tree bark for storage.

The focus for Geological Hazardous Areas has often been a reduction of hazards to the public by mitigating the hazard through engineering. However, often the Geological Hazardous Area is located in an Open Space Corridor and may have other critical areas and engineered risk-reduction techniques can result in negative environmental impacts. BAS relevant to Geological Hazardous Areas and agency guidance recommends avoidance first which is also a requirement in the Critical Areas Preservation Ordinance for any critical area. The distinction between avoidance and mitigating hazards through engineering needs to be clarified. The BAS and agency guidance shows the following should be considered when managing development in or near Geological Hazardous Areas.

- The effects of root mass on slope stability have been studied and the tensile strength of the root mass, while it varies for tree species, can be imperative for slope stabilization.
- Layered vegetation and the underlying organic duff reduces the energy of rain and attenuate flows thereby reducing erosion.
- Vegetation removes water from soils enhancing the stability of slopes by reducing the volume of water in the soil mantle.
- Landslides in developed areas are often influenced by human activities. Common human activities that can contribute to landslides include directing runoff onto steep slopes, failure of drainage systems, excavation, placement of fill, and retaining wall failures.
- Removal of vegetation can result in rapid runoff and saturation of surficial soils leading to landslides.
- The majority of landslides in the Puget Lowlands are shallow landslides and debris avalanches triggered by heavy rainstorms. These shallow landslides can cause significant property damage and have resulted in loss of life.



Open Space Corridors Project

Exhibit D: Map Folio

Map List:

High Probability Biodiversity Areas/Corridors

Lands Designated for Parks and Open Space

Open Space: Environmental Assets

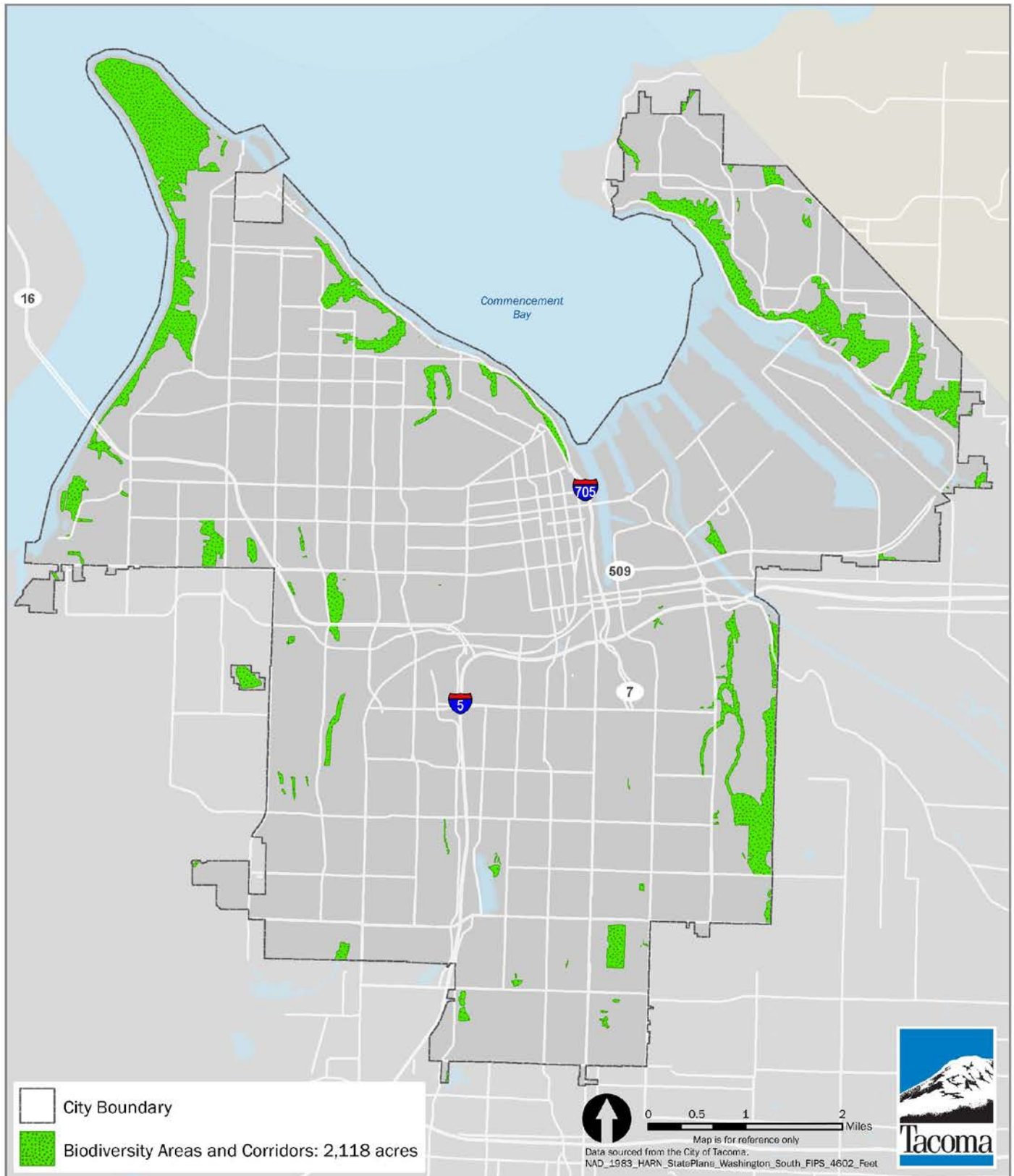
Open Space: Steep Slopes

Parks and Recreation System

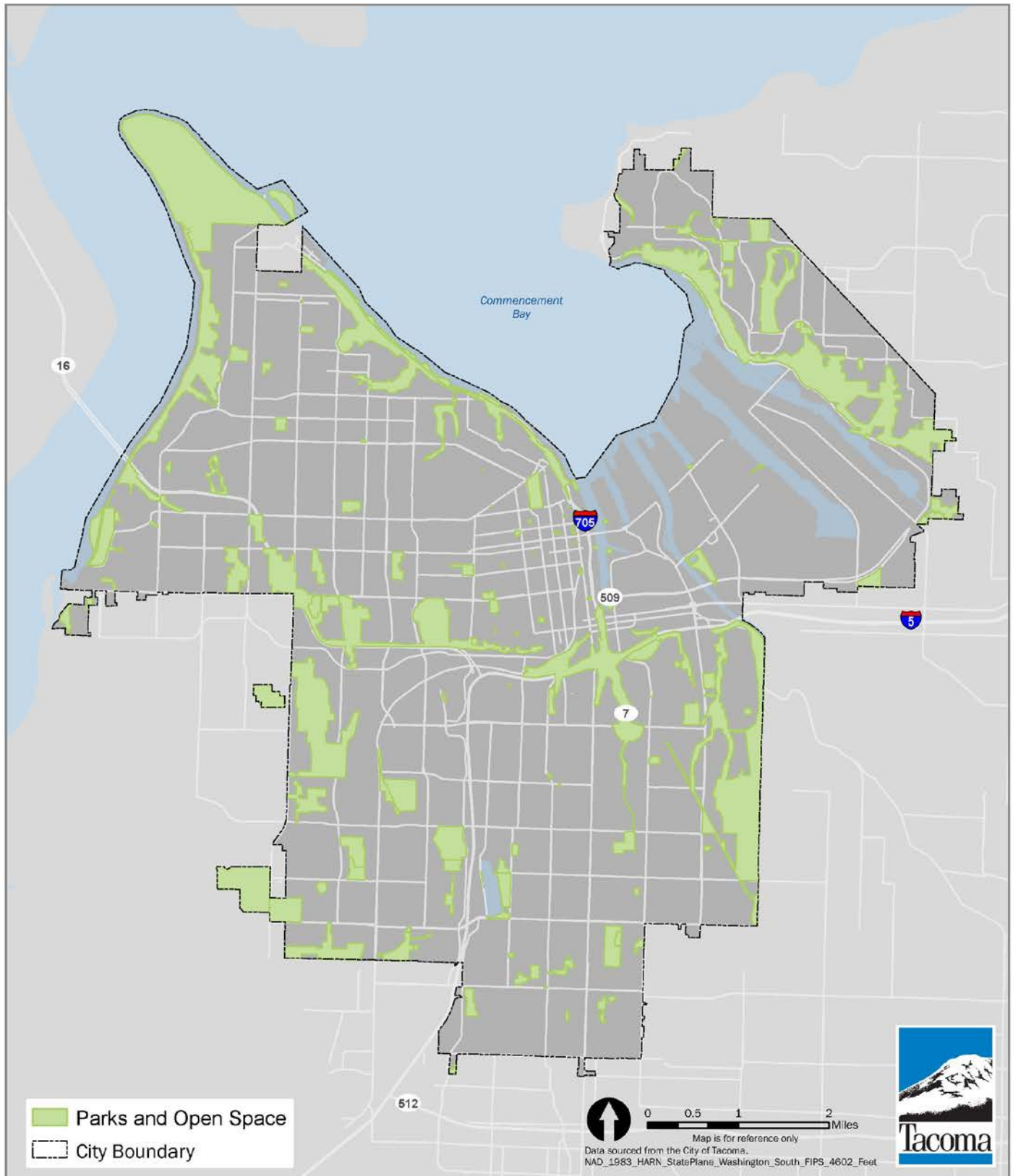
Open Space: Public, Private, Tribal, and Right-of-way

Open Space: Zoning Districts

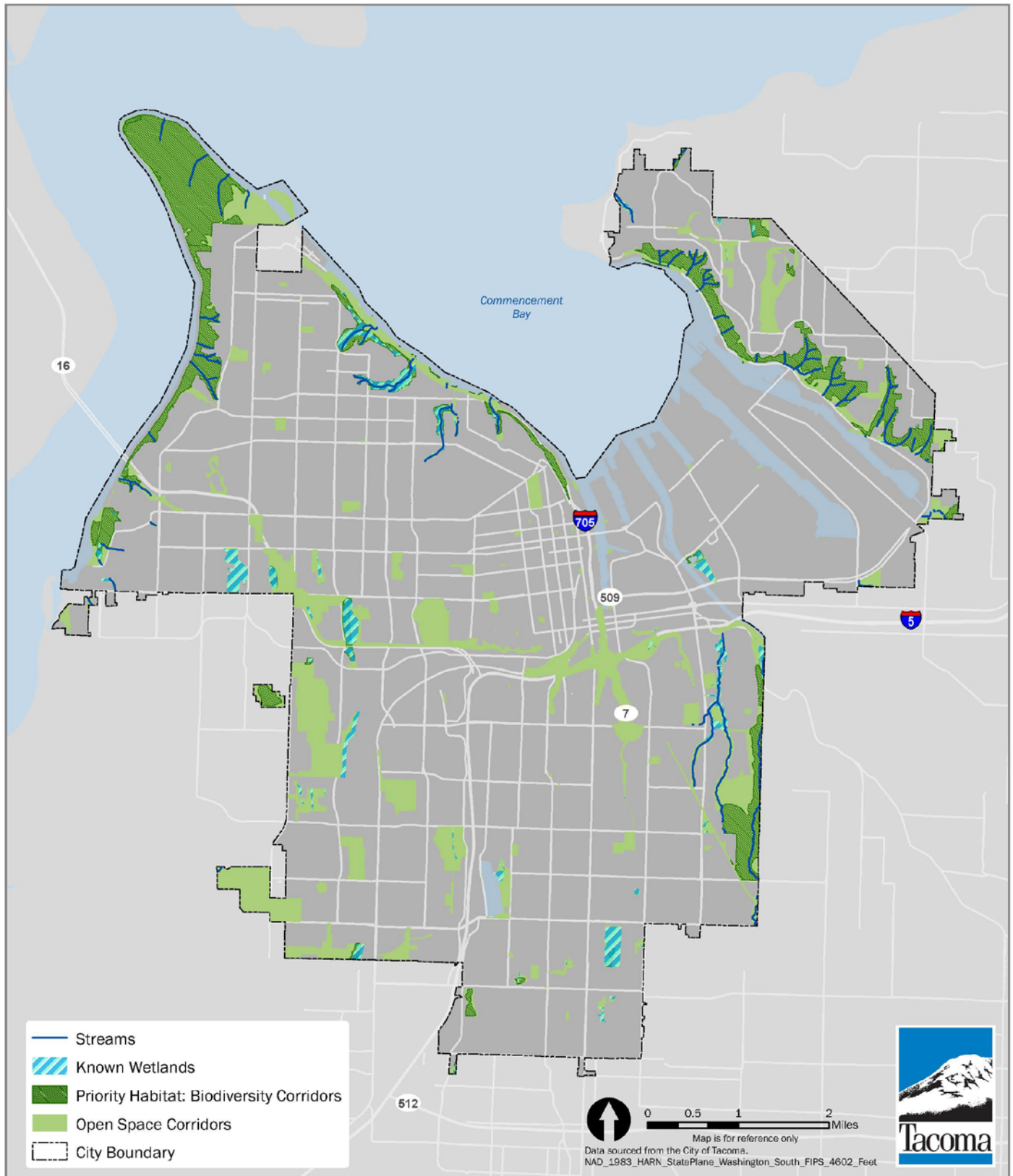
High Probability Biodiversity Areas/Corridors



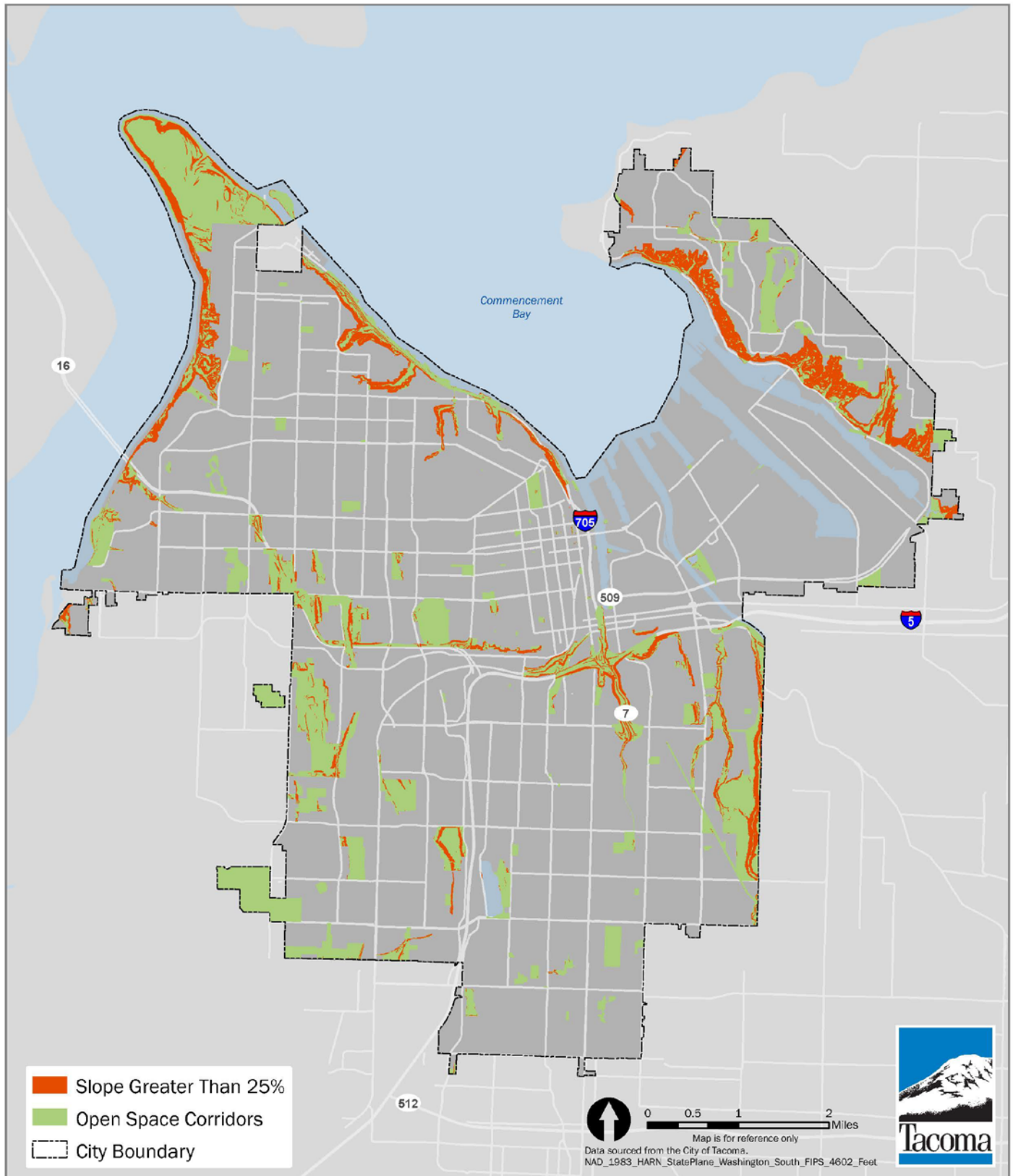
Lands Designated for Parks and Open Space



Open Space: Environmental Assets



Open Space: Steep Slopes



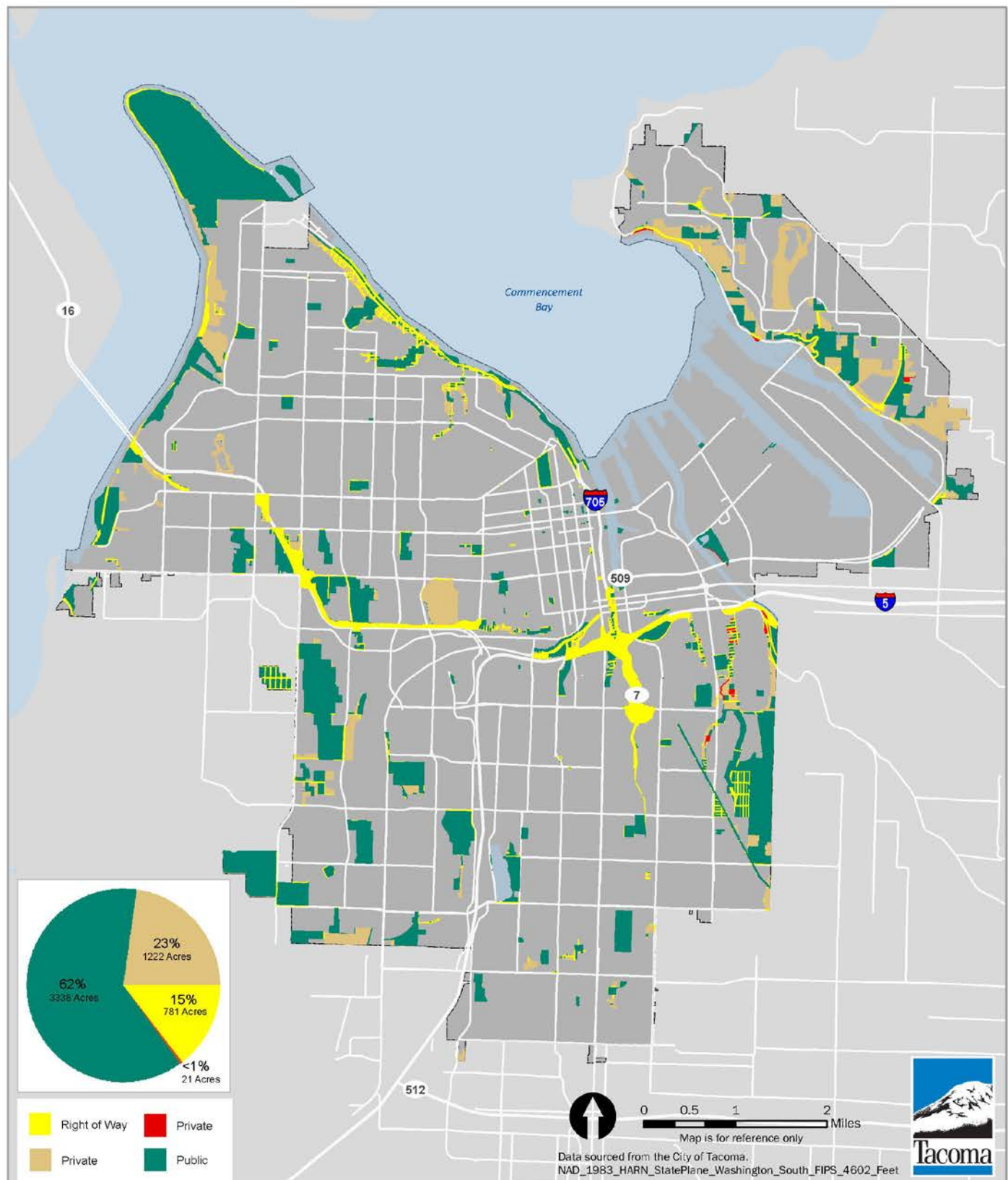
Parks + Recreation

Jan 2016

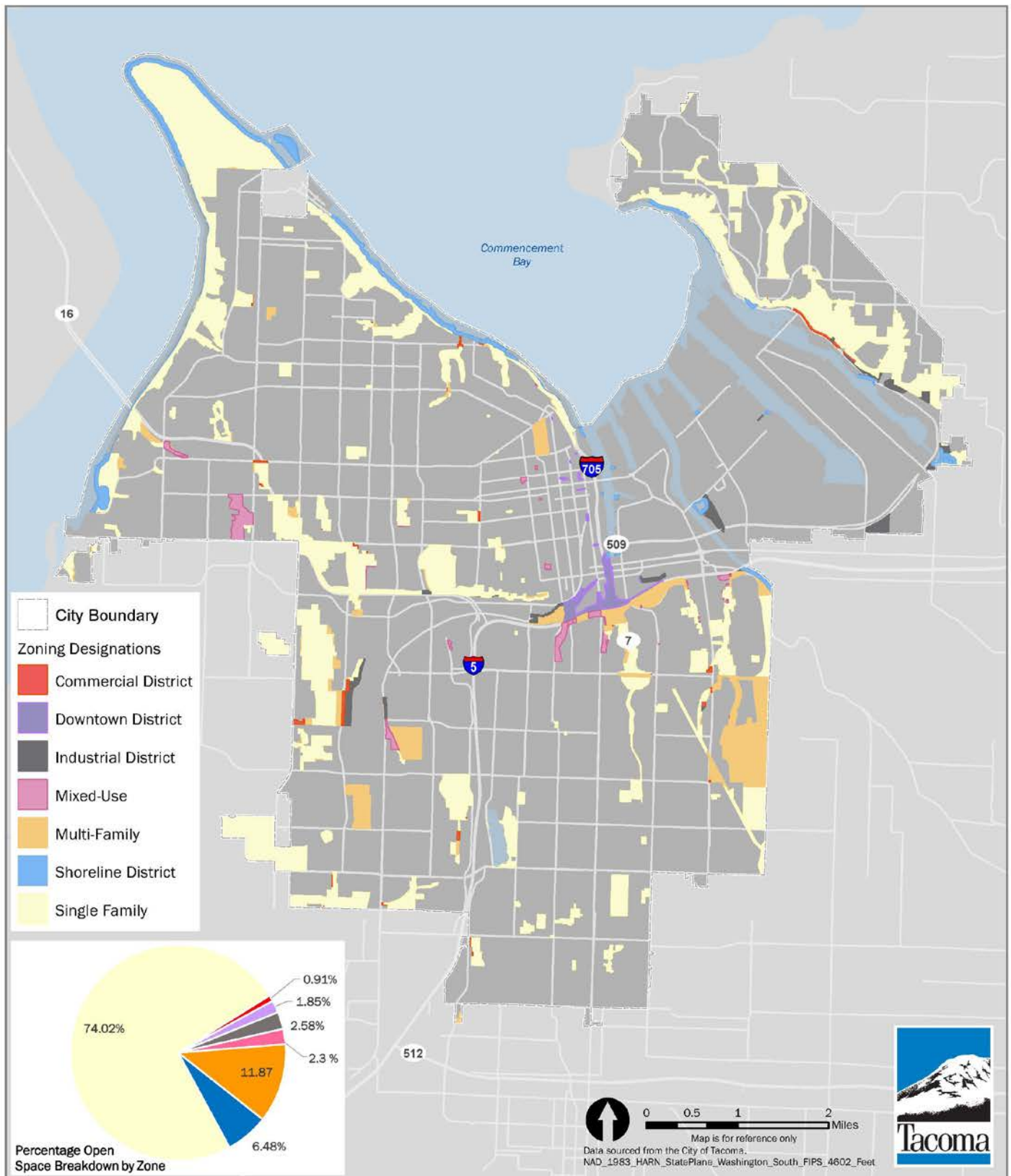


Exhibit D Code Approach Overview

Open Space: Public, Private, Tribal, and ROW



Open Space: Zoning Districts



II-7 Code Cleanups

Code Cleanups

Staff Analysis Report

February 21, 2018



Introduction

As one of the applications for the 2018 Amendment to the Comprehensive Plan and Land Use Regulatory Code, the “Code Cleanups” involves minor revisions to various sections of the Tacoma Municipal Code, intended to address inconsistencies, correct minor errors, and improve provisions that, through administration and application of the code, are found to be unclear or not fully meeting their intent.

Project Summary

Project Title:	Code Cleanups
Applicant:	Planning and Development Services Department
Location and Size of Area:	Citywide
Current Land Use and Zoning:	Various
Neighborhood Council Area:	Citywide
Staff Contact:	Lihuang Wung, (253) 591-5682, lwung@cityoftacoma.org
Staff Recommendation:	That the Planning Commission release the proposed code amendments as shown in Exhibit A for public review.
Project Proposal:	<p>Changes are being proposed to the following sections of the Tacoma Municipal Code, Title 13 – Land Use Regulatory Code:</p> <ul style="list-style-type: none"> • 13.02.045 & .053 – Modify the adoption and amendment procedures • 13.04.090 & .100 – Add addressing requirements on Short and Full Plats • 13.05.020 – Correct reference to “temporary homeless camp permits” • 13.06.100.D – Modify lot size averaging standard • 13.06.300.D.3 – Clarify area of applicability for “self-storage” • 13.06.502.E – Allow landscaping buffer interruption for utilities • 13.06.510 – Clarify off-street parking for townhouses • Various Sections – Correct the referencing to Conditional Use Permit • 13.06.700.D – Modify the definition of “Detoxification Center” • 13.06A.065 – Align text and map for Reduced Parking Area (RPA) • 13.06A.070(D) – Make weather protection requirement consistent

Planning and Development Services
City of Tacoma, Washington
Peter Huffman, Director



Lihuang Wung
(253) 591-5682
lwung@cityoftacoma.org
<http://www.cityoftacoma.org/planning>

Background

The “Code Cleanups” is an annual process used by staff to improve the clarity and effectiveness of the Tacoma Municipal Code (TMC), primarily Title 13 – Land Use Regulatory Code, by addressing inconsistencies, incorporating legislative revisions, correcting minor errors, and improving confusing or ineffective standards. Proposed amendments included in the Code Cleanups address issues that have been identified by staff, customers of the Planning and Development Services Department, the Planning Commission, the City Council, and/or the public. The Code Cleanups typically involves amendments that are not substantive enough to rise to the level of a stand-alone annual amendment application.

The overall objective for the Code Cleanups is to keep the code current, respond to the changing environment and conditions, and enhance customer service. It is also imperative that the code is properly maintained, as it is the key regulatory mechanism that implements the Comprehensive Plan, as cited below:

“Land Use Regulations –

Land use regulations are laws that establish what can or can’t be built in a given location. The key regulatory mechanism that implements the Comprehensive Plan is Tacoma’s Land Use Regulatory Code. This code contains the development regulations that govern the manner by which land is used, developed, or redeveloped in the City. This code is found in Title 13 of the Tacoma Municipal Code and includes regulations for platting, zoning, shorelines and critical areas.”

*(One Tacoma Comprehensive Plan,
“Engagement, Administration + Implementation” Element, p. 11-10)*

Key Subjects

Listed below are the key subjects addressed in the Code Cleanups for the 2018 Annual Amendment. The corresponding proposed amendments to the Tacoma Municipal Code, Title 13 – Land Use Regulatory Code, are depicted in Exhibit A.

1. Adoption and Amendment Procedures (TMC 13.02.045 & .053)
2. Addressing Requirements (TMC 13.04.090 & .100)
3. Temporary Homeless Camp Permits (TMC 13.05.020)
4. Lot Size Averaging (TMC 13.06.100.D)
5. Self-storage (TMC 13.06.300.D.3)
6. Landscaping Buffer Interruption (TMC 13.06.502.E)
7. Off-Street Parking for Townhouses (TMC 13.06.510)
8. Reference to Conditional Use Permit (TMC, Title 13, various sections)
9. Detoxification Center (TMC 13.06.700.D)
10. Reduced Parking Area (TMC 13.06A.065)
11. Weather Protection Requirement (TMC 13.06A.070(D))

Provided below are a description of the proposed amendment(s) associated with each key subject and the rationale for the proposal. Pertinent supplemental information is also provided, where applicable, that may include objectives the proposal intends to achieve, policy framework that supports the proposal, options or alternative approaches that may be or may have been considered, and impacts of the proposal.

1. Adoption and Amendment Procedures: (Exhibit A, p. 2)

The proposal would amend TMC 13.02.045 concerning adoption and amendment procedures and TMC 13.02.053 concerning area-wide zoning reclassifications, by clarifying the procedural requirements pertaining to the application and analysis of proposed amendments to the Comprehensive Plan and development regulations, including proposed area-wide zoning reclassifications.

Specifically, the proposal would:

- (a) Align the application submittal requirements for a Comprehensive Plan or Land Use Regulatory Code amendment with the elements of the staff analysis;
- (b) Require the assessment of applications to include identification of potential alternatives to the proposed amendment for the Planning Commission's consideration as well as a preliminary staff review of the application and its completeness;
- (c) Clarify that for proposed Comprehensive Plan amendments, the assessment of applications shall be completed and the Planning Commission's determination made within 120 days of the close of the application period; and that for proposed code amendments that do not require concurrent Comprehensive Plan amendments, the assessment timeline is 120 days of receiving an application; and
- (d) Clarify that area-wide rezones that are inconsistent with the Future Land Use Map (FLUM) as set forth in the Comprehensive Plan shall be considered in conjunction with the FLUM amendment during the Comprehensive Plan amendment cycle, and that area-wide rezones that bring the zoning classifications into conformity with the FLUM and do not require Comprehensive Plan modifications may be considered at any time.

The primary objective of the proposal is to improve the efficiency, effectiveness and outcome of processing proposed amendments to the Comprehensive Plan and development regulations. This is achieved by improving the correlation among the three stages of processing, i.e., "application", "assessment" and "analysis", and making sure their respective scopes and contents are aligned with and correspond to each other. With the proposal, the contents (i.e., required information) of the application would be expanded, setting the stage for a more effective and thorough assessment. The enriched quantity and quality of the analytical information resulted from such an assessment would allow the Planning Commission to make a more informed determination about the application. The assessment would also suggest a more focused and viable scope for the analysis, enabling the Commission to deliberate options and formulate its recommendations in a more efficient and effective manner.

2. Addressing Requirements: (Exhibit A, p. 6)

The proposal would amend TMC 13.04.090.C and 13.04.100.B, concerning the processes for short and full plats, respectively, by requiring the applicant to request creation of any required new address at the time of submission of application for final plat.

The proposal is intended to clarify that the house addressing system as referenced in TMC 13.04.090.K.9 and TMC 13.04.100.I.9 is required on the contents of the final maps; to ensure that this checklist item is accomplished by the applicant and City staff at the proper juncture during the platting review/approval process; and to improve customer service.

3. Temporary Homeless Camp Permits: (Exhibit A, p. 7)

“Temporary homeless camp permits” is cited in TMC 13.05.020.B.1 as an example of administrative determinations for which a notice of application is not required, while it should be referenced in TMC 13.05.020.C.1 as one of the permit types that require public notice, as correctly included in the “Notice Table”, i.e., Table H in TMC 13.05.020.H.

The proposal would correct the scrivener’s error by relocating the “temporary homeless camp permits” from Subsection B.1 to Subsection C.1. The proposal would also revise the term to “temporary shelters” to be consistent with what is being proposed as part of the Emergency Temporary Shelters Permanent Regulations in association with the interim regulations enacted by the City Council on October 17, 2017, per Ordinance No. 28460.

4. Lot Size Averaging: (Exhibit A, p. 9)

The proposal would amend TMC 13.06.100.D, under Additional Exceptions to Minimum Lot Area Requirements, by modifying the provision of “Lot Size Averaging – Subdivisions” to clarify that (a) the reduction in minimum lot area applies to R-1, R-2, R2-SRD, and HMR-SRD Districts; and (b) this reduction is only allowed if the lot size averaging meets the Small Lots minimum lot area of the zone district.

The current requirements provide that, within proposed short and full plats, lots are permitted to a minimum size of 4,500 square feet in the R-1 District and 3,000 square feet in other districts, if the average lot size in a plat meets the Standard Lots minimum lot size of the zoning district. With the proposed amendment, the lot size averaging would be subject to the threshold of the Small Lots minimum lot area, instead of the Standard Lots minimum lot area. Since the current minimum lot size for R-3 and above is 2,500 square feet, which is already smaller than 3,000 square feet, the proposed amendment clarifies that the minimum size of 3,000 square feet would apply to “R-2, R2-SRD, and HMR-SRD Districts” only, instead of “other districts.”

The chart below depicts the minimum lot areas for single-family detached dwellings in various zoning districts, under the thresholds of “Standard Lots” and “Small Lots” as well as under the exceptions through “Lot Size Averaging.” The chart also highlights the proposed change in the threshold the lot size averaging is subject to. It is noted that there is no change proposed to any of the required minimum lot areas.

Minimum Lot Area for Single-family Detached Dwellings (in square feet)		
Standards / Exceptions \ Zoning Districts	R-1	R-2, R2-SRD, HMR-SRD
<u>Standard Lots</u> Minimum Lot Area	7,500	5,000
<u>Small Lots</u> Minimum Lot Area	6,750	4,500
<u>Exceptions</u> (through Lot Size Averaging)*	4,500	3,000
* Current Provision – If the average lot size in a plat meets the <u>Standard Lots</u> Minimum Lot Area. * Proposed Provision – If the average lot size in a plat meets the <u>Small Lots</u> Minimum Lot Area.		

The reason for the proposed code change is to allow flexibility for infill housing, particularly for sites with existing development. There are many residential lots that are 9,000 square feet in the City that could be divided in half, however most have existing houses on them that may preclude a 50/50 division. Allowing averaging to the Small Lots minimum lot area rather than the Standard Lots minimum lot area could provide a mechanism that would allow infill housing while retaining existing housing stock.

For example, as shown in the picture, a lot area variance to the current small lot standard was granted that allowed retention of the existing home and creation of a 4,200 sq. ft. lot. Two other similar lot area variances have also been approved. The proposed code change would allow greater flexibility for subdividing 9,000 sq. ft. lots without the need to demolish existing development.



5. Self-storage: (Exhibit A, p. 12)

The proposal would amend TMC 13.06.300.D.3, the use table for mixed-use districts, by removing “NCX” from the note of additional regulations associated with the land use type of “self-storage.” “Self-storage” is identified as prohibited in NCX, while the note appears to indicate that it is permitted in some circumstances. The note says: “In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets.” The proposal would address the inconsistency between the use requirement and the additional regulations.

6. Landscaping Buffer Interruption: (Exhibit A, p. 17)

The proposal would amend TMC 13.06.502.E, the table of “Landscaping requirements applicable to Residential, Commercial, Industrial and Mixed-Use Districts”, by revising one of the exceptions associated with “Landscaping Buffers” to allow interruption to landscaping buffers to accommodate limited access to and use of necessary utilities.

The buffer provisions used to allow for limited intrusions into the buffers – essentially for vehicle and pedestrian crossings and access to utilities. Such flexibilities were inadvertently removed during the 2014 Annual Amendment process when the entire Landscaping Section was repealed and replaced. An exception was later added back in to rectify the loss of flexibilities; however, the allowance for some level of intrusion to permit appropriate use of and access to utilities was not included. The proposal would put that other flexibility back in, acknowledging that access to utilities is a legitimate consideration for allowing buffer interruption, as long as it is reasonably limited (just as the allowance for walkways and driveways is).

7. Off-Street Parking for Townhouses: (Exhibit A, p. 18)

The proposal would amend TMC 13.06.510, Table 1 – Required Off-Street Parking Spaces, by clarifying that the parking requirement of one space per dwelling unit for townhouses is not just applicable to “townhouse dwelling in R-2SRD, R-3, R-4-L and R-4”, but to all districts where townhouses are allowed. Townhouses are currently allowed in the residential districts as cited, as well as in R-5, all commercial districts (i.e., T, C-1, C-2, and PDB) and all mixed-use districts. While there is a Table 2 in TMC 13.06.510 that sets forth off-street parking requirement for mixed-use districts, the code is not explicit about the requirement for townhouses in other non-mixed-use districts. Staff has been replying on appropriate footnotes in Table 1 for review of such cases. The proposal would clarify the applicability of such requirement and improve the code administration.

8. Reference to Conditional Use Permit: (Exhibit A, p. 8, 10, 11, 12, 13, 14, 15, 16, 18, 19, and 20)

The proposal would amend various sections of Chapter 13.06 – Zoning, to make the referencing to the Conditional Use Permit (CUP) section consistent throughout the code, in order to correct the existing incorrect references and prevent such from reoccurring in the future.

Currently, in Section 13.06.200.C.5, i.e., the use table for commercial districts, part of the note of additional regulations associated with the land use type of “Retail” reads: “A conditional use permit is required for retail uses exceeding 45,000 square feet within the C-2 District. See Section 13.06.640.J.” Apparently the intended reference is to the CUP for “Large Scale Retail”, which, however, is set forth in Section 13.06.640.M. The same incorrect reference also appears in the notes for “Retail” in the use tables for the mixed-use districts (TMC 13.06.300.D.3) and the industrial districts (TMC 13.06.400.C.5). A similar incorrect reference appears in TMC 13.06.535.E.4, where the reference to “Section 13.06.640.D” intended for the CUP for “Special Needs Housing” should have been “Section 13.06.640.E.” The incorrect references are apparently resulted from the amendments to TMC 13.06.640 over the years whereby the subsections have been shifted or changed.

The proposal would correct existing and potentially future errors by making all CUP referencing in the code consistently as “Section 13.06.640” (i.e., without referencing the subsections). Staff is capable of identifying the appropriate and applicable subsections once they are in Section 13.06.640.

9. Detoxification Center: (Exhibit A, p. 20)

The proposal would amend TMC 13.06.700.D by modifying the definition of “Detoxification Center” to clarify that it applies to facilities that include inpatient services and not to facilities that only provide outpatient services.

Detoxification centers are facilities that provide detoxification and/or treatment for persons suffering from the effects of alcohol or drugs, and have been recognized as uses that are operated on an inpatient basis (with outpatient services being optional). Medical facilities that provide similar services on an outpatient-only basis are permitted as office uses. The proposal would better align the definition of “detoxification center” with the City’s review and permitting practice for such and other types of land use alike.

10. Reduced Parking Area: (Exhibit A, p. 21)

The proposal would amend TMC 13.06A.065, the Parking Standards Section of the Downtown Code, by correcting and improving the general description of the boundaries of the Reduce Parking Area (RPA), so the text is better aligned with the boundaries as shown in the map of the RPA (i.e., TMC 13.06A.065.B.1, Figure 2).

The RPA was first established in 2012, where parking minimums were set to zero for residential and commercial uses (except the required accessible parking), as a part of the multifaceted strategy for removing barriers to future development in Downtown Tacoma. The RPA boundaries have been modified as part of the adoptions of the South Downtown Subarea Plan (per Ordinance No. 28194, December 17, 2013) and the North Downtown Subarea Plan (per Ordinance No. 28247, October 14, 2014). The map in the current code is correct and the associated text needs to be modified accordingly.

11. Weather Protection Requirement: (Exhibit A, p. 22)

The proposal would amend TMC 13.06A.070.D.3, pertaining to basic design standards applicable to development within the Downtown Commercial Core (DCC), to increase the required width of pedestrian weather protection. The current code requirement (in a limited number of streets in the DCC) is for weather protection to extend 3 feet from the building face. Everywhere else in the code where there is a weather protection requirement, the standard is a 5-foot projection. Shown in the picture is an example of weather protection feature on a building at Market and S. 7th Streets. The proposal would make the DCC consistent by repeating the language from the other design standard sections. The minimum sidewalk width is 5 feet – generally deemed sufficient for two people to pass each other or walk side by side. It seems reasonable that the minimum weather protection coverage would also be 5 feet.



Staff Recommendation

Staff recommends the Planning Commission authorize the release of the proposed code amendments, as depicted in Exhibit A, for public review.

Exhibit

- A. Proposed Amendments to the Tacoma Municipal Code, Title 13 – Land Use Regulatory Code



EXHIBIT A

PROPOSED AMENDMENTS TO THE TACOMA MUNICIPAL CODE TITLE 13 – LAND USE REGULATORY CODE

February 21, 2018

Notes:

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

Chapter 13.02 – Planning Commission

- 13.02.045 Adoption and amendment procedures
- 13.02.053 Area-wide zoning reclassifications

Chapter 13.04 – Platting and Subdivisions

- 13.04.090 – Short plat/short subdivision procedures
- 13.04.100 – Plat/Subdivision procedures

Chapter 13.05 – Land Use Permit Procedures

- 13.05.020 – Notice Process

Chapter 13.06 – Zoning

- 13.06.100 – Residential Districts
- 13.06.200 – Commercial Districts
- 13.06.300 – Mixed-Use Districts
- 13.06.400 – Industrial Districts
- 13.06.502 – Landscaping and buffering standards
- 13.06.510 – Off-street parking and storage areas
- 13.06.535 – Special needs housing
- 13.06.545 – Wireless communication facilities
- 13.06.630 – Nonconforming parcels/uses/structures
- 13.06.700 – Definitions and illustrations

Chapter 13.06A – Downtown Tacoma

- 13.06A.065 – Parking Standards
- 13.06A.070 – Basic design standards

Chapter 13.02

PLANNING COMMISSION

* * * * *

13.02.045 Adoption and amendment procedures.

A. Adoption and amendment. The Comprehensive Plan and its elements, as well as development regulations and regulatory procedures that implement the Comprehensive Plan shall be adopted and amended by ordinance of the City Council, following the procedures identified in this section. Adoption and amendment of the Comprehensive Plan and development regulations must be consistent with the procedural requirements of RCW 36.70A and in compliance with applicable case law.

B. Timing for proposed amendments. Amendments to the Comprehensive Plan shall be considered no more frequently than once each year except that amendments may be considered more frequently under the following circumstances:

1. An emergency exists;
2. The initial adoption of a sub-area plan;
3. The adoption or amendment of a shoreline master program under the procedures set forth in RCW 90.58;
4. The amendment of the Public Facilities and Services element and Capital Facilities Program of the Comprehensive Plan that occurs concurrently with the adoption or amendment of the City's biennial budget; or
5. To resolve an appeal of the Comprehensive Plan decided by the Growth Management Hearings Board or a decision of the state or federal courts.

All proposed plan amendments shall be considered concurrently and, as appropriate, along with proposed amendments to development regulations, so that the cumulative effect of the various proposals can be ascertained. Proposed amendments may be considered annually, for which the annual amendment process shall begin in July of any given year and be completed, with appropriate actions taken by the City Council in accordance with Sections 13.02.045.G and H, by the end of June of the following year. Amendments proposed to comply with the update requirements of RCW 36.70.A.130 will occur according to the time frames established therein.

C. Applicants of proposed amendments. A proposed amendment to the Comprehensive Plan or development regulations may be submitted by any private individual, organization, corporation, partnership, or entity of any kind, including any member(s) of the City Council or the Planning Commission or other governmental Commission or Committee, the City Manager, any neighborhood or community council or other neighborhood or special purpose group, a department or office, agency, or official of the City of Tacoma, or of any other general or special purpose government.

D. Application for proposed amendments. Items initiated by the City Council, the Planning Commission, or the Department do not require an application. For all other items, the Department shall prescribe the form and content for applications for amendments to the Comprehensive Plan and development regulations. Application fees shall be as established by City Council action. The application deadline for any given annual amendment cycle shall be established by the Department no later than the last day of May. Those applications for amending the Comprehensive Plan received after the established deadline are less likely to be considered in the current annual amendment cycle and are more likely to be considered in a subsequent amendment cycle, unless determined otherwise by the Planning Commission. Applications for ~~changing-amending~~ development regulations or area-wide zoning ~~reclassifications~~ reclassifications ~~which are consistent with the Comprehensive Plan and that~~ do not require an amendment to the Comprehensive Plan can be submitted at any time.

The application shall include, but not be limited to, the following:

1. Project summary:

(a) A description of the proposed amendment, ~~including the existing and proposed amendatory language, if applicable;~~

~~2. A statement regarding the reason the amendment is needed;~~

(b) The current and proposed Comprehensive Plan land use designation and zoning classification for the affected area;

(c) 4-A description, along with maps if applicable, of the affected area area of applicability and the surrounding areas, including identification of affected parcels, ownership, current land uses, site characteristics, and natural features;

(d) The proposed amendatory language, if applicable.

2. Background. Appropriate history and context for the proposed amendment, such as prior permits or rezones, concomitant zoning agreements, enforcement actions, or changes in use.

3. Policy review. Identify and cite any applicable policies of the Comprehensive Plan that provide support for the proposed amendment;

4. Objectives. Describe how the proposed amendment achieves the following objectives, where applicable:

(a) Address inconsistencies or errors in the Comprehensive Plan or development regulations.

(b) 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.

(c) Maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern.

(d) Enhance the quality of the neighborhood.

~~3. A statement regarding the reason the amendment is needed;~~

~~4. A description, along with maps if applicable, of the affected area and the surrounding areas, including identification of affected parcels, ownership, current land uses, site characteristics, and natural features;~~

~~5. A description of how the proposed amendment enhances the applicable neighborhood;~~

65. Community outreach. A description of any community outreach and response to the proposed amendment;

~~7. A demonstration of consistency with the applicable policies of the Comprehensive Plan, and the criteria for amending the Comprehensive Plan or development regulations;~~

68. Supplemental information. ~~Additional~~ Supplemental information as requested by the Department, which may include, but is not limited to, completion of an environmental checklist, wetland delineation study, visual analysis, or other studies.

7. The applicant is responsible for providing complete and accurate information. A meeting between the Department staff and the applicant to discuss the application submittal requirements before submitting an application is strongly advised.

E. Assessment of proposed amendments. The Department shall docket all amendment requests upon submittal of a complete application, ~~upon receipt~~ to ensure that all requests receive due consideration and are available for review by the public.

1. The Department will provide the Planning Commission with an Assessment Report for the proposed amendment applications ~~an assessment of all proposed amendment applications, based on, at a minimum, the following criteria that includes, at a minimum:~~

(a) ~~1. Determining if the~~ Whether the amendment request is legislative and properly subject to Planning Commission review, or quasi-judicial and not properly subject to Commission review;

(b) ~~2. Determining if Whether~~ there have been recent studies of the same area or issue, which may be cause for the Commission to decline further review, or if there are active or planned projects that the amendment request can be incorporated into; and

(c) ~~3. A preliminary staff review of the application submittal;~~

(d) Identification of other amendment options the Planning Commission could consider in addition to the amendment as proposed by the applicant; and

(e) ~~Determining if Whether~~ the amount of analysis necessary is reasonably manageable given the workloads and resources of the Department and the Commission, or if a large-scale study is required, the amendment request may be scaled down, studied in phases, delayed until a future amendment cycle, or declined.

2. The Planning Commission will review this assessment and make its decision as to:

(a) ~~1~~ whether or not the application is complete, and if not, what information is needed to make it complete;

(b) ~~2~~ whether or not the scope of the application should be modified, and if so, what alternatives should be considered; and

(c) ~~3~~ whether or not the application will be considered, and if so, in which amendment cycle.

3. The Planning Commission shall make determinations concerning proposed Comprehensive Plan amendments within 120 days of ~~receiving an application~~ the close of the application period as set forth under 13.02.045.D.

4. The Planning Commission shall make determinations concerning proposed zoning and regulatory code amendments that do not require concurrent Comprehensive Plan amendments within 120 days of receiving an application.

F. Analysis of proposed amendments.

1. Upon completing the assessment and receiving an affirmative determination from the Planning Commission to ~~move forward~~accept the application, the proposed amendment will be analyzed by the Department ~~against the following criteria:~~
 - ~~1. Whether the proposed amendment will benefit the City as a whole, will not adversely affect the City's public facilities and services, and bears a reasonable relationship to the public health, safety, and welfare; and~~
 - ~~2. Whether the proposed amendment conforms to applicable provisions of State statutes, case law, regional policies, and the Comprehensive Plan.~~
2. The Department shall provide the Commission with a staff analysis report, ~~analysis should include, which will include,~~ as appropriate; ~~how the proposed amendment addresses inconsistencies or errors in the Comprehensive Plan or development regulations; responds to changing circumstances, such as growth and development patterns, needs and desires of the community, and the City's capacity to provide adequate services; and/or maintains or enhances compatibility with existing or planned land uses and the surrounding development pattern. In addition, the analysis should document, as appropriate and necessary, public outreach and public comments, analytical data and research, economic impacts, sustainability impacts, an environmental determination, and other pertinent background information.~~
 - (a) A staff analysis of the application in accordance with the elements described in 13.02.045.D;
 - (b) An analysis of the consistency of the proposed amendment with State, regional and local planning mandates and guidelines;
 - (c) An analysis of the amendment options identified in the assessment report; and
 - (d) An assessment of the anticipated impacts of the proposal, including, but not limited to: economic impacts, noise, odor, shading, light and glare impacts, aesthetic impacts, historic impacts, visual impacts, and impacts to environmental health, equity and quality.

G. Review of proposed amendments.

1. The Department will present the proposed amendment along with analysis conducted pursuant to Section 13.02.045.F to the Planning Commission for review and direction. The Commission will conduct public meetings and hearings, and solicit comments from the general public, organizations and agencies, other governmental departments and agencies, and adjacent jurisdictions as appropriate.
2. For land use designation changes, area-wide zoning reclassifications, and interim zoning of an area-wide nature, the Department shall ensure that a special notice of the acceptance of the application by the Planning Commission for consideration in the current amendment cycle is mailed to all property taxpayers, as indicated in the records of the Pierce County Assessor, within, and within 400 feet of, the subject area. This special notice will inform property taxpayers that an application has been filed, identify where the application and background information may be reviewed, describe in general terms the review and public comment process, establish a time and place for an informational meeting with City staff, and solicit preliminary comments.
3. After a public hearing, the Department will prepare a report summarizing the public hearing comments, provide a response to comments and make further recommendations, if appropriate, and forward the report and all comments to the Planning Commission for consideration.

H. Findings and recommendations.

1. Upon completion of the public comment period and review of the public testimony, the Planning Commission will make a determination as to whether the proposed amendments are consistent with the following criteria:
 - (a) Whether the proposed amendment will benefit the City as a whole, will not adversely affect the City's public facilities and services, and bears a reasonable relationship to the public health, safety, and welfare; and
 - (b) Whether the proposed amendment conforms to applicable provisions of State statutes, case law, regional policies, and the Comprehensive Plan.
2. The Commission will prepare a recommendation and supportive findings to forward to the City Council for consideration. ~~The Planning Commission may recommend, and the City Council may adopt, or adopt with modifications, the Comprehensive Plan, development regulations, regulatory procedures, and amendments thereto.~~

13.02.053 Area-wide zoning reclassifications.

The Planning Commission may also consider the need for area-wide zoning reclassifications, in association with or independently of Comprehensive Plan amendments, including those associated with an annexation or which are necessary to maintain the zoning classification's consistency with the Comprehensive Plan. The procedures for consideration of area-wide zoning reclassifications shall be as follows:

1. The means of submitting a request for an area-wide zoning reclassification and those empowered to submit such a request shall be the same as in Section 13.02.045.

2. Analysis of area-wide zoning reclassifications shall be based on the criteria as contained in Section 13.02.045.F.

32. An area-wide zoning reclassification that brings the zoning classification into conformity with the Future Land Use Map as identified in Figure 2 of the Urban Form Chapter of the Comprehensive Plan, implementing the goals and policies of the Comprehensive Plan will be conducted by the Planning Commission, consistent with RCW 42.36.010, with recommendation to the City Council. Area-wide zoning reclassifications which are consistent conform to with the Comprehensive Plan Future Land Use Map and do not require plan modification may be considered at any time.

4 Area-wide zoning reclassifications which are inconsistent with the Future Land Use Map as identified in Figure 2 of the Urban Form Chapter of the Comprehensive Plan, Comprehensive Plan, shall be conducted by the Planning Commission proposed for adoption at the same time as and in conjunction with the Plan's Future Land Use Map amendment. Area-wide zoning reclassifications that require a Future Land Use Map amendment shall be considered during the Comprehensive Plan amendment cycle as prescribed in 13.02.045. Area wide zoning reclassifications which are consistent with the Comprehensive Plan and do not require plan modification may be considered at any time. Analysis of area wide zoning reclassifications shall be based on the criteria as contained in Section 13.02.045.F.

35. The Planning Commission shall conduct a public hearing to consider an area-wide zoning reclassification and to determine the consistency of the reclassification with the Comprehensive Plan and its elements and RCW 36.70A. In making its recommendation to the City Council, the Planning Commission shall make findings and conclusions to demonstrate the manner in which the area-wide reclassification carries out and helps implement the goals and policies of the Comprehensive Plan.

46. At least one public hearing on a proposed area-wide zoning reclassification shall be held prior to final action by the City Council.

57. Area-wide reclassifications adopted by the City Council supersede any previous reclassifications and any conditions of approval associated with such previous reclassifications.

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Chapter 13.04

PLATTING AND SUBDIVISIONS

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13.04.090 Short plat/short subdivision procedures.

A. Administration. The Director or designee is vested with the duty of administering the provisions of this section and with the authority to summarily approve or disapprove proposed preliminary and final short plats. The Director or designee may prepare and require the use of such forms and develop policies deemed essential to the effective administration of this code.

* * * * *

C. Process. Upon Submittal of a complete preliminary short subdivision application, at least one copy of the preliminary short plat shall be transmitted for review and comment to departments and agencies as determined by the Planning and Development Services Department. Short subdivision applications that are adjacent to a transit street or within 1,000 feet of a bus stop shall be forwarded to Pierce Transit for review and comment.

The Planning and Development Services Department shall assemble the agency comments and prepare a written preliminary report to the Director. The report shall contain an analysis of the applicable criteria for the approval of preliminary short subdivisions, public notice comments for five- to nine-lot short subdivisions, agency comments received, and requested conditions of approval.

[At the time of submission of application for final plat the applicant shall request creation of any required new address.](#)

D. Notification. Public notice required by this chapter shall be given in accordance with the provisions of Chapter 13.06 for five- to nine-lot short subdivisions. In the event that a proposed short subdivision within the City of Tacoma has a border coterminous with Tacoma's city limits, a notice of filing shall be given to the appropriate county or city officials and in the event that the short subdivision within the City of Tacoma is adjacent to the right-of-way of a state highway, a notice of filing shall be given to the Washington State Department of Transportation.

Mailed notices required by these regulations shall provide a legal description of the property to be subdivided and a location description in non-legal vernacular.

* * * * *

13.04.100 Plat/subdivision procedures.

A. Application. Applications for preliminary plat approval shall be submitted to Planning and Development Services on forms provided by the City. The application shall be considered complete when the following information is received by Planning and Development Services:

* * * * *

B. Process. Upon submittal of a complete preliminary plat application, Planning and Development Services shall transmit at least one copy of the plat for review and comment to departments and agencies as determined by Planning and Development Services. Preliminary plat applications for plats that are adjacent to a transit street or within 1,000 feet of a bus stop shall be forwarded to Pierce Transit for review and comment.

Planning and Development Services shall assemble the agency comments and prepare a written preliminary report to the Hearing Examiner. The report shall be transmitted to the Examiner and applicants a minimum of seven days prior to the date of the public hearing on the application. The report shall contain an analysis of the applicable criteria for the approval of preliminary plats, agency comments, an environmental determination and requested conditions of approval.

[At the time of submission of application for final plat the applicant shall request creation of any required new address.](#)

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Chapter 13.05

LAND USE PERMIT PROCEDURES

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13.05.020 Notice process.

A. Purpose. The purpose of this section is to provide notice requirements for land use applications.

B. Administrative Determination.

1. A notice of application is not required for Administrative Determinations. Examples of Administrative Determinations are minor variances, ~~temporary homeless camp permits~~, reasonable accommodation requests, review of non-conforming rights, zoning verification requests, and information requests.

2. Determinations of the Director shall be mailed to the applicant and the property owner (if different than the applicant) by first class mail.

3. At the discretion of the Director, notice of the Determination and/or summary of Determination may be provided to other qualified or interested parties.

C. Process I – Minor Land Use Decisions.

1. A notice of application shall be provided within 14 days following a notice of complete application being issued to the applicant as identified in Section 13.05.010.E. Examples of minor land use decisions are variances, Conditional Use Major Modifications, [temporary shelters](#), wetland/stream/FWHCA Verifications, and wetland/stream/FWHCA Minor Development Permits.

2. Notice of application shall be mailed by first-class mail to the applicant; property owner (if different than the applicant); neighborhood councils pursuant to TMC 1.45 and business districts pursuant to TMC 1.47 in the vicinity where the proposal is located; qualified neighborhood or community organizations; the Tacoma Landmarks Commission (for proposals located within a historic district or affecting a designated landmark); the Puyallup Indian Tribe for “substantial action” as defined in the “Agreement Between the Puyallup Tribe of Indians, Local Governments in Pierce County, the State of Washington, the United States of America, and Certain Private Property Owners,” dated August 27, 1988; and to owners of property and/or taxpayers of record, as indicated by the records of the Pierce County Assessor/Treasurer, within the distances identified in Section 13.05.020.H.

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Chapter 13.06 ZONING

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13.06.100 Residential Districts.

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C. Land use requirements.

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

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Uses	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5	Additional Regulations ¹
Accessory uses and buildings	P	P	P	P	P	P	P	P	Subject to additional requirements contained in Section 13.06.100.F
Adult family home	P	P	P	P	P	P	P	P	Subject to additional requirements contained in Section 13.06.535
* * * * *									
Work release center	N	N	N	N	N	N	N	N	Subject to additional requirements contained in Section 13.06.550.
Uses not prohibited by City Charter and not prohibited herein	N	N	N	N	N	N	N	N	
Footnotes: ¹ For historic structures and sites, certain uses that are otherwise prohibited may be allowed, subject to the approval of a conditional use permit. See Section 13.06.640.F 13.06.640 for additional details, limitations and requirements. ² Certain land uses, including two-family, townhouse, cottage housing, and Detached Accessory Dwelling Units in certain districts, are subject to the provisions of the Residential Infill Pilot Program. See Section 13.05.115.									

D. Lot size and building envelope standards.

	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5
1. Minimum Lot Area (in square feet, unless otherwise noted)								
Single-family detached dwellings – Standard Lots	7,500	5,000	5,000	5,000	5,000	5,000	5,000	5,000
Single-family detached dwellings – Small Lots (Level 1)	6,750	4,500	4,500	4,500	2,500	2,500	2,500	2,500
* * * * *								
Single-family Small Lots – Exceptions to Standard Minimum Lot Area Requirements	Reductions to minimum detached single-family dwelling lot area requirements, as shown above, may be allowed pursuant to Section 13.06.145. Lots smaller than the Minimum Lot Area for Standard Lots must meet the applicable Design Standards of Section 13.06.145. Single-family Small lot development must be oriented such that the lot frontage and the front façade of the house face the street. Small lot exceptions are not applicable to pipestem lots.							
Single-family detached dwellings – Small Lots (Level 2): Additional exceptions to Minimum Lot Area Requirements	One of the following exceptions may be applied per parcel to allow for reductions in minimum lot area below the Single-family Level 1 Small Lot minimum size. In no case shall a new lot be smaller than the following without grant of a variance: R-1: 4,500 sq. ft.; R-2, R-2SRD, HMR-SRD: 3,000 sq. ft.; R-3 and above: 2,500 sq. ft. Lot Size Averaging – Infill: To provide for consistency with pre-existing development patterns, the average size of lots along the street frontage and block (excluding the site) may be substituted for the zoning district minimum lot size. Lot Size Averaging – Subdivisions: Within proposed Short and Full Plats, lots are permitted to a minimum size of 4,500 square feet in the R-1 District and 3,000 square feet in the R-2, R2-SRD and HMR-SRD Districts other districts , provided that the overall average lot size within the Short or Full Plat meets the Standard - Small Lots minimum lot size of the zoning district. Critical areas and buffers may not be counted toward lot size averaging. Alley lot area credit: In R-1, R-2, and R2-SRD and HMR-SRD Districts, half of the width of abutting alleys which are utilized for vehicular access to the lot may be counted toward the required minimum lot area, up to an additional reduction equivalent to 10 percent of the Standard Minimum Lot Size. Level 2 Small Lots must meet the Level 2 Small Lot Design Standards of Section 13.06.145.F. Small lot exceptions are not applicable to pipestem lots.							
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13.06.200 Commercial Districts.

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C. Land use requirements.

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5. District use table.

Uses	T	C-1	C-2 ¹	PDB	Additional Regulations ^{2,3} (also see footnotes at bottom of table)
Adult family home	P	P	P	P	See definition for bed limit.
Adult retail and entertainment	N	N	N	N	Prohibited except as provided for in Section 13.06.525.
* * * * *					
Retail	N	P	P/CU~	P*	~A conditional use permit is required for retail uses exceeding 45,000 square feet within the C-2 District. See Section 13.06.640.F 13.06.640. *Limited to 7,000 square feet of floor area, per business, in the HM and PDB Districts.
* * * * *					
Uses not prohibited by City Charter and not prohibited herein	N	N	N	N	
Footnotes: <ol style="list-style-type: none"> 1. Designated Pedestrian Streets – For segments here noted, additional use limitations apply to areas within C-2 Commercial District zoning to ensure continuation of development patterns in certain areas that enhance opportunities for pedestrian-based commerce. North 30th Street from 200 feet east of the Starr Street centerline to 190 feet west of the Steele Street centerline: street level uses are limited to retail, personal services, eating and drinking, and customer service offices. 2. For historic structures and sites, certain uses that are otherwise prohibited may be allowed, subject to the approval of a conditional use permit. See Section 13.06.640.F 13.06.640 for additional details, limitations and requirements. 3. Commercial shipping containers shall not be an allowed type of accessory building in any commercial zoning district. Such storage containers may be allowed as a temporary use, subject to the limitations and standards in Section 13.06.635. 					

D. Building envelope standards.

	T	C-1	C-2	PDB
Minimum Lot Area	0 non-residential; 1,500 square feet per residential unit	0	0	0
Minimum Lot Width	0	0	0	0
Maximum Building Coverage – applies to single-use multi-family residential development only	None non-residential; Residential maximum building coverage in accordance with the R-4-L District	None non-residential; Residential maximum building coverage in accordance with the R-4-L District	None non-residential; Residential maximum building coverage in accordance with the R-4 District	None non-residential; Residential maximum building coverage in accordance with the R-4 District
Minimum Front Setback	In all districts listed above, 0 feet, unless abutting a residential zoning, then equal to the residential zoning district for the first 100 feet from that side. Maximum setbacks (Section 13.06.200.E) supersede this requirement where applicable. Animal sales and service: shall be setback from residential uses or residential zoning district boundaries at least 20 feet.			
Minimum Side Setback	In all districts listed above, 0 feet, unless created by requirements in Section 13.06.502. Animal sales and service: shall be setback from residential uses or residential zoning district boundaries at least 20 feet.			
Minimum Rear Setback	In all districts listed above, 0 feet, unless created by requirements in Section 13.06.502. Animal sales and service: shall be setback from residential uses or residential zoning district boundaries at least 20 feet.			
Maximum Setback from Designated Streets	See Section 13.06.200.E for application with any district listed above on designated segments of North 30th Street and 6th Avenue. Residential development shall meet the Build-to Area standard in 13.06.100.D.6.			
Maximum Height Limit	35 feet	35 feet	45 feet	45 feet
	Height will be measured consistent with Building Code, Height of Building, unless a View Sensitive Overlay District applies. Height may be further restricted in View-Sensitive Overlay Districts, per Section 13.06.555. Certain specified uses and structures are allowed to extend above height limits, per Section 13.06.602.			
Maximum Floor Area	20,000 square feet per building	30,000 square feet per building	45,000 square feet per business for retail uses, unless approved with a conditional use permit. See Section 13.06.640. 13.06.640.	7,000 square feet per business for eating and drinking, retail and personal services uses
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13.06.300 Mixed-Use Center Districts.

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D. Land use requirements.

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3. District use table.

Uses	NCX	CCX	UCX	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations ^{3, 4, 5} (also see footnotes at bottom of table)
Adult family home	P	P	P	P	P	P	P	P	Subject to additional requirements contained in Section 13.06.535. See definition for bed limit. Prohibited at street level along designated pedestrian streets in NCX. ² Not subject to minimum densities found in Section 13.06.300.E.
Adult retail and entertainment	N	N	N	N	N	N	N	N	Prohibited, except as provided for in Section 13.06.525.
* * * * *									
Retail	P	P/CU~	P/CU~	P	P/CU~	P*	N	N	~ A conditional use permit is required for retail uses exceeding 45,000 square feet. See Section 13.06.640. 13.06.640. *Limited to 7,000 square feet of floor area, per business, in the HMX District.
Retirement home	P	P	P	P	P	P	P	P	See Section 13.06.535. In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ²
School, public or private	P	P	P	P	P	P	P	CU	Not subject to RCX residential requirement. ¹
Seasonal sales	TU	TU	TU	TU	TU	TU	TU	TU	Subject to Section 13.06.635.
Self-storage	N	P	P	N	P	N	N	N	See specific requirements in Section 13.06.503.B. In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ²
* * * * *									
Uses not prohibited by City Charter and not prohibited herein	N	N	N	N	N	N	N	N	

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

E. Building envelope standards.

1. The following table contains the primary building envelope requirements. See Section 13.06.501 for additional requirements:

	NCX	CCX	UCX	RCX	CIX	HMX	URX	NRX	Additional Requirements
Minimum lot area	0 square feet	0 square feet	0 square feet	0 square feet	0 square feet	0 square feet	0 square feet	3,500 square feet for single-family dwellings; 2,500 square feet per unit for duplexes; 6,000 square feet for triplexes and multi-family dwellings; 5,000 square feet total per townhouse development	
Minimum lot width	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	25 feet for single-family dwellings, duplexes and triplexes; 14 feet for townhouses	

	NCX	CCX	UCX	RCX	CIX	HMX	URX	NRX	Additional Requirements
* * * * *									
Maximum floor area	30,000 square feet per business; 45,000 square feet for full service grocery stores only; offices shall be exempt from these limits.	45,000 square feet per business for retail uses, unless approved with a conditional use permit. See Section 13.06.640.J 13.06.640	45,000 square feet per business for retail uses, unless approved with a conditional use permit. See Section 13.06.640.J 13.06.640	30,000 square feet per business; 45,000 square feet for full service grocery stores only.	45,000 square feet per business for retail uses, unless approved with a conditional use permit. See Section 13.06.640.J 13.06.640	7,000 SF per business for eating and drinking, retail and personal services uses	None	None	See Section 13.06.300.D for limitations on the amount of non-residential space allowed in developments in RCX Districts.
Minimum density (units/acre)	30; 40 on designated pedestrian streets. See Section 13.06.300.C	30; 40 on designated pedestrian streets. See Section 13.06.300.C	40	30; 40 on designated pedestrian streets. See Section 13.06.300.C	None	None	25	None	Projects that do not include residential uses, and mixed-use projects (such as residential & commercial, residential & industrial, or residential & institutional) are exempt from minimum-density requirements.
For purposes of this provision, density shall be calculated by dividing the total number of dwelling units in a development by the area, in acres, of the development site, excluding any accessory dwelling units or areas dedicated or reserved for public rights-of-way or full private streets. In the same manner, to determine the minimum number of units required to meet this standard, multiply the size of the property, in acres, by the required minimum density, then round up to the nearest whole number. For example, the minimum number of units required on a 7,000 square foot (.16-acre) property located in the UCX District would be 7 units (.16 x 40 = 6.4, which rounds up to 7 units).									

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13.06.400 Industrial Districts.

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C. Land use requirements.

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5. District use table.

Uses	M-1	M-2	PMI	Additional Regulations ¹
Adult family home	P/N*	N	N	In M-1 districts, permitted only within residential or institutional buildings in existence on December 31, 2008, the effective date of adoption of this provision, or when located within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *Not permitted within the South Tacoma M/IC Overlay District See Section 13.06.535.
Adult retail and entertainment	P	P	P	Subject to development standards contained in Section 13.06.525.
* * * * *				
Correctional facility	N	CU	CU	Modifications or expansions to existing facilities that increase the inmate capacity shall be processed as a major modification (see Section 13.05.080). A pre-application community meeting is also required (see Section 13.06.640.Q 13.06.640).
* * * * *				
Dwelling, single-family detached	P/N*~	N*	N*	In M-1 districts, single-, two- and three-family and townhouse dwellings are prohibited, except for residential uses in existence on December 31, 2008, the effective date of adoption of this provision. In M-1 districts, new multi-family residential dwellings are permitted only within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *In all districts, quarters for caretakers and watchpersons are permitted as is temporary worker housing to support uses located in these districts. ~Not permitted within the South Tacoma M/IC Overlay District except for quarters for caretakers and watchpersons and temporary worker housing, as noted above. ~Per Ordinance No. 28470, on an interim basis, such uses are not permitted within the Port of Tacoma M/IC except for quarters for caretakers and watchpersons and temporary worker housing to support uses located in these districts. See 13.06.400.G 13.06.640.
Dwelling, two-family	P/N*~	N*~	N*~	
Dwelling, three-family	P/N*~	N*~	N*~	
Dwelling, multiple-family	P/N*~	N*~	N*~	
Dwelling, townhouse	P/N*~	N*~	N*~	

Uses	M-1	M-2	PMI	Additional Regulations ¹
* * * * *				
Retail	P~	P~	P*	<p>*Limited to 7,000 square feet of floor area, per development site, in the PMI District.</p> <p>~Within the South Tacoma M/IC Overlay District, and within the M-2 District of the Port of Tacoma M/IC on an interim basis per Ordinance No. 28470 (see 13.06.400.G.), unless an accessory use, limited to 10,000 square feet of floor area per development site in the M-2 district and 15,000 square feet in the M-1 district.</p> <p>Outside of the South Tacoma M/IC Overlay District and Port of Tacoma M/IC, limited to 65,000 square feet per use, unless approved with a conditional use permit. See Section 13.06.640.J 13.06.640.</p>
* * * * *				
Uses not prohibited by City Charter and not prohibited herein	N	N	N	
Footnotes: 1. For historic structures and sites, certain uses that are otherwise prohibited may be allowed, subject to the approval of a conditional use permit. See Section 13.06.640.F 13.06.640 for additional details, limitations and requirements.				

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13.06.502 Landscaping and buffering standards.

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TMC 13.06.502.E Landscaping requirements applicable to Residential, Commercial, Industrial and Mixed-Use Districts.
The standards of this section are intended to implement the goals of the Comprehensive Plan and the intent of this section. The landscaping standards of this table apply to new development and substantial alterations, as stipulated above, in Residential, Commercial, Industrial and Mixed-Use Centers (X) Districts. LID BMPs may be used to fulfill all or a portion of landscaping requirements, where the vegetation within the LID BMP is compatible to the requirements.

Exemptions:
(1) Single, two and three-family developments, unless in association with a full plat or a short plat with 5-9 lots, are exempt from all landscaping requirements.
(2) Passive open space areas are exempt from all landscaping requirements (however development activities on such sites may trigger landscaping requirements).
(3) Park and recreation uses are exempt from the Overall Site, Site Perimeter and Buffer requirements of this section.

Using this table:
This table contains both numerical and distribution requirements for trees. In each case, whichever requirement would generate the larger number shall control and be the required number of trees.

* * * * *

Landscaping Buffers:
Landscaping buffers are intended to function as a substantial vegetative screening providing physical and visual separation between dissimilar districts in order to soften visual and aesthetic impacts. Buffers also provide the aesthetic and environmental benefits of vegetation.

Exceptions:
(1) When there is a 20 foot vertical grade difference between a development site that is located across the street or alley or is abutting R-District property, no Landscape buffers are required along the affected property line if such grade difference is demonstrated to provide comparable protection.
(2) When the development site is across an arterial street or highway from the R-District property being screened, it is not required to provide a Landscape buffer along the affected property line abutting the arterial street or highway.
(3) The Director may waive the requirement for a screening if equivalent screening is provided by existing parks, parkways, recreation areas, or by topography or other natural conditions.
(4) The Director may waive the requirement for a screening if the R-District property being screened is in long-term use for a purpose other than residential, and which would not be negatively impacted by adjacency to a more intensive use.
(5) The continuous landscaping buffer may be interrupted to the minimum extent necessary to accommodate walkway access and preferred driveway access to and from the property [and to allow limited access to and use of necessary utilities](#).

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13.06.510 Off-street parking and storage areas.

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TABLE 1 – Required Off-Street Parking Spaces ^{9, 14}		
Use	Unit	Required parking spaces
		Min.
Residential		
Single-family detached dwelling, Adult family home, Staffed residential home ^{1, 2, 12}	Dwelling.	2.00
Two-family dwelling in all districts ^{1, 2, 12}	Dwelling.	2.00
Townhouse dwelling in R-2SRD, R-3, R-4 L and R-4 Distriets all districts ^{1, 2, 12}	Dwelling.	1.00
Three-family in R-2SRD, HMR-SRD and R-3 ^{1, 2, 12}	Dwelling.	2.00
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13.06.535 Special needs housing.

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E. Facilities allowed by conditional use permit. Applications for conditional use permits for special needs housing facilities shall be processed in accordance with the standard procedures and requirements for conditional use permits, as outlined in Chapter 13.05 and Section 13.06.640, with the following additional requirements.

1. Pre-application community meeting. Prior to submitting an application for a conditional use permit to the City, the applicant shall hold a public informational meeting with adjacent community members. The purpose of the meeting is to provide an early, open dialogue between the applicant and the neighborhood surrounding the proposed facility. The meeting should acquaint the neighbors of the proposed facility with the operators and provide for an exchange of information about the proposal and the community, including the goals, mission, and operation and maintenance plans for the proposed facility; the background of the operator, including their capacity to own, operate, and manage the proposed facility; and the characteristics of the surrounding community and any particular issues or concerns of which the operator should be made aware. The applicant shall provide written notification of the meeting to the appropriate neighborhood council, qualified neighborhood and community organizations, and to the owners of property located within 400 feet of the project site.

* * * * *

4. Review criteria. Applications for conditional use permit for special needs housing facilities shall be subject to the specific review criteria contained in Section ~~13.06.640.D~~ [13.06.640](#).

5. Concomitant Agreement. Upon issuance of a conditional use permit for a special needs housing facility, the applicant shall sign and record with the Pierce County Auditor a notarized concomitant agreement. Such agreement shall be in a form specified by Planning and Development Services and subject to the approval of the City Attorney, and shall include as a minimum: (a) the legal description of the property which has been permitted for the special needs housing facility, and (b) the conditions of the permit and applicable standards and limitations. The property owner shall submit proof that the concomitant agreement has been recorded prior to issuance of a certificate of occupancy by Planning and Development Services. The concomitant agreement shall run with the land as long as the facility is maintained on the property. The property owner may, at any time, apply to Planning and Development Services for termination of the concomitant agreement. Such termination shall be granted upon proof that the facility no longer exists on the property.

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13.06.545 Wireless communication facilities.

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F. Priority for siting and type of facility. The order of priority for the siting of new wireless communication towers and facilities is intended as guidance to applicants for the development of sites with wireless communication towers, antennas, and associated facilities. The priority for the type of facility shall be subject to the provisions set forth in Section 13.06.545.F.3.a(4).

1. Priority for siting.

* * * * *

4. For Conditional Use Permits, in addition to the criteria set forth in Section ~~13.06.640.C~~[13.06.640](#), any applicant proposing to construct an antenna support structure, or mount an antenna on an existing structure, shall demonstrate by engineering evidence that the antenna must be located at the site to satisfy its function in the applicant's grid system. Further, the applicant must demonstrate, by engineering evidence, that the height requested is the minimum height necessary to fulfill the site's function within the grid system, and that collocation on existing facilities is not feasible. If a technical dispute arises, the Director may require a third-party technical study to resolve the dispute. The cost of the technical study shall be borne by the applicant or wireless service provider.

* * * * *

13.06.630 Nonconforming parcels/uses/structures.

* * * * *

C. Nonconforming use.

* * * * *

2. Allowed changes to and expansions of nonconforming use. Changes to a nonconforming use shall be allowed only under the following circumstances:

a. A nonconforming use, or a portion of a nonconforming use, may be changed to a use that is allowed in the zoning district in which it is located.

* * * * *

d. Any change from one nonconforming use to another nonconforming use, as allowed herein, shall not be considered converting such nonconforming use to a permitted use.

e. Changes in use that would exceed the standards herein may be approved through the issuance of a conditional use permit subject to the criteria in ~~13.06.640.P~~[Section 13.06.640](#).

3. Abandonment or vacation of nonconforming use. When a nonconforming use is vacated or abandoned for 12 consecutive months or for 18 months during any three-year period, the nonconforming use rights shall be deemed extinguished and the use shall, thereafter, be required to be in accordance with the regulations of the zoning district in which it is located.

D. Continued occupancy of nonconforming structure. Except as otherwise required by law and consistent with all other requirements of this chapter, a legal nonconforming structure may continue unchanged.

E. Nonconforming structure and nonconforming commercial, industrial, and institutional uses. A legal nonconforming structure, that is also nonconforming as to use, may only be expanded and/or modified in the following cases:

1. Ordinary repairs and maintenance, including painting, repair, or replacement of wall surfacing materials and the repair or replacement of fixtures, wiring, and plumbing are permitted; provided, such repair or maintenance will not result in noise exceeding levels identified in TMC 8.122, light, or glare at the boundary lines of the subject property.

2. The enlargement or modification is required for safety upon order of the City, or otherwise required by law to make the structure conform to any applicable provisions of law.

3. Such enlargement and/or modification does not result in an intensification of the use as addressed by Section 13.06.630.C.2.b.

4. Such enlargement and/or modification complies with the requirements of TMC Chapter 13.11.

5. Changes in use or expansion that would exceed the limitations of 13.06.630.C.2.b. may be approved through the issuance of a conditional use permit subject to the criteria in ~~13.06.640.P~~ [Section 13.06.640](#).

* * * * *

13.06.700 Definitions and illustrations.

* * * * *

13.06.700.D

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Detoxification center. A facility providing detoxification and/or treatment [on an inpatient basis, with or without outpatient services available](#), for persons suffering from the effects of alcohol or drugs.

Development. All improvements on a site, including buildings, other structures, parking and loading areas, landscaping, paved or graveled areas, and areas devoted to exterior display, storage, or activities. Development includes improved, open areas such as plazas and walkways, but does not include natural geologic forms or unimproved land.

* * * * *

Chapter 13.06A DOWNTOWN TACOMA

* * * * *

13.06A.065 Parking Standards

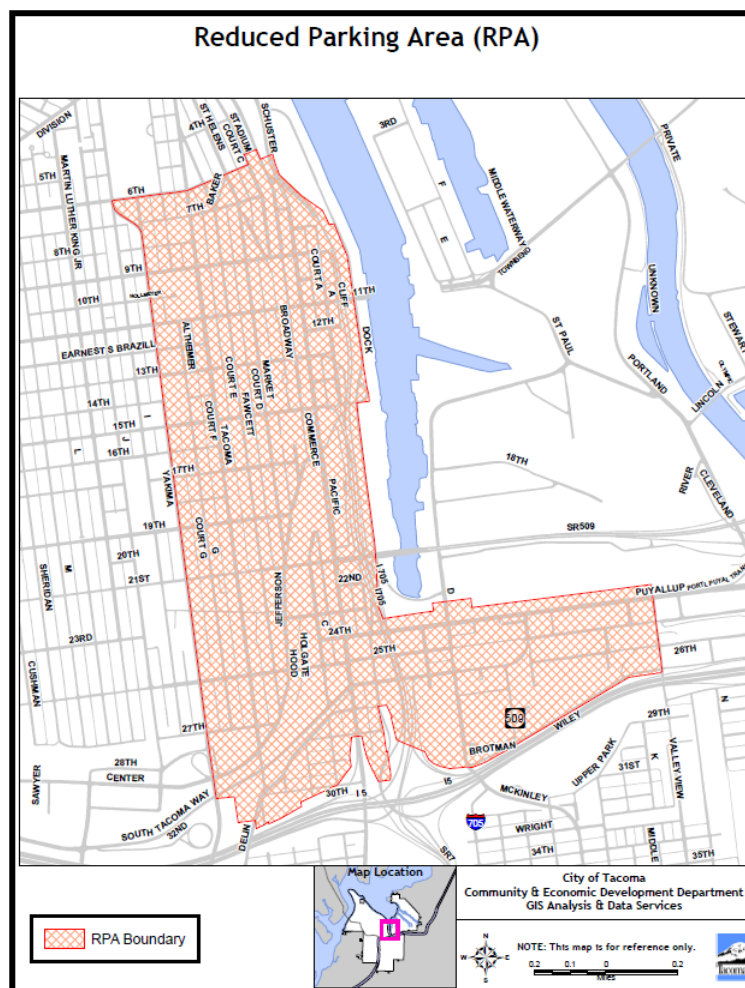
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B. Reduced Parking Area (RPA) – Parking Quantity Standards

	Residential Parking (stalls/ unit)		Non-Residential Parking (stalls/ floor area sf)	
	Minimum	Maximum	Minimum	Maximum
RPA	Not Applicable	Not Applicable	Not Applicable	Not Applicable

1. Minimum off-street parking stall quantity requirements do not apply within the Reduced Parking Area (RPA), which is ~~located generally between~~ bounded by Yakima Avenue, 6th Avenue, and South 23rd Street, and between Dock Street, and Tacoma Puyallup Avenue, East 'L' Street, and Interstate 5 (the specific boundary of the area is shown in Figure 2, below).

Figure 2: Reduced Parking Area (RPA)



* * * * *

13.06A.070 Basic design standards.

* * * * *

D. Additional Standards Applicable to Development Within the Downtown Commercial Core.

1. The maximum square feet of setback area for new and substantially altered structures and additions fronting on a Primary Pedestrian Street shall be determined by multiplying 75 percent of the linear sidewalk level frontage by a factor of 10. The setback area or areas can only be used for entrance areas and space devoted to exterior public spaces, pedestrian amenities, landscaping, vegetated LID BMPs, or works of art. Parking is prohibited in the setback areas.

* * * * *

3. The sidewalk level façade of any new or substantially altered structure and/or of an addition along those portions of Pacific Avenue, Broadway, and Commerce Street defined as a Primary Pedestrian Street shall include the following. This standard shall also apply when 50 percent of the sidewalk level façade is altered.

a. At least 60 percent of the façade area between 2 feet above grade and 12 feet above grade shall consist of transparency through the use of windows, doors, or window displays except that the transparency standard shall be reduced to 50 percent if at least 50 percent of the sidewalk level façade is occupied with uses listed in subparagraph 2 a. above. Window displays must be at least 12 inches in depth and recessed into the building. Display cases attached to the exterior wall do not qualify. The transparency standard may be reduced for buildings located on a sloping site by eliminating application of this standard to that portion of the building façade where the slope makes application of the requirement impracticable as shown in the illustration below. The transparency standard shall apply to the portion of the sidewalk level façade of a parking structure that includes retail, service, or commercial uses at the sidewalk level. A decorative grille, work of art, or similar treatment may be used to meet this standard on those portions of the façade where it can be demonstrated that the intrusion of natural light is detrimental to the sidewalk level use. Examples of such uses include, but are not limited to, movie theaters, museums, laboratories and classrooms. In no instance shall the amount of transparency present in existing buildings be decreased below this standard.

* * * * *

b. Weather protection over the public or private pedestrian walkway ~~in the form of a flat or sloped canopy or marquee~~ along at least 75 percent of the building frontage. ~~Weather protection must project a minimum of 3 feet. Marquees must meet the requirements specified in the applicable Building Code used by the City. Canopies shall also conform to TMC 13.06.521.J.~~

(1) Weather protection may be composed of awnings, canopies, arcades, overhangs, marquees, or similar architectural features. It is required to cover only hard surfaced areas intended for pedestrian use and not areas such as landscaping.

(2) Weather protection must cover at least 5 feet of the width of the public or private sidewalk and/or walkway, but may be indented as necessary to accommodate street trees, street lights, bay windows, or similar accessories to not less than 3 feet in width.

(3) Weather protection is required for all multi-family building entries. For private entries, required weather protection must be at least 3 feet deep along the width of the entry. For common building entries, the required weather protection shall be 5 feet.

* * * * *

III

Determination of Nonsignificance And Environmental Checklist



City of Tacoma
**Preliminary Determination of
Environmental Nonsignificance**

**2018 Annual Amendment
to the Comprehensive Plan and Land Use Regulatory Code
("2018 Amendments")**

SEPA File Number: LU18-0068

TO: All Departments and Agencies with Jurisdiction

SUBJECT: Preliminary Determination of Environmental Nonsignificance

In accordance with WAC 197-11-340, a copy of the Preliminary Determination of Environmental Nonsignificance for the project described below is transmitted:

Applicant: City of Tacoma
Planning and Development Services Department
747 Market Street, Room 345
Tacoma, WA 98402

Proposal:

2018 Annual Amendment to the *One Tacoma* Comprehensive Plan and the Land Use Regulatory Code (or "2018 Amendments"), which includes the following seven subjects:

1. Car Wash Uses in Neighborhood Centers
2. Vehicle Service and Repair: Outdoor Storage
3. S. 80th Street Rezone
4. Commercial View Sensitive District Height Methodology
5. Transportation Master Plan – Limited Amendment
6. Open Space Corridors Project – Phase 1
7. Code Cleanups

The complete text of the proposed amendments and the associated staff analysis reports are available for review at the Planning and Development Services Department at the below address and posted on the website at www.cityoftacoma.org/2018Amendments.

Location: City of Tacoma

Lead Agency: City of Tacoma

City Contact: Lihuang Wung
Planning and Development Services Department
747 Market Street, Room 345
Tacoma, WA 98402
(253) 591-5682 or lwung@cityoftacoma.org


The lead agency for this proposal has made a preliminary determination that this project does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2) (c). This decision was made after review of an environmental checklist and other information on file with the lead agency. This information is available to the public

upon request. This Preliminary Determination of Nonsignificance (DNS) is issued under WAC 197-11-340(2). **Comments must be submitted by 5:00 p.m. on April 6, 2018.** The Responsible Official will reconsider the DNS based on timely comments and may retain, modify, or, if significant adverse impacts are likely, withdraw the DNS. **Unless modified by the City, this determination will become final on April 13, 2018.** There is no administrative appeal for this determination. Appeals must be filed in conjunction with appeals of the adopted amendments to the Growth Management Hearings Board; appeals shall be taken in accordance with procedures and limitations set forth in RCW 43.21C.075 and WAC 242-02. In addition to Growth Management Hearings Board requirements, a copy of the appeal shall be filed with the Planning and Development Services Department, 747 Market Street, Room 345, Tacoma, Washington 98402.

The Puyallup Tribe is notified that this initiates the consultation process.

Responsible Official: Peter Huffman
Position/Title: Director, Planning and Development Services Department

Signature:

SEPA Officer Signature:  for Shirley Schultz

Issue Date: March 1, 2018
Comment Deadline: April 6, 2018, 5:00 p.m.

NOTE: The issuance of this Preliminary Determination of Nonsignificance does not constitute project approval. Future project applicants must comply with all other applicable requirements of the City of Tacoma and other agencies with jurisdiction prior to receiving development permits.

- c: Puyallup Tribe of Indians, Planning and Land Use Department, 3009 E. Portland Ave., Tacoma, WA 98404 (U.S. mail only)
Puyallup Tribe of Indians, David Duenas, Building Official, David.Duenas@PuyallupTribe.com
Puyallup Tribe of Indians, Brandon Reynon, Tribal Archeologist, Brandon.Reynon@PuyallupTribe.com
Puyallup Tribe of Indians, Jeffrey Thomas, TFW Program Director, Jeffrey.Thomas@puyalluptribe.com
Puyallup Tribe of Indians, Russ Ladley, Fisheries Program Director, Russ.Ladley@PuyallupTribe.com
Puyallup Tribe of Indians, Andrew Strobel, Planning and Land Use Director, Andrew.Strobel@PuyallupTribe.com
Puyallup Tribe of Indians, Jennifer Messenger, Land Use Planner, Jennifer.Messenger@PuyallupTribe.com
Puyallup Tribe of Indians, Robert Barandon, Land Use Planner, Robert.B.Barandon@PuyallupTribe.com
Puyallup Tribe of Indians, Carol Ann Hawks, Historic Preservation Director, CarolAnn.Hawks@PuyallupTribe.com
Puyallup Tribe of Indians, Charlene Matheson, Special Project Planner, Charlene.Matheson@PuyallupTribe.com
Puyallup Tribe of Indians, Char Naylor, Assistant Director Fisheries/Water Quality, Char.Naylor@puyalluptribe.com
Puyallup Tribe of Indians, Lisa A. Anderson, Environmental Attorney, Lisa.Anderson@PuyallupTribe.com
Tacoma Public School District 10, Robert Sawatzky, Planning & Construction Director, planning@tacoma.k12.wa.us
Tacoma Planning and Development Services Department, Shirley Schultz, Shirley.schultz@cityoftacoma.org
Tacoma Planning and Development Services Department, Reuben McKnight, reuben.mcknight@cityoftacoma.org
Tacoma Pierce County Health Department, SEPA Review Team, sepa@tpchd.org
Port of Tacoma, Jason Jordan, jjordan@portoftacoma.com
Metro Parks Tacoma, Matthew F. Keough, matthewke@tacomaparks.com
Metro Parks Tacoma, Joe Brady, joeb@tacomaparks.com
Pierce Transit, Bus Stop Program, Tina Vaslet, tvaset@piercetransit.org
Puget Sound Clean Air Agency, Steve Van Slyke, stevev@psccleanair.org
Department of Ecology, separegister@ecy.wa.gov
Department of Natural Resources, SEPA Center, sepacenter@dnr.wa.gov
Department of Transportation, Olympia Region Development Services Team, OR-SEPA-REVIEW@wsdot.wa.gov

File: Planning and Development Services

SEPA ENVIRONMENTAL CHECKLIST

SEPA File Number: LU18-0068

A. BACKGROUND

1. Name of proposed project, if applicable:

2018 Annual Amendment to the Comprehensive Plan and Land Use Regulatory Code ("2018 Amendments").

2. Proponent/applicant:

City of Tacoma
Planning and Development Services Department
747 Market Street, Room 345
Tacoma, WA 98402-3701

3. Contact:

Lihuang Wung
Planning and Development Services Department
747 Market Street, Room 345
Tacoma, WA 98402-3701
Phone: (253) 591-5682
E-mail: lwung@cityoftacoma.org

4. Date checklist prepared:

March 1, 2018

5. Agency requesting checklist:

City of Tacoma, Planning and Development Services Department

6. Proposed timing or schedule (including phasing, if applicable):

Dates	Events
June 2017 – February 2018	Staff analysis of the proposed amendments
February–April 2018	Public review of the proposed amendments
April 4, 2018	Planning Commission public hearing
May 2, 2018	Planning Commission recommendations to the City Council
May–June 2018	City Council review and adoption of the proposed amendments
July 2018	Changes take effect

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

The *Comprehensive Plan* and implementing development regulations are amended on an annual basis consistent with the State Growth Management Act. The proposed changes to the text, maps and policies of the *Comprehensive Plan* will apply to future land use and development. Proposed changes to the Land Use Regulatory Code and the Official Zoning Map will provide the basis to evaluate and regulate future development proposals.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

SEPA analyses have been prepared for amendments to the *Comprehensive Plan* and Land Use Regulatory Code on an annual basis since 1994. Listed below are those for the last three years, with the rest on file and available for review upon request:

- LU16-0076 Adoption of 2016 Annual Amendment to the Comprehensive Plan and Land Use Regulatory Code
- SEP2015- 40000251556 Adoption of 2015 Annual Amendment to the Comprehensive Plan and Land Use Regulatory Code
- SEP2014-40000218532 Adoption of 2014 Annual Amendment to the Comprehensive Plan and Land Use Regulatory Code

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

There are no known applications; however, future development applications would be subject to the approved amendments to the *Comprehensive Plan* and the Land Use Regulatory Code.

10. List any government approvals or permits that will be needed for your proposal, if known.

The proposed amendments are subject to the following governmental approvals:

- Adoption by Tacoma City Council
- Verification of GMA compliance by WA Department of Commerce
- Plan Certification by Puget Sound Regional Council

Future development applications will be subject to the amended Plan, regulations, and zoning classifications and be approved through issuance of various permits and approvals as required.



11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site.

The 2018 Amendments includes seven subjects, as described below. The complete text of the proposed amendments and the associated staff analysis reports are available for review on the website at www.cityoftacoma.org/2018Amendments.

Proposal (Subject)	Description (Scope of Work and Intent)
(1) Car Wash Uses in Neighborhood Centers	The proposal would amend TMC 13.06.300 to allow Vehicle Service and Repair uses (including car washes) within the NCX District as a conditional use subject to the conditional use criteria. In addition, the use would be prohibited along the frontage of designated core pedestrian streets.
(2) Vehicle Service and Repair: Outdoor Storage	The proposal would amend TMC 13.06.510.E, Vehicle Service and Repair, to: <ul style="list-style-type: none">• Allow outdoor storage for vehicle service and repair uses in the C-2 District, where currently prohibited.• Prohibit outdoor storage for vehicle service and repair uses in the UCX District, where currently allowed.• Require screening for outdoor storage in C-2, M-1, and M-2 Districts.• In the C-2: Limit outdoor storage along designated pedestrian streets.

Proposal (Subject)	Description (Scope of Work and Intent)
(3) S. 80 th Street Rezone	The proposal would rezone five properties flanked by S. 80 th and S. 78 th Streets from the existing PDB Planned Development Business District (3 parcels), C-2 Commercial District (1 parcel) and R-2 Single Family Dwelling Residential District (1 parcel) to M-1 Light Industrial District. In addition, the Comprehensive Plan land use designation for the subject area would change from General Commercial and Residential to Light Industrial.
(4) Commercial View Sensitive District Height Methodology	The proposal would amend the Land Use Code and modify how building height is measured in all C-2 Commercial Districts in the VSD View Sensitive Overlay District. Currently, the VSD building height measurement methodology used in the Land Use Code is different than that utilized in the Building Code. The proposal intends to create more parity amongst upslope and downslope parcels in C-2 VSD and attain consistency in code on building height measurement.
(5) Transportation Master Plan – Limited Amendment	The proposal would amend the Transportation Master Plan (TMP), the transportation element of the Comprehensive Plan, to increase funding opportunities for prioritized projects and to reflect accomplished and on-going implementation strategies, such as the Environmental Action Plan, the Safe Routes to Schools Implementation Plan, and the Pedestrian Safety Improvement Program.
(6) Open Space Corridors Project – Phase 1	<p>The proposal would amend the following chapters of the Tacoma Municipal Code (TMC):</p> <ul style="list-style-type: none"> • Amend TMC 13.11 Critical Areas Preservation Ordinance, to update and clarify the definition, functions, values, development and mitigation standards, and review process associated with the Biodiversity Corridors/Areas; • Amend TMC 13.11 Critical Areas Preservation Ordinance, to clarify that vegetation retention is supported by the Best Available Science as the most appropriate management approach to steep slopes areas in many cases; and • Amend TMC 9.19 Trees and Shrubs – Planting, TMC 13.04 Platting and Subdivisions, and TMC 13.05 Permit Procedures, to increase code consistency and clarity.
(7) Code Cleanups	<p>The proposal would amend the following sections of the Tacoma Municipal Code to address inconsistencies, correct minor errors, and improve code administration:</p> <ul style="list-style-type: none"> • 13.02.045 & .053 – Modify the adoption and amendment procedures • 13.04.090 & .100 – Clarify addressing requirements for platting • 13.05.020 – Correct reference to “temporary homeless camp permits” • 13.06.100.D – Modify lot size averaging standard • 13.06.300.D.3 – Clarify area of applicability for “self-storage” • 13.06.502.E – Allow landscaping buffer interruption for utilities • 13.06.510 – Clarify off-street parking for townhouses • Various Sections – Correct the referencing to Conditional Use Permit • 13.06.700.D – Modify the definition of “Detoxification Center” • 13.06A.065 – Align text and map for Reduced Parking Area • 13.06A.070(D) – Make weather protection requirement consistent

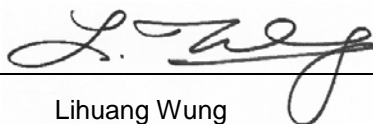
12. Location of the Proposal: (Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any. If a proposal would occur over a range of area, provide the range or boundaries of the site(s).)

Proposal (Subject)	Location of the Proposal (Area of Applicability)
(1) Car Wash Uses in Neighborhood Centers	NCX Neighborhood Commercial Mixed-Use Zoning Districts within all Neighborhood Centers, except the South Tacoma Way Neighborhood Center.
(2) Vehicle Service and Repair: Outdoor Storage	C-2 Commercial, UCX Urban Center Mixed-use, M-1 Light Industrial, and M-2 Heavy Industrial Zoning Districts.
(3) S. 80 th Street Rezone	The area bordered by S. 78 th Street to the north, S. 80 th Street to the south, S. Pine Street to the west and S. Trafton Street east.
(4) Commercial View Sensitive District Height Methodology	The C-2 Commercial Districts with the VSD View Sensitive Overlay located within the Old Town District commercial area (N. 30 th between N. White and just past N. Starr), the Proctor District commercial area (west side of N. Proctor and N. 34 th), and the Titlow Park commercial area (at 6 th Ave. and S. Walters).
(5) Transportation Master Plan – Limited Amendment	Citywide
(6) Open Space Corridors Project – Phase 1	<p>Areas where the critical areas of Biodiversity Corridors/Areas and steep slopes are present, as illustrated in the maps below:</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p><i>Biodiversity Areas/Corridors include wetlands, streams and Priority Habitats</i></p> </div> <div style="text-align: center;">  <p><i>Steep Slopes are common within Biodiversity Areas/Corridors</i></p> </div> </div>
(7) Code Cleanups	Citywide

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____



Name of signee:

Lihuang Wung

Position and Agency/Organization:

Senior Planner, City of Tacoma

Date Submitted: _____

March 1, 2018

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment. When answering these questions, be aware of the extent the proposal or the types of activities likely to result from the proposal that would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

All subjects of the 2018 Amendments are non-project actions and as such would not directly impact water and air quality, release hazardous substances, or produce noise.

Proposed measures to avoid or reduce such increases are:

Future project-specific development proposals that may result in these impacts would be reviewed, and properly mitigated, at the permitting level consistent with the applicable provisions of the Tacoma Municipal Code and SEPA procedures.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

All subjects of the 2018 Amendments are non-project actions and as such would not directly impact plants, animals, fish, or marine life.

The "Open Space Corridor Project – Phase 1" proposal would update standards for Fish and Wildlife Habitat Conservation Areas to ensure no net loss of critical areas functions and values for Biodiversity Areas/Corridors. The proposal would also establish parameters generally limiting impacts to the least sensitive portions of the Biodiversity Areas/Corridors, and no more than 35% vegetation disturbance maximum. The proposal is expected to result in positive impacts to the protection of plants, animals, fish and marine life.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

Future project-specific development proposals that may result in impacts to plants, animals, fish or marine life would be reviewed, and properly mitigated, at the permitting level consistent with the applicable provisions of the Tacoma Municipal Code and SEPA procedures.

3. How would the proposal be likely to deplete energy or natural resources?

All subjects of the 2018 Amendments are non-project actions and as such would not directly impact energy or natural resources.

Proposed measures to protect or conserve energy and natural resources are:

Future project-specific development proposals that may result in these impacts would be reviewed, and properly mitigated, at the permitting level consistent with the applicable provisions of the Tacoma Municipal Code and SEPA procedures.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

All subjects of the 2018 Amendments are non-project actions and as such would not directly impact environmentally sensitive areas or areas designated for governmental protection.

The "Open Space Corridor Project – Phase 1" proposal is intended to implement the Parks and Open Space designation of the *One Tacoma* Comprehensive Plan. The Parks and Open Space designation includes a variety of areas including active park and recreation areas, passive open spaces, steep slopes, and other important habitat areas. Many of these lands remain privately owned and zoned to encourage development. While some sites are protected by critical area

standards, others currently lack development standards that would adequately protect and retain the multiple important functions and values these lands provide. The proposal would focus on Critical Areas standards updates to better protect Biodiversity Corridors and Steep Slope areas.

Proposed measures to protect such resources or to avoid or reduce impacts are:

Future project-specific development proposals that may result in these impacts would be reviewed, and properly mitigated, at the permitting level consistent with the applicable provisions of the Tacoma Municipal Code and SEPA procedures. In particular, any property with wetlands, streams, geologic hazards or fish and wildlife habitat would be subject to the standards of the Critical Areas Preservation Ordinance.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

All subjects of the 2018 Amendments are non-project actions and as such would not directly impact the compatibility of land or shoreline uses with the Comprehensive Plan.

The “Open Space Corridor Project – Phase 1” proposal addresses inconsistencies and code gaps in the City’s critical areas standards, specifically relating to the Biodiversity Areas/Corridors, and is a significant step in preventing the fragmentation and de-forestation of the Open Space Corridors consistent with the City’s land use policies.

The “Car Wash Uses in Neighborhood Centers” proposal would allow Vehicle Service and Repair uses (including car wash) within the Neighborhood Commercial Mixed-use District (NCX) as a conditional use subject to the conditional use criteria and prohibit such uses along the frontage of designated core pedestrian streets. The intent is to minimize the potential impacts of such uses to the adjacent residential neighborhoods. Similarly, the “Vehicle Service and Repair: Outdoor Storage” proposal would impose certain development standards and requirements, such as enclosure in buildings, screening, buffering and landscaping, to minimize the impacts of outdoor tire storage to the adjacent residential neighborhoods.

The “S. 80th Street Rezone” proposal would help address undesired application of Development Business District and increase compatibility with existing land use and development patterns in the subject area in compliance with the Comprehensive Plan.

The “Commercial View Sensitive District Height Methodology” proposal would not only achieve consistency in code on building height measurement in C-2 Commercial Districts with a VSD View Sensitive Overlay District, but also create more parity amongst upslope and downslope parcels, respecting the unique attributes of the view sensitive districts.

Proposed measures to avoid or reduce shoreline and land use impacts are:

Future project-specific development proposals that may result in these impacts would be reviewed, and properly mitigated, at the permitting level consistent with the applicable provisions of the Tacoma Municipal Code and SEPA procedures.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

All subjects of the 2018 Amendments are non-project actions and as such would not directly impact the transportation system or public services and utilities.

A part of the “Transportation Master Plan – Limited Amendment” proposal includes updates to the Modal Priorities and Project Detail List in the current Transportation Master Plan. The updates address the changing demands on the transportation system, focusing on the pedestrian and bicycling facilities.

Proposed measures to reduce or respond to such demand(s) are:

Based on the existing zoning and the City's share of the regional growth allocations, the City's transportation network, public services and utilities have the capacity to support and accommodate planned growth. Future project-specific development proposals that may result in these impacts would be reviewed, and properly mitigated, at the permitting level consistent with the applicable provisions of the Tacoma Municipal Code and SEPA procedures.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

In general, the proposal package of the 2018 Amendments as a whole seeks to protect the natural and built environment, so conflicts with local, state or federal laws for the protection of the environment are not anticipated. Furthermore, the proposal package is being reviewed for consistency with the Washington Growth Management Act, the Puget Sound Regional Council Vision 2040 and the Pierce County Countywide Planning Policies. If conflicts with local, state or federal laws for the protection of the environment are identified, they will be rectified prior to adoption.