



Application

To Amend

The Comprehensive Plan or Land Use Regulatory Code

Application No.:

#2017-18 -

Date Received:

3/28/17

Year of Amendment	2017-2018	
Application Deadline	Friday, March 31, 2017, 5:00 p.m.	
Application Fee	\$1,400	
Type of Amendment (Check all that apply)	<input checked="" type="checkbox"/> Comprehensive Plan Text Change <input type="checkbox"/> Regulatory Code Text Change <input checked="" type="checkbox"/> Land Use Designation Change <input checked="" type="checkbox"/> Area-wide Rezone <input type="checkbox"/> Interim Zoning or Moratorium	
Summary of Proposed Amendment (Limit to 100 words)	Proposal is for a rezone of property located at 2615 S 80 th Street in the City of Tacoma from the Planned Development Business (PDB) District to the M-1 Light Industrial District, and a Comprehensive Plan amendment from the General Commercial land use designation to the Light Industrial land use designation.	
Applicant	Name	Cabot Properties, Inc., Attn. Robert Gray
	Affiliation / Title	Property Owner / Asset Management
	Address City, State & Zip Code	One Beacon Street, Suite 1700 Boston, MA 02108
	E-mail	rgray@cabotprop.com
	Phone / Fax	Phone (617) 305-6137 Fax
Contact (if not Applicant)	Name	VanNess Feldman LLP, Attn: Brent R. Carson
	Affiliation / Title	Land Use Attorney / Partner
	Address City, State & Zip Code	719 Second Avenue Suite 1150, Seattle, WA 98104
	E-mail	BRC@VNF.com
	Phone / Fax	Phone (206) 623-9372 Fax
	Relationship to Applicant	Attorney for Owner

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

Signature: _____

Date: _____

3/24/17

REQUIRED QUESTIONNAIRE

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

Current Zoning Classification / Comprehensive Plan Land Use Designation: PDB / General Commercial

Proposed Zoning Classification / Comprehensive Plan Land Use Designation: M-1 / Light Industrial

The subject property is located at 2615 South 80th Street in the City of Tacoma, and lies within a Planned Development Business (PDB) zoning district. The Comprehensive Plan Future Land Use Designation for the PDB District is General Commercial. (Ref. Appendix B) The subject property is one of three parcels within this isolated PDB-zoned district.

This request is to amend the Comprehensive Plan Land Use Designation of the subject property to Light Industrial with corresponding zoning to M-1 Light Industrial.

Adjacent Properties / Uses:

North: R-2 Single Family Dwelling District across South 78th Street

West: PDB-zoned parcel (Pacific Sport Center) then R-2 Single Family Dwelling District across Pine Street

East: PDB-zoned parcel (Dental Supply), then R-2 Single Family (Qwest / CenturyLink)

Southeast: C-2 General Community Commercial District (Veterinarian Clinic)

South: City of Lakewood – Airport Corridor 2 (Mini-Storage and Church) across South 80th Street

2. **Why is the amendment needed and being proposed?**

Approval of the proposed amendment and concurrent rezone request will accomplish several objectives, including correcting the inappropriateness of the City's Planned Development Business (PDB) District on the site. (Ref. Appendix C, City of Tacoma Memo dated September 28, 2016 – Commercial Zoning Update – PDB Zoning Districts) City staff supports rezoning of properties located within the PDB zone and states "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".

Currently, the City of Tacoma has only three PDB Districts, which are occupied by seven distinct businesses. The subject property lies within one of these isolated PDB-zoned districts. The other PDB-zoned districts lie a fair distance from the subject property. The historic and current uses at this site are better aligned with uses permitted within the M-1 Light Industrial zone (warehouse, storage, and furniture manufacturing).

The current land use designation of the subject property is General Commercial, which is described in *One Tacoma: Urban Form* as:

"This designation encompasses areas for medium to high intensity commercial uses

which serves a larger community base with a broad range of larger scale uses. These areas also allow for a wide variety of residential development, community facilities, institutional uses, and some limited production and storage uses. These areas are generally located along major transportation corridors, often with reasonably direct access to a highway. This designation is characterized by larger-scale buildings, longer operating hours, and moderate to high traffic generation.”

The Light Industrial land use designation is described as:

“This designation allows for a variety of industrial uses that are moderate in scale and impact, with lower noise, odors, and traffic generation than heavy industrial uses. This designation may include various types of light manufacturing and warehousing and newer, clean and high-tech industries, along with commercial and some limited residential uses. These areas are often utilized as a buffer or transition between heavy industrial areas and less intensive commercial and/or residential areas.”

As demonstrated throughout this questionnaire, the subject property, which contains a warehouse distribution use, is better suited for the Light Industrial land use classification and M-1 zoning classification.

While the City may be contemplating an amendment and/or rezone for the PDB-zoned districts to other zoning districts within the General Commercial land use designation, this application is submitted to respectfully request that the City consider a Comprehensive Plan Amendment and concurrent Rezone of the subject property to the Light Industrial land use designation and corresponding M-1 Light Industrial zoning district. This would better align with existing uses on the site and provide continuity of the light industrial district with parcels to the east of the site that are currently zoned M-1.

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

This proposed Comprehensive Plan Amendment and concurrent Rezone is consistent with the following goals, policies, and maps of the City’s *One Tacoma: Comprehensive Plan*.

Economic Development Goal EC-6 - Create robust, thriving employment centers and strengthen and protect Tacoma’s role as a regional center for industry and commerce.

Policy EC-6.19: Provide industrial land and encourage investment in necessary services that support industrial business retention, growth and traded sector competitiveness as a West Coast trade and freight hub, a regional center of diverse manufacturing and a widely accessible base of living wage jobs, particularly for the underserved and underrepresented people.

Policy EC-6.20: Strictly limit Comprehensive Plan Map amendments that convert industrial land and consider the potential for amendments to otherwise diminish the economic competitiveness or viability of prime industrial land.

Policy EC-6.22: Maintain properties currently developed with industrial users and strive to offset the reduction of development capacity with the addition of prime industrial capacity that includes consideration of comparable site characteristics.

Public Facilities & Services Goal PSF-3 – Collaborate with regional partners to site essential public facilities in an equitable and practical manner.

Policy PFS-3.8: 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 attached exhibits and maps from the One Tacoma: Comprehensive Plan depict the subject property's location relative to current and future City infrastructure improvements, as well as designated land uses. Justification for the proposed amendment and concurrent rezone request is provided below:

A-1 City of Tacoma Vicinity Map

The vicinity map shows the subject property's location between South 78th Street and South 80th Street and west of Pine Street.

A-2 Aerial Map

The aerial map shows existing commercial and light industrial uses to the east and northeast of the subject property and its proximity to Interstate 5. Some of these parcels are zoned residential, but have been constructed with non-residential uses. A Comprehensive Plan Amendment to rezone these parcels south of South 78th Street to I-5 to be consistent with existing uses would be justified.

A-3 Planned Employment Areas Map

This map demonstrates that the City recognizes the area surrounding and including the subject property to I-5 will continue to provide employment opportunities vital to the City of Tacoma. This area is envisioned as a Planned Employment Area with Major Institutional Campus (Bates Technical College), Manufacturing, and Industrial uses.

Because the City recognizes that the PDB zone is problematic (Ref. Appendix C as addressed above) amending the land use designation for the parcels south of South 78th Street to Light Industrial would achieve a City goal of supplying adequate land to meet the City's employment needs.

Manufacturing / industrial centers are employment concentrations of local and/or regional importance which are well served by major transportation facilities and are priority locations for future growth and infrastructure investment. The City has designated this area adjacent to the I-5 corridor as an employment hub consistent with existing uses.

The Applicant proposes rezoning the subject property to the M-1 Light Industrial zoning district. Amending the land use designations of parcels within this area to Light Industrial would be consistent with existing uses and fulfill the City's vision for a Planned Employment Area.

A-4 Transportation Network Map

This map shows the City's existing and proposed transit routes, light rail and Sounder rail systems. The nearest proposed transit station/bus stop is more than a mile away (northwest) from the subject property.

The General Commercial designation provides for high intensity uses offering goods and services easily accessible to the general public. Public transit service, however, does not currently serve the site, nor is

it planned in the Comprehensive Plan. In fact, the nearest existing/planned bus stop is more than a mile away (northwest), at an intersection where future high capacity transit is proposed to terminate. The City's Vision 2040 does not plan to extend transit to serve the site.

Because the site does not meet the locational criteria for General Commercial, the Applicant proposes amending the subject property's land use designation from General Commercial to Light Industrial.

A-5 Future Land Use Map

This map shows the City's future land use designations. The subject property and the parcels adjacent to the east are shown as lying within the General Commercial land use designation, though some currently lie within the Single-Family land use designation. This map demonstrates that the City recognizes the need to amend the Comprehensive Plan designations for the parcels south of South 78th Street.

The City's Future Land Use Map indicates that the PDB zoning district would extend east to abut the light industrial zone, which is adjacent to a Major Institutional Campus (Bates Technical College). Reclassification of these properties to Light Industrial, however, would provide for continuity of Light Industrial uses in proximity to the I-5 corridor.

The Applicant requests a Comprehensive Plan Amendment for the subject property from General Commercial to Light Industrial because it is more consistent with existing uses (warehouse/storage and furniture manufacturing). Because the City recognizes that the PDB zone is problematic (Ref. Appendix C as addressed above) amending the land use designations for the adjacent parcels to the M-1 Light Industrial zoning district would further the City's goal of creating and maintaining an employment hub at this location.

A-6 and A-7 Potential Rezones Map

This map shows the City's intent to rezone the parcels that lie between the subject property (existing PDB district) and the Light Industrial zone to the east by extending the PDB zone over parcels that currently lie within the Residential land use designation. Because the City recognizes that the PDB district is problematic (Ref. Appendix C as addressed above), the Applicant requests that the City consider amending the parcels south of South 78th Street to Light Industrial, rather than PDB, to be consistent with existing uses.

A-8 Centers of Local Importance Map

This map demonstrates that the subject site lies outside of the City's walksheds, and is not in close proximity to commercial centers. Therefore, the General Commercial land use designation is not supported in this location because it does not align with the existing uses and lack of public transit.

A-9 City of Lakewood Zoning Map

The City of Lakewood Zoning Map shows the properties lying adjacent to the south of the subject property are constrained with the Air Corridor 2 (AC2) overlay.

The subject property is located in an area identified in the Joint Base Lewis McChord study as lying within an "Accident Potential Zone" (APZ) for flyover risks associated with the base airport. Specifically, the site lies within the APZ II airport overlay, where the Air Force recommends limiting "the number of people exposed through selective land use planning". Approval of this request would limit density pursuant to the Light Industrial development standards. Whereas, the commercial zoning districts within the General Commercial land use designation encourage higher density and more intensive uses to serve the general public.

The properties to the south of the subject property lie within the City of Lakewood, and are zoned Airport Corridor 2 (AC2), which limits uses to those permitted in the City's Industrial 1 Zoning District. Permitted uses generally include the following: indoor manufacturing and assembly; maintenance and storage facilities; commercial office/warehouse; indoor production operations and associated warehousing; printing press operations; and research and development. Uses permitted within the City's OSR1 and OSR2 (Open Space/Recreation Zoning Districts) are also permitted within the AC2 zone, which generally include cemeteries, bodies of water, passive recreation, and natural open space. Code states that the proposed intensity of uses shall be determined by the City; whether it is compatible with the aircraft operations hazards. Generally, the uses permitted on the properties in the AC2 zone are limited to indoor manufacturing and preserved open space uses.

Because the subject property lies within the APZ II protective overlay zone, it is not suitable for high density and intensity General Commercial uses. Lower density uses associated with manufacturing and light industrial zoning districts would better align with the intent of the APZ II protective overlay.

A-10 Transportation Master Plan Map – Priority Networks (All Modes)

- A-11 Future Vision – Auto Priority Network Map
- A-12 Future Vision – Pedestrian Priority Network Map
- A-13 Future Vision – Bicycle Priority Network Map
- A-14 Future Vision – Transit Priority Network Map
- A-15 City of Tacoma Transportation Master Plan – Potential Streetcar Corridors Map
- A-16 Future Vision – Potential Sound Transit and Pierce Transit HCT Corridors
- A-17 City of Tacoma Transit Projects Map

These maps indicate that the City has no plans to extend transit, bike paths, pedestrian connectivity, street car service, etc. to serve the subject property or any property south of 56th Street approximately one mile north of the site. Therefore, this PDB District does not meet the locational criteria of General Commercial, which is intended to provide access to goods and services by the general public.

The subject property is located less than ½ mile east of Interstate 5 with easy access from Tacoma Mall Blvd and South 80th Street. Its proximity to planned light and heavy industrial uses and the Bates Technical College Campus near I-5 meets the City's locational criteria of an Employment Area.

Approval of the proposed Comprehensive Plan Amendment and Rezone:

- 1.) Will not adversely affect the City's public facilities or services, nor cause risk to the health, safety, and welfare of the public;
 - 2.) Will not negatively impact the City's capacity to provide adequate services (water, sewer, transportation, etc.); and
 - 3.) Will not require any studies because the Applicant does not propose redevelopment or changes in use in the short-term.
4. **If the proposed amendment is associated with a geographic area, please provide a more detailed description, along with maps, if applicable, of the affected area and the surrounding areas, showing all parcels (with parcel numbers), ownership of each parcel, current land uses, site characteristics, and natural features.**

The subject property is located along the south boundary of the city limits, adjacent to the City of Lakewood, and lies within the "Accident Potential Zone" (APZ) for flyover risks associated with the McChord AFB airport. The parcels adjacent to the south, in the City of Lakewood, also lie within the

airport protection overlay (AC2) and are developed with mini-storage and church uses. Maps depicting the land uses in the surrounding vicinity are provided.

Because of the safety hazard of the airport protective overlay, limited density associated with light industrial and manufacturing is a better fit for the subject property than high density uses generally associated with General Commercial.

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

As stated above, uses on the properties to the east of the subject property are better aligned with light industrial and/or manufacturing uses. Therefore, the City is planning to amend their land use designation from Residential to PDB. Because the City recognizes that the PDB District is problematic (Ref. Appendix C as addressed above), the Applicant suggests an amendment for these parcels south of South 78th Street and the subject property to Light Industrial rather than General Commercial to be consistent with the existing uses and the "Planned Employment Area".

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

The Applicant is interested in reclassification of the subject property from General Commercial to Light Industrial in order to bring existing uses on the site into compliance with the underlying zoning district.

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

N/A

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

N/A

Summary:

For the reasons outlined above, the Applicant requests a Comprehensive Plan Amendment for the subject property from the General Commercial land use designation to the Light Industrial land use designation and a concurrent rezone to the M-1 Light Industrial zoning district.

We look forward to working with staff through the City's Comprehensive Plan Amendment process. If you have any questions, please feel free to contact Brent Carson at (206) 802-3831 or BRC@VNF.com.

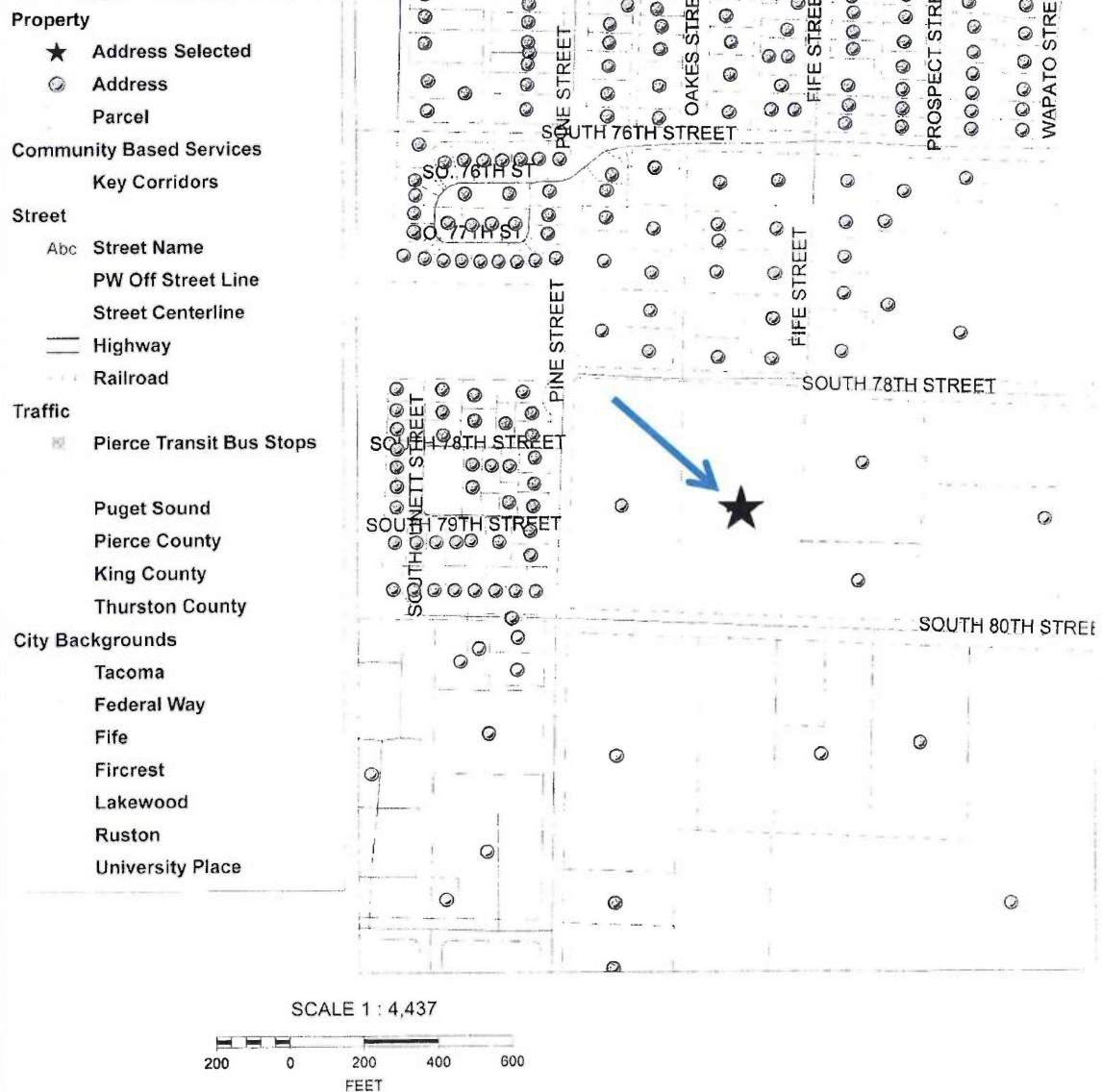
Comprehensive Plan & Land Use Regulatory Code Amendment

Cabot Properties, Inc.

APPENDICES INDEX

No.	Description
A-1	City of Tacoma Vicinity Map
A-2	Aerial Map (area around 2615 80 th St S., Tacoma, WA)
A-3	Planned Employment Areas Map
A-4	Transportation Network Map
A-5	Future Land Use Map
A-6	Potential Rezones Map
A-7	Potential Rezone Map
A-8	Centers of Local Importance Map
A-9	City of Lakewood Zoning Map
A-10	Transportation Master Plan Map – Priority Networks (All Modes)
A-11	Future Vision – Auto Priority Network Map
A-12	Future Vision – Pedestrian Priority Network Map
A-13	Future Vision – Bicycle Priority Network Map
A-14	Future Vision – Transit Priority Network Map
A-15	City of Tacoma Transportation Master Plan – Potential City of Tacoma Streetcar Corridors Map
A-16	Future Vision – Potential Sound Transit and Pierce Transit HCT Corridors
A-17	City of Tacoma Transit Projects Map
B	One Tacoma: Comprehensive Plan, One: Urban Form – Table 3. Comprehensive Plan Future Land Use Designations / Corresponding Zoning
C	City of Tacoma Memo dated September 28, 2016 – Commercial Zoning Update – PDB Zoning Districts

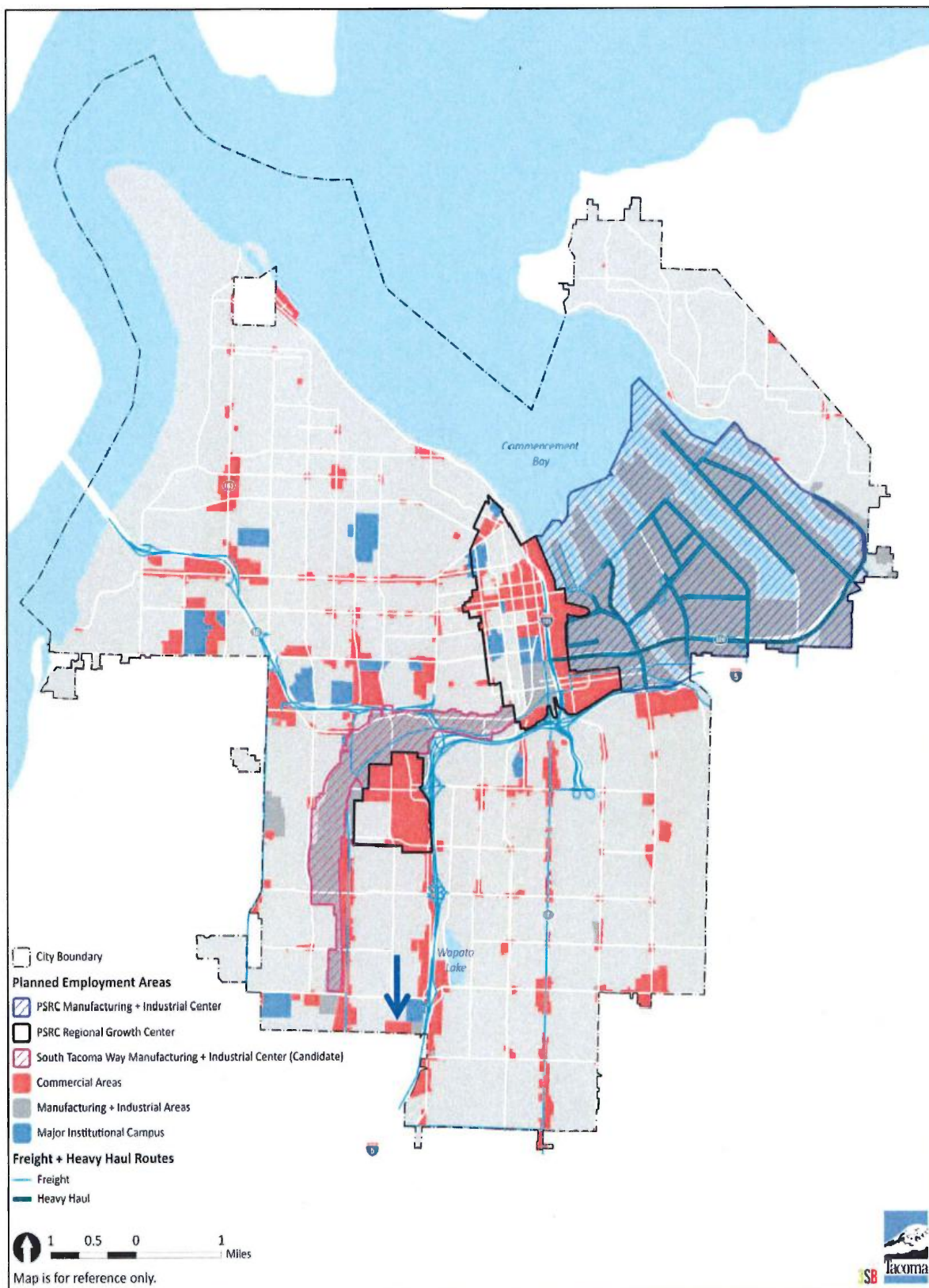
City of Tacoma



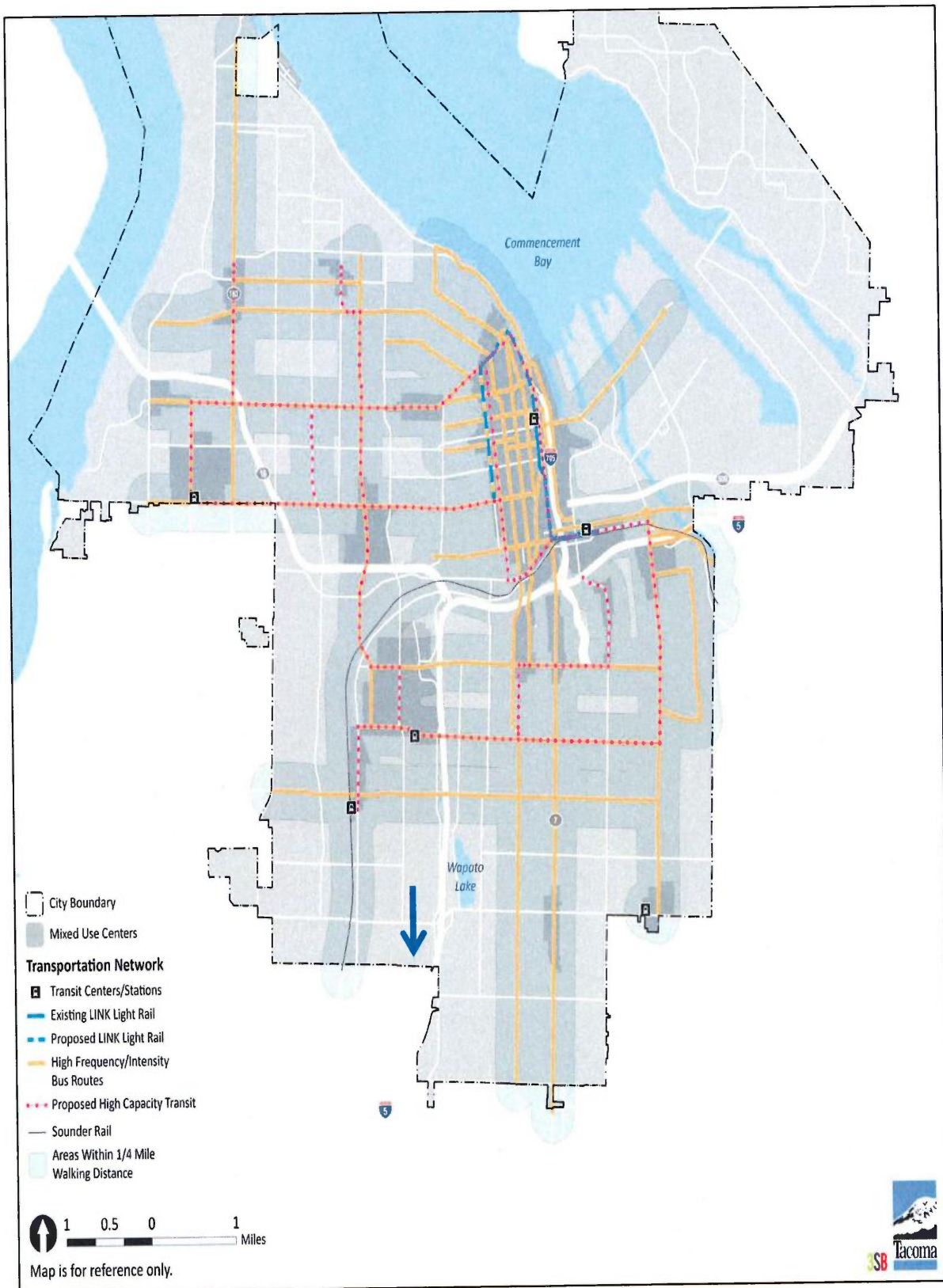
Tuesday, March 21, 2017 10:51 AM



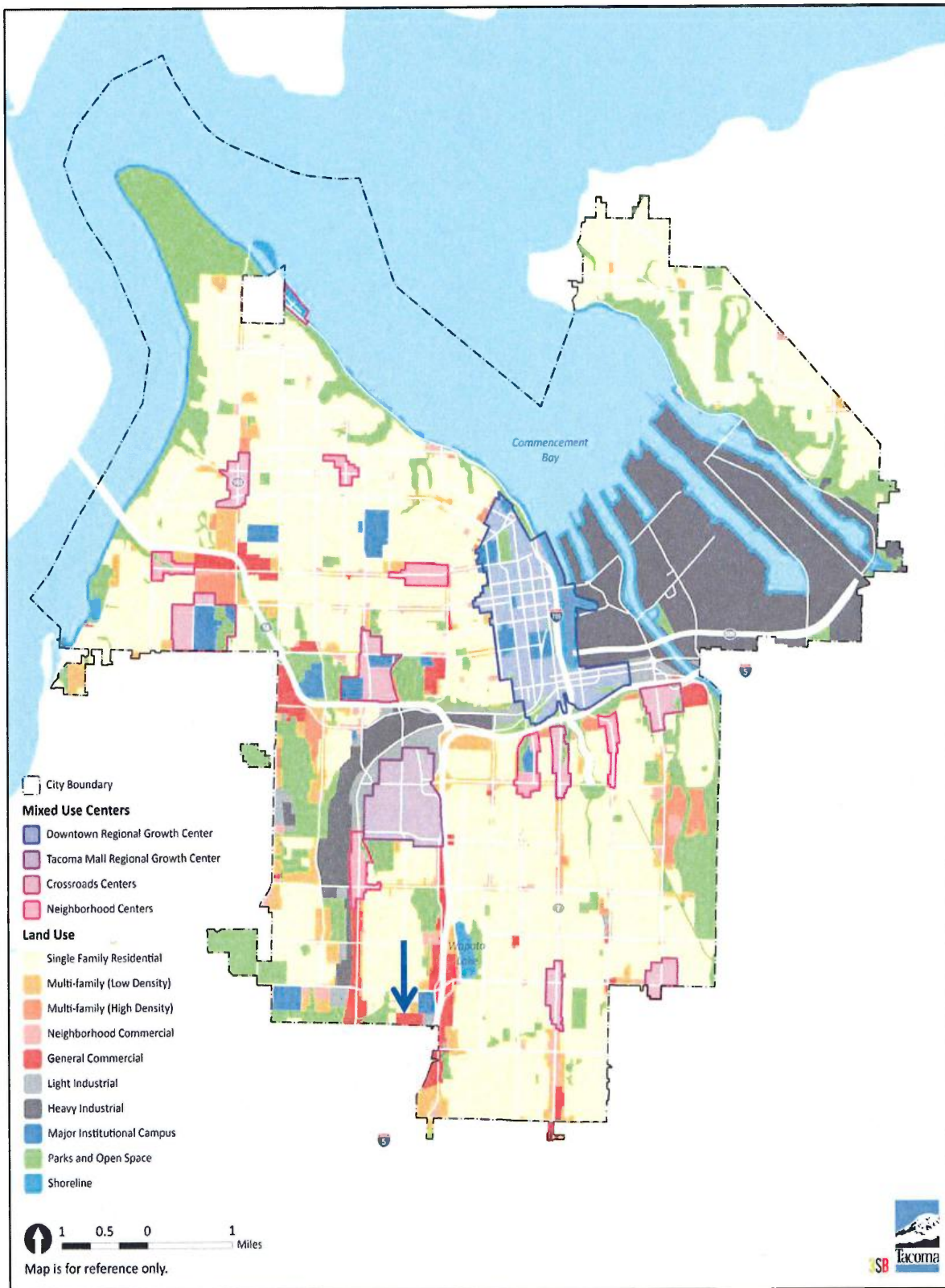
APPENDIX A-2



APPENDIX A-3



APPENDIX A-4

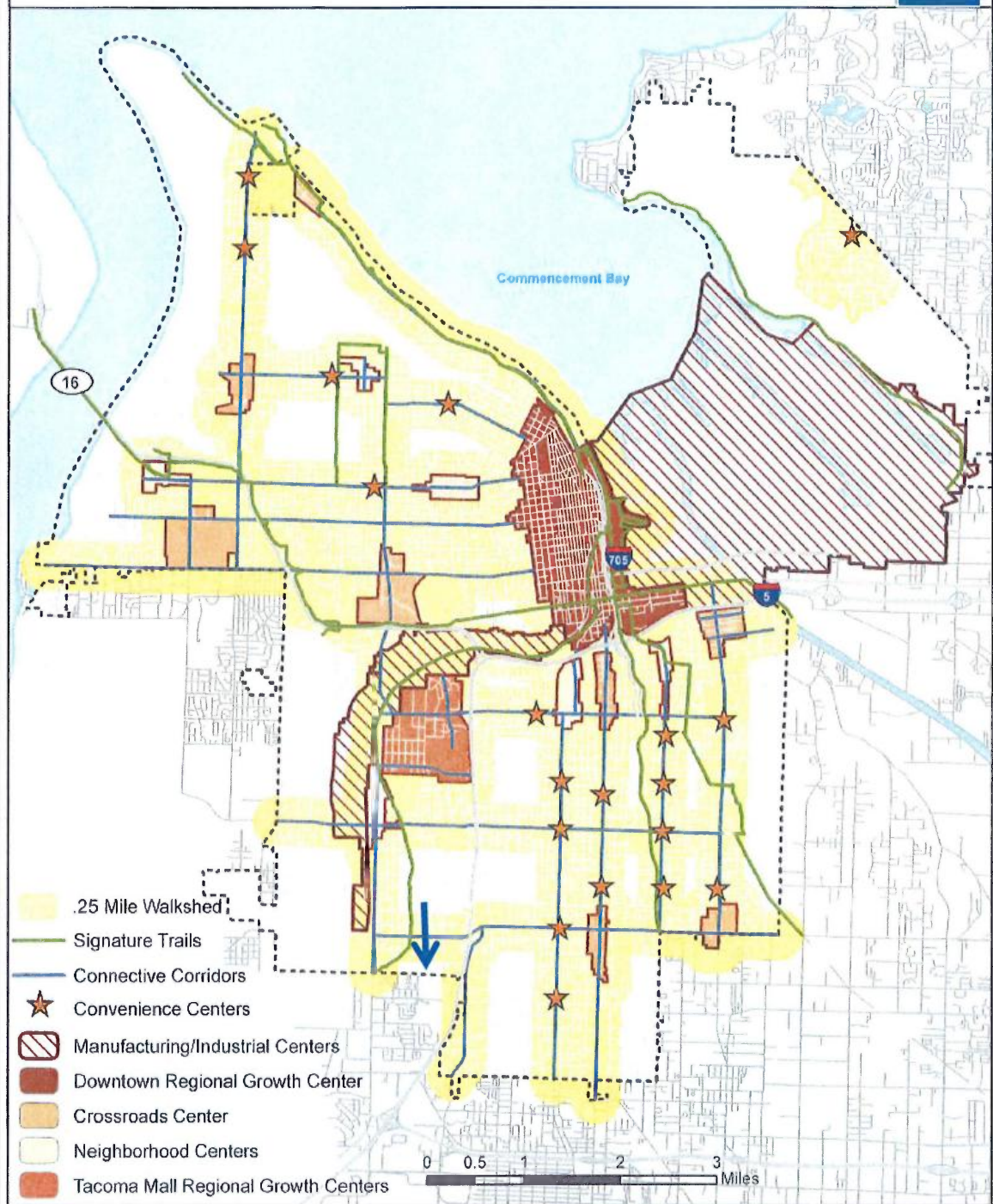


APPENDIX A-5

ArcGIS Web Map



Centers Of Local Importance



City of Lakewood Zoning Map

Map Date: January 07, 2016

Scale: 0 0.5 1 Mile

Legend:

- Air Corridor 1 (AC1)
- Air Corridor 2 (AC2)
- Arterial Residential/Commercial (ARC)
- Commercial One (C1)
- Commercial Two (C2)
- Commercial Three (C3)
- Central Business District (CBD)
- Clear Zone (CZ)
- Industrial One (I1)
- Industrial Two (I2)
- Industrial Business Park (IBP)
- Multi Family One (MF1)
- Multi Family Two (MF2)
- Multi Family Three (MF3)
- Military Lands (ML)
- Mixed Residential One (MR1)
- Mixed Residential Two (MR2)
- Neighborhood Commercial (NC1)
- Neighborhood Commercial (NC2)
- Open Space & Recreation One (OSR1)
- Open Space & Recreation Two (OSR2)
- Public / Institutional (PI)
- Residential One (R1)
- Residential Two (R2)
- Residential Three (R3)
- Residential Four (R4)
- Transit Oriented Commercial (TOC)
- Water/OSR1
- Lakewood City Limit
- Tax Parcel
- Riparian Buffer*
- Planned Development District

APPENDIX A-9

* Riparian Overlay boundaries shown on this map are for reference purposes only. The specific limits of the Riparian Overlay district shall be determined through site specific analysis of slope and environmental conditions.

This product was prepared with care by City of Lakewood GIS. City of Lakewood expressly disclaims any liability for any inaccuracies which may yet be present. This is not a survey. Datasets were collected at different accuracy levels by various sources. Data on this map may be shown at scales larger than its original compilation. Call 253-589-2489 for further information.

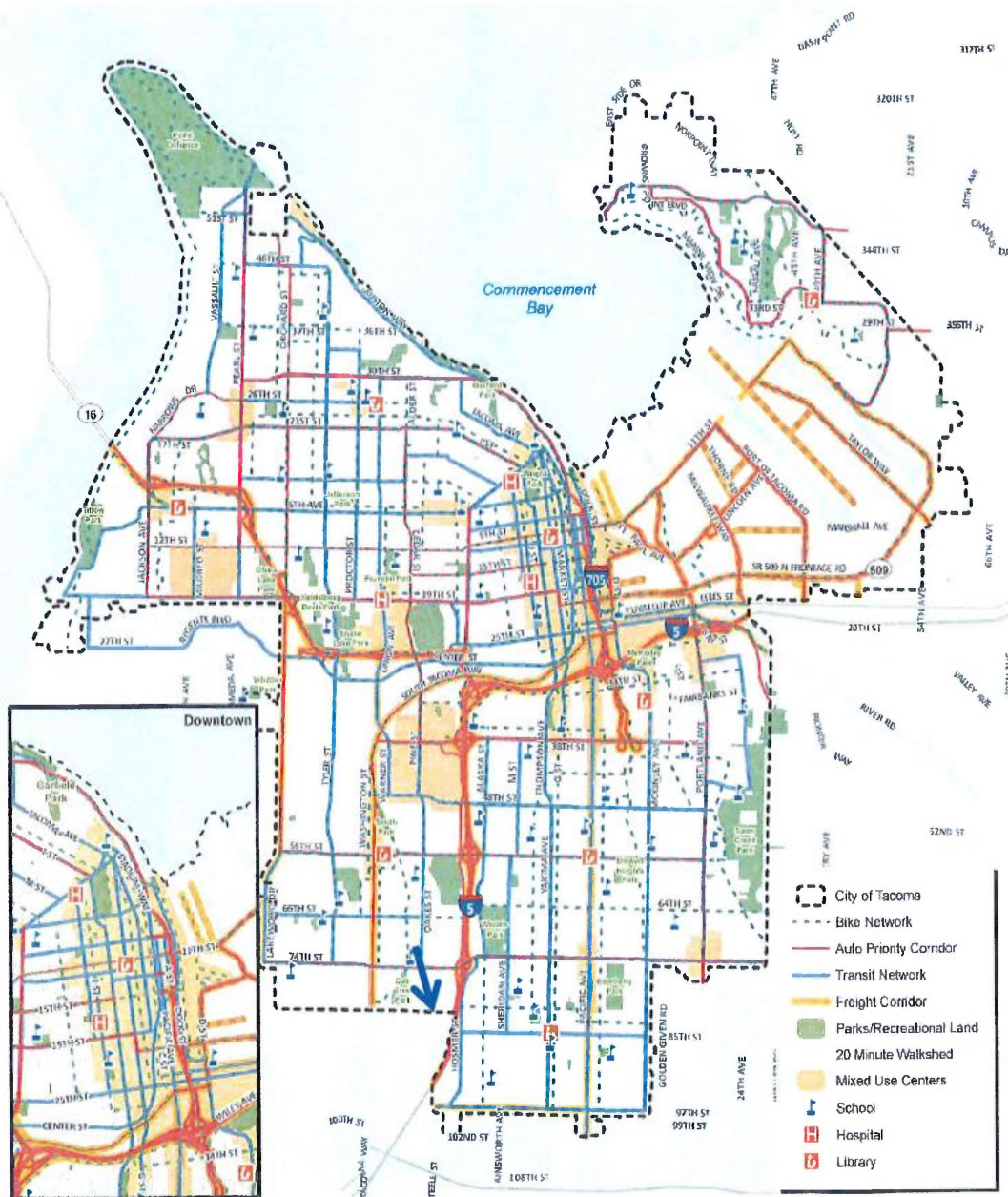
APPENDIX A-9

* Riparian Overlay boundaries shown on this map are for reference purposes only. The specific limits of the Riparian Overlay district shall be determined through site specific analysis of slope and environmental conditions.



City of Tacoma TRANSPORTATION MASTER PLAN

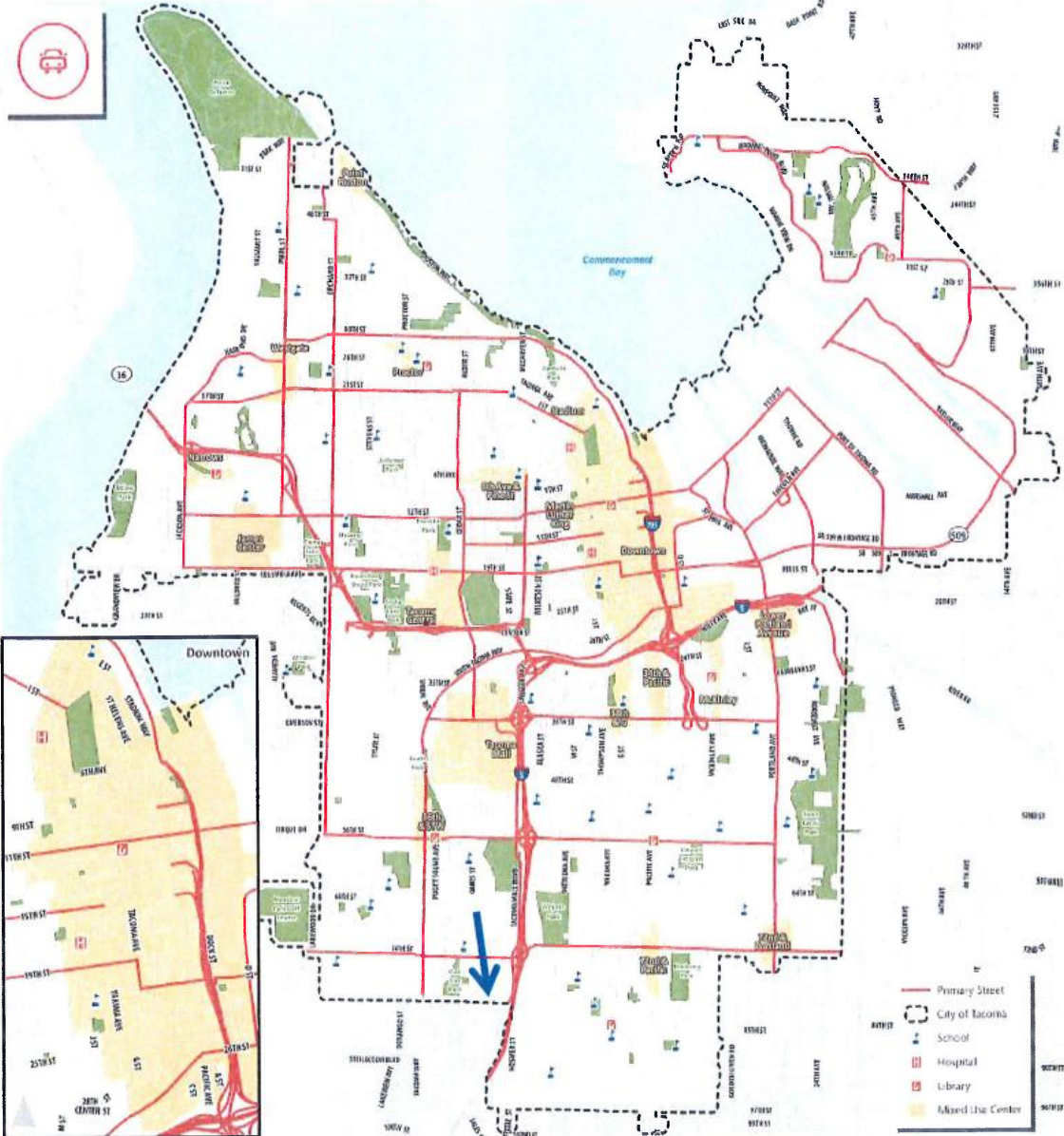
PRIORITY NETWORKS (ALL MODES)



FUTURE VISION



AUTO PRIORITY NETWORK



FUTURE VISION

IMPLEMENTATION

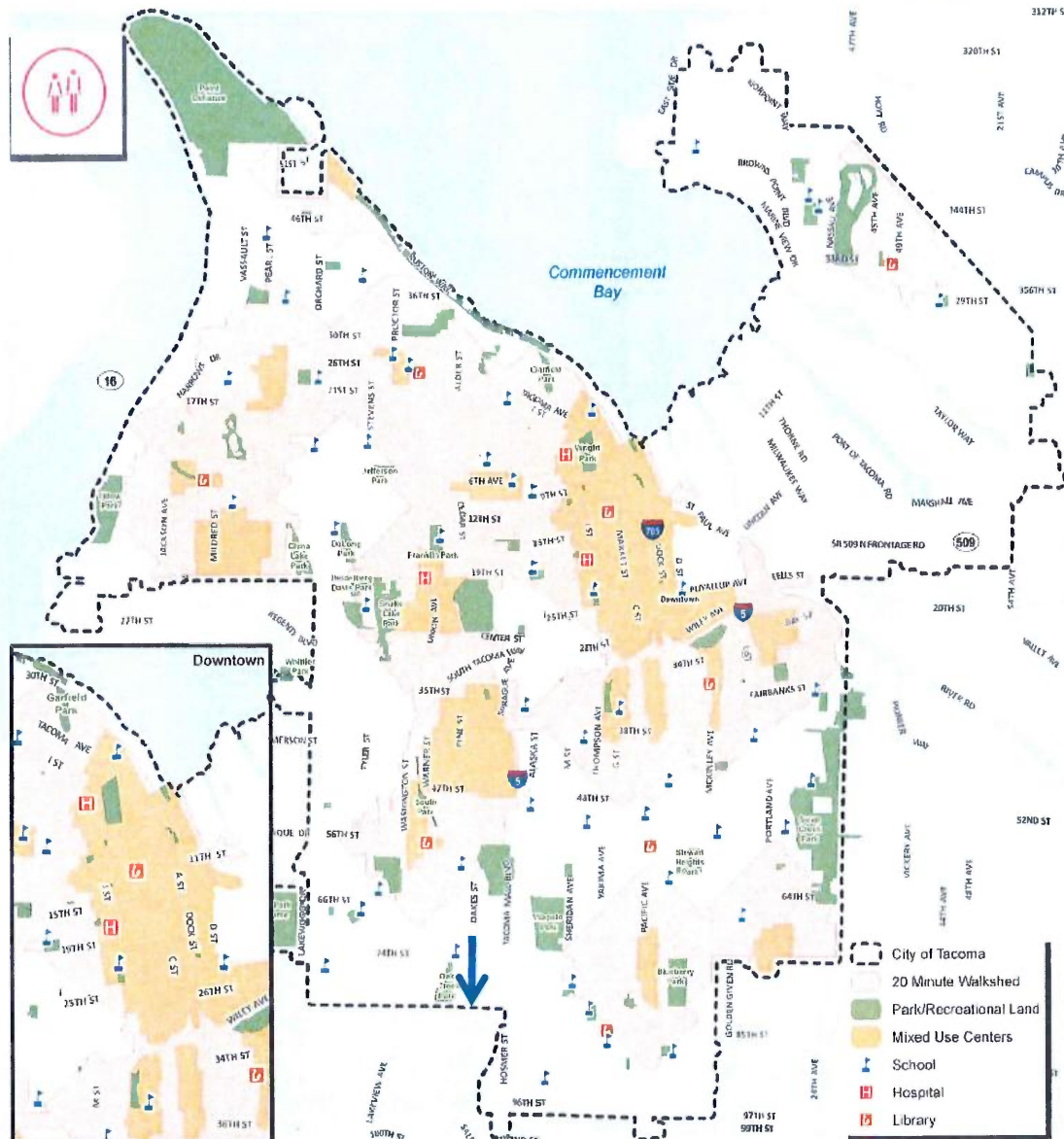
FUTURE CONDITIONS

November 2015 | 93

FUTURE VISION



PEDESTRIAN PRIORITY NETWORK



FUTURE VISION

IMPLEMENTATION

FUTURE CONDITIONS

November 2015 | 71

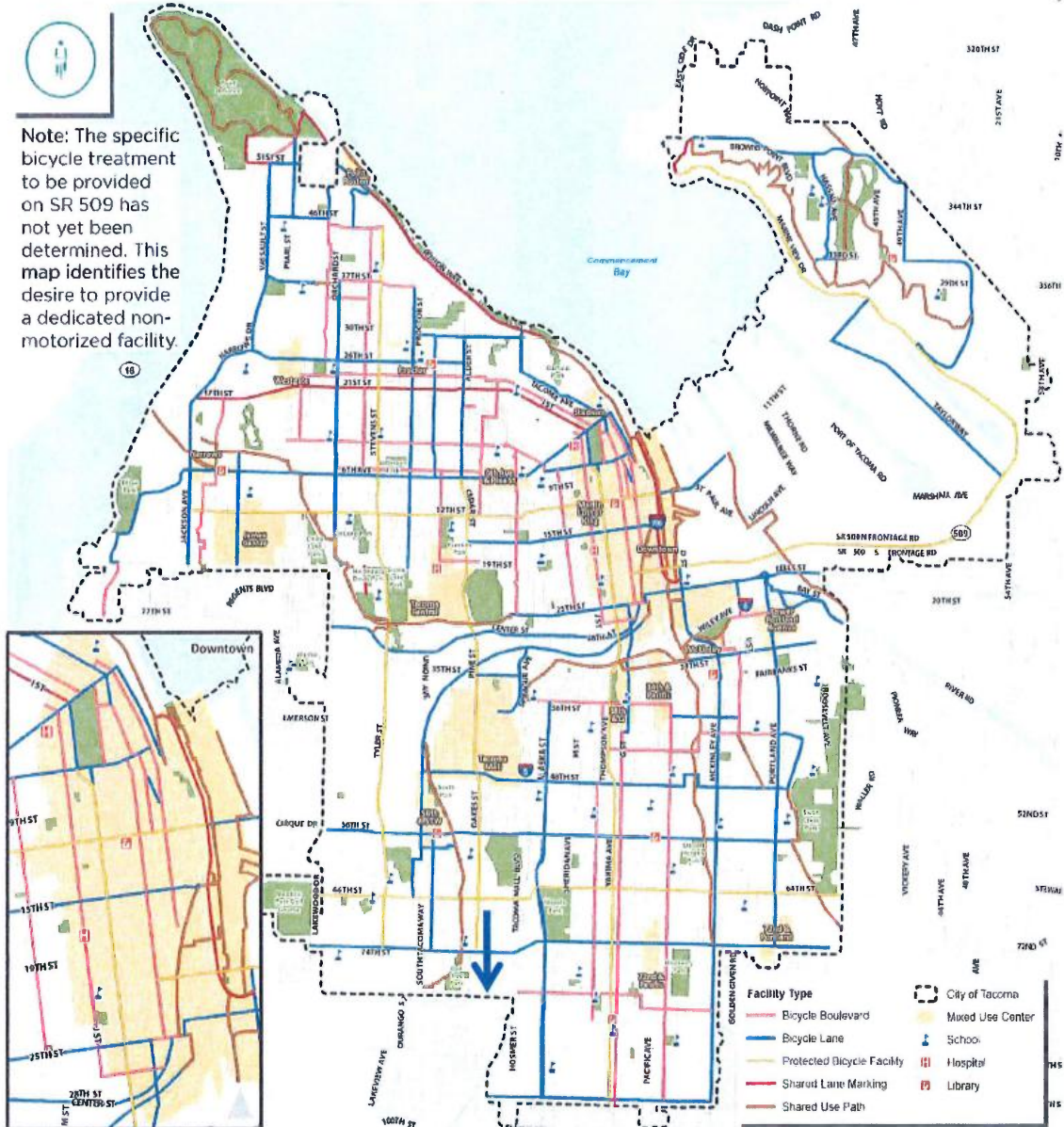
FUTURE VISION



BICYCLE PRIORITY NETWORK



Note: The specific bicycle treatment to be provided on SR 509 has not yet been determined. This map identifies the desire to provide a dedicated non-motorized facility.



FUTURE VISION

IMPLEMENTATION

FUTURE CONDITIONS

November 2015 | 77

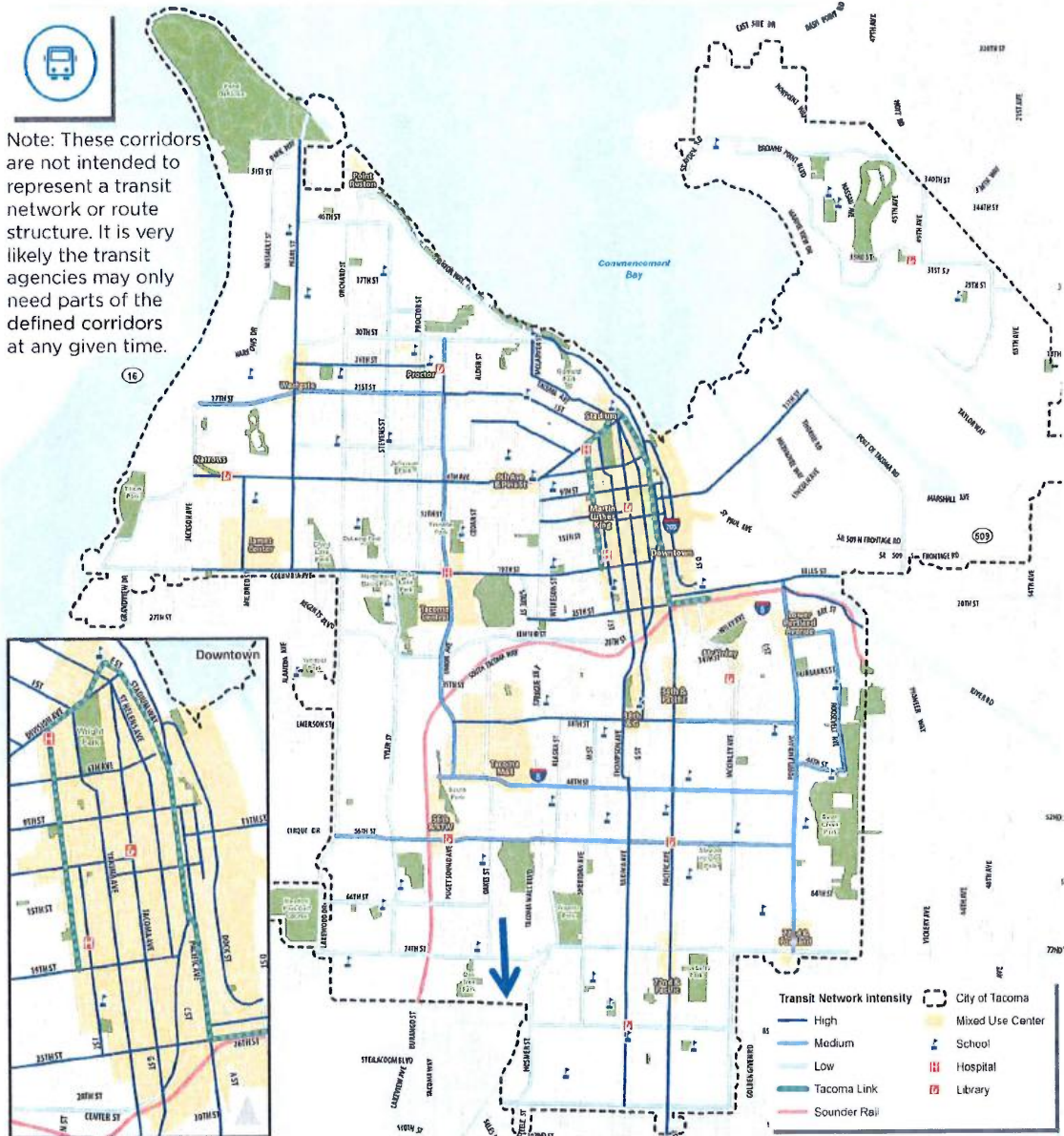
FUTURE VISION



TRANSIT PRIORITY NETWORK



Note: These corridors are not intended to represent a transit network or route structure. It is very likely the transit agencies may only need parts of the defined corridors at any given time.



FUTURE VISION

IMPLEMENTATION

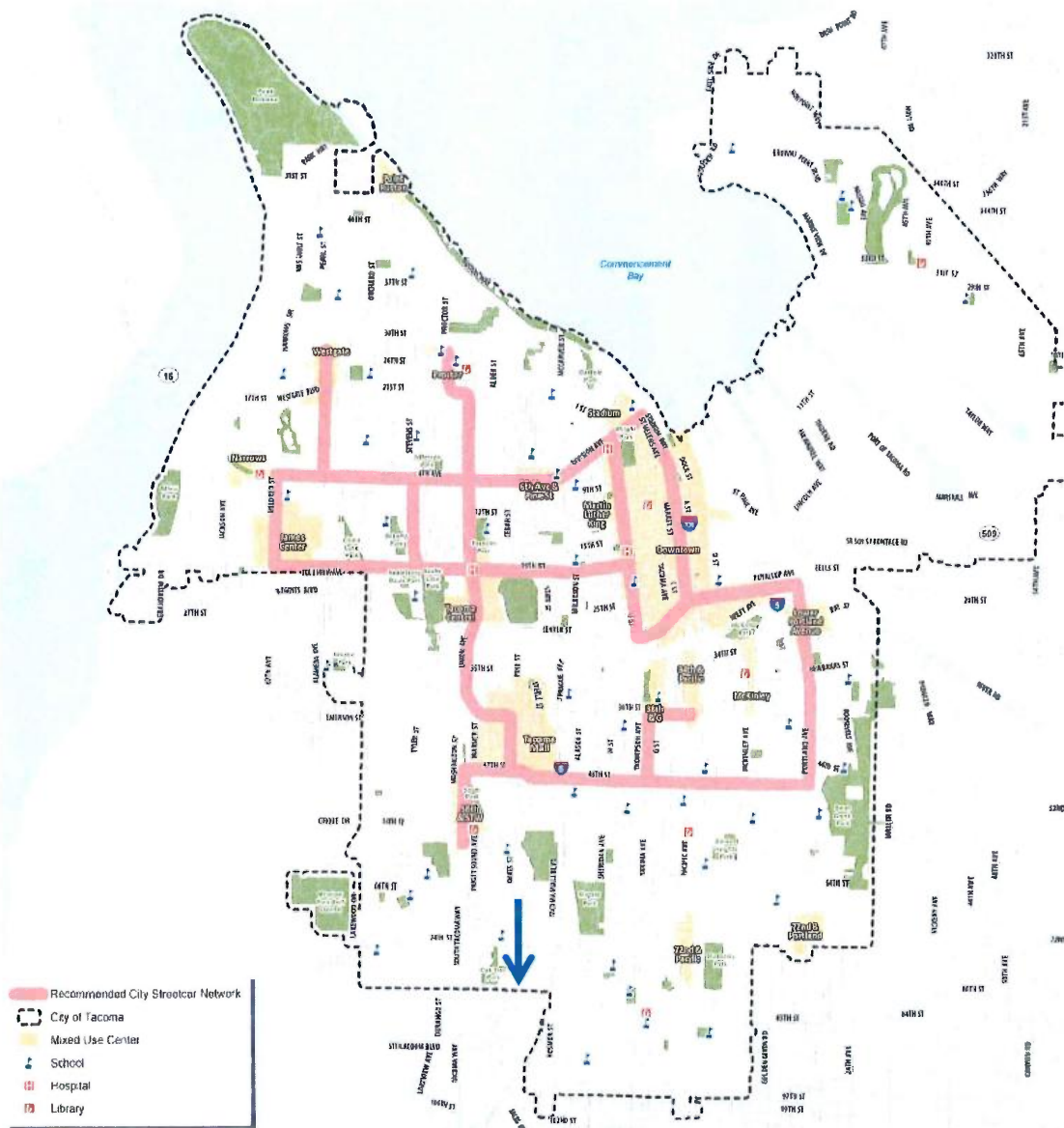
FUTURE CONDITIONS

November 2015 | 81



City of Tacoma TRANSPORTATION MASTER PLAN

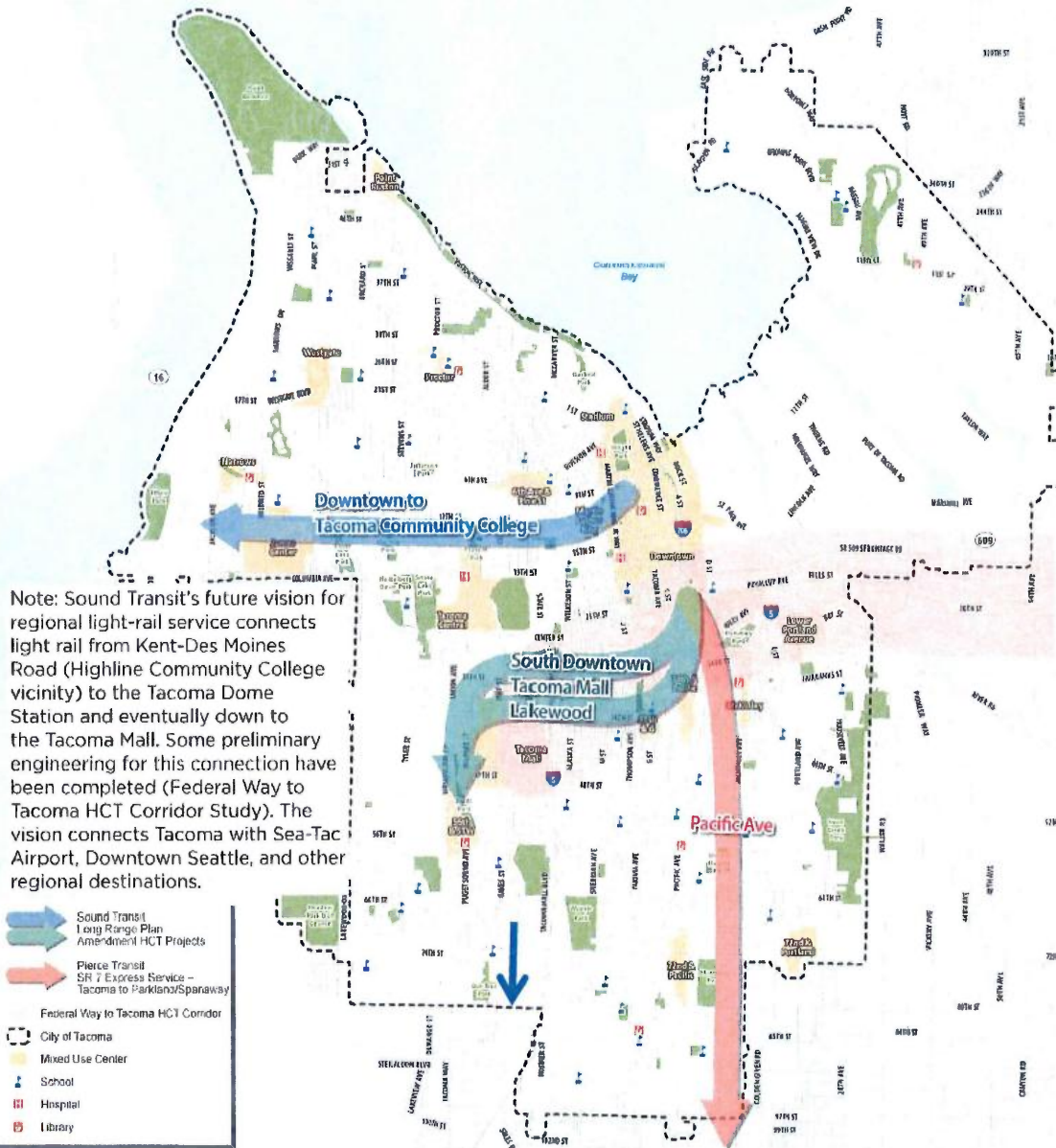
POTENTIAL CITY OF TACOMA STREETCAR CORRIDORS



FUTURE VISION



POTENTIAL SOUND TRANSIT AND PIERCE TRANSIT HCT CORRIDORS



FUTURE VISION

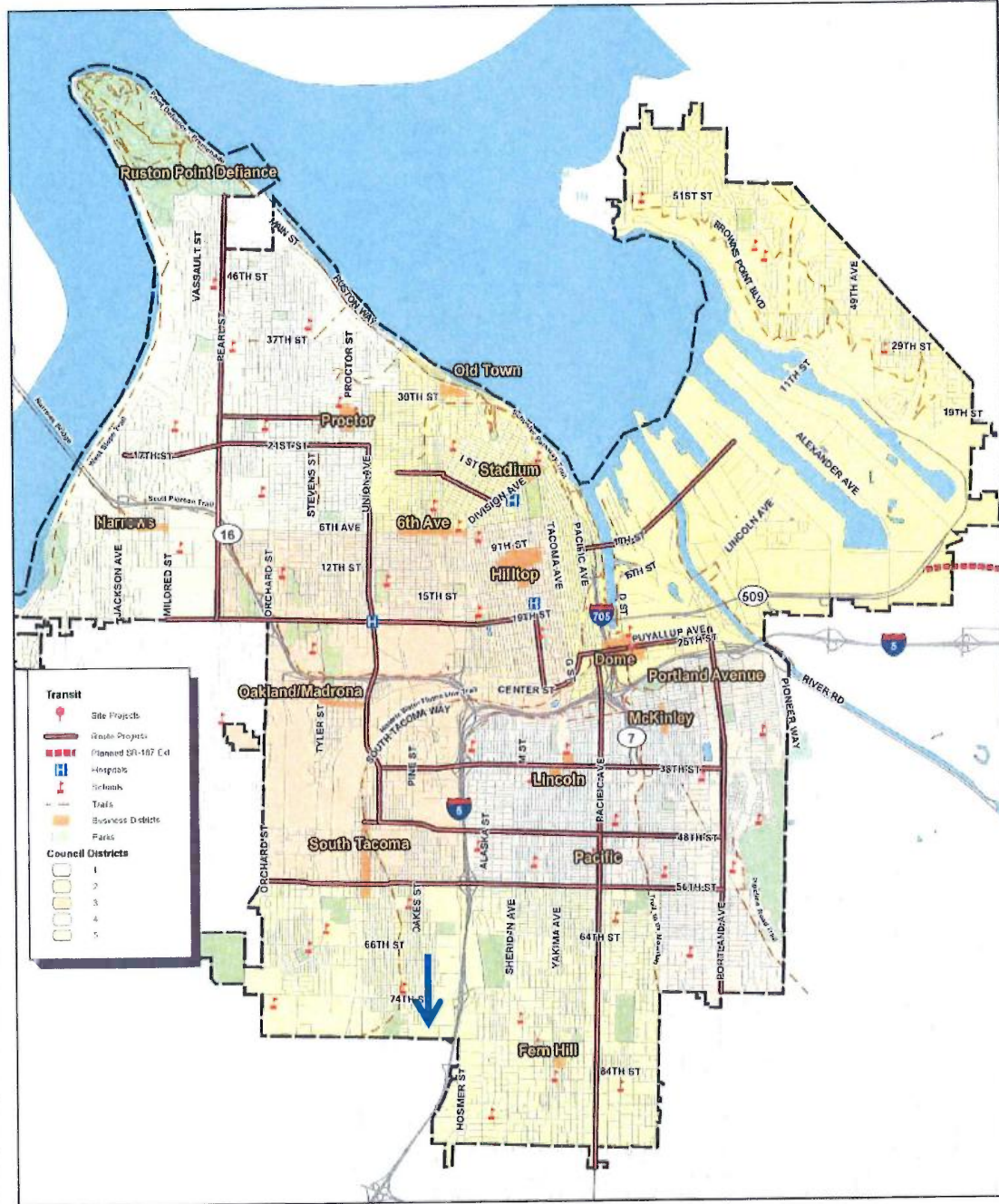
IMPLEMENTATION

FUTURE CONDITIONS

November 2015 | 85

City of Tacoma

Transit Projects



City of Tacoma

Transportation Master Plan

Author: City of Tacoma
Date: 10/2/2015



COMPREHENSIVE PLAN FUTURE LAND USE DESIGNATIONS

Neighborhood Commercial

This designation is characterized primarily by small-scale neighborhood businesses with some residential and institutional uses. Uses within these areas have low to moderate traffic generation, shorter operating hours, smaller buildings and sites, and less signage than general commercial or mixed-use areas. There is a greater emphasis on small businesses and development that is compatible with nearby, lower intensity residential areas.

Target Development Density: 14–36 dwelling units/net acre

General Commercial

This designation encompasses areas for medium to high intensity commercial uses which serves a large community base with a broad range of larger scale uses. These areas also allow for a wide variety of residential development, community facilities, institutional uses, and some limited production and storage uses. These areas are generally located along major transportation corridors, often with reasonably direct access to a highway. This designation is characterized by larger-scale buildings, longer operating hours, and moderate to high traffic generation.

Target Development Density: 45–75 dwelling units/net acre

Downtown Regional Growth Center

The downtown center is the highest concentration of urban growth found anywhere in the city. It is the focal point for the city, the center of government, cultural, office, financial, transportation and other activities. This variety of day and night activities attracts visitors from throughout the city and region. The interstate freeway, major arterials, provides access and the center has both local and regional transit connections. Larger, often historic, buildings fronting on the sidewalk characterize the area. Pedestrian orientation is high. Parking is found along the street and within structures.

Tacoma Mall Regional Growth Center

The Tacoma Mall is a highly dense self-sufficient concentration of urban development. Buildings can range from one to twelve stories and activity is greater than in most areas of the city. It is an area of regional attraction and a focus for both the local and regional transit systems. Many major city arterials connect to the Tacoma Mall Regional Growth Center and nearby freeway access is present. Parking is provided both in surface lots and within structures. Internal streets and pathways provide connections among the developments within the center.

Minimum Allowable Site Density: 25 dwelling units/net acre

CORRESPONDING ZONING

C-1 General Neighborhood
Commercial District
T Transitional District

PDB Planned Development
Business District
HM Hospital Medical District
C-2 General Community
Commercial District

DR Downtown Residential
District
DMU Downtown Mixed-Use
District
WR Warehouse/Residential
District
DCC Downtown Commercial
Core District
UCX-TD Downtown Mixed-Use
District

UCX Urban Center Mixed-Use
District
RCX Residential Commercial
Mixed-Use District
URX Urban Residential Mixed-
Use District

COMPREHENSIVE PLAN FUTURE LAND USE DESIGNATIONS

CORRESPONDING ZONING

Crossroads Center

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

Minimum Allowable Development Density: 25 dwelling units/net acre

Neighborhood Center

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

Minimum Allowable Development Density: 25 dwelling units/net acre

Light Industrial

This designation allows for a variety of industrial uses that are moderate in scale and impact, with lower noise, odors and traffic generation than heavy industrial uses. This designation may include various types of light manufacturing and warehousing and newer, clean and high-tech industries, along with commercial and some limited residential uses. These areas are often utilized as a buffer or transition between heavy industrial areas and less intensive commercial and/or residential areas.

Heavy Industrial

This designation is characterized by higher levels of noise and odors, large-scale production, large buildings and sites, extended operating hours, and heavy truck traffic. This designation requires access to major transportation corridors, often including heavy-haul truck routes and rail facilities. Commercial and institutional uses are limited and residential uses are generally prohibited.

CCX Community Commercial Mixed-Use District
RCX Residential Commercial Mixed-Use District
HMX Hospital Medical Mixed-Use District
URX Urban Residential Mixed-Use District

NCX Neighborhood Commercial Mixed-Use District
RCX Residential Commercial Mixed-Use District
CIX Commercial Industrial Mixed-Use District
HMX Hospital Medical Mixed-Use District
URX Urban Residential Mixed-Use District
NRX Neighborhood Residential Mixed-Use District

M-1 Light Industrial District

M-2 Heavy Industrial District
PMI Port Maritime & Industrial District



City of Tacoma
Planning and Development Services

Agenda Item
D-3

To: Planning Commission
From: Stephen Atkinson, Planning Services Division
Subject: **Commercial Zoning Update – PDB Zoning Districts**
Date of Meeting: October 5, 2016
Date of Memo: September 28, 2016

At the October 5, 2016 Planning Commission meeting staff will be presenting an assessment of the City's Planned Development Business Districts for inclusion in the 2018 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 center. The initial phase of the update will focus on analyzing the existing characteristics of the areas zoned for, or planned for, commercial uses. Likely characteristics to be evaluated include: Floor-area-ratio, building coverage, lot sizes, intersection density and block sizes, proximity to residential areas, and front setbacks.

Within this scope of work, the staff recommendation is to review the Planned Development Business Districts as a distinct sub-element. The staff presentation will introduce these areas and some of the particular use and development issues that need to be resolved through the process. The ultimate outcomes of this review will also be dependent on the ultimate recommendations for the C-2 districts.

The intent of the PDB district is as follows:

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.

Currently, 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. The map on the following page depicts the study areas.

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

c: Peter Huffman, Director

City of Tacoma | Planning and Development Services

PDB Study Areas



↑ Map is for reference only.

0 3 6 12 Miles

Study Area 1: PDB Future Land Use



Map is for reference only.

0 230 460 920 Feet

City of Tacoma | Planning and Development Services

Study Area 2: PDB Future Land Use



↑ Map is for reference only.

0 175 350 700 Feet

Study Area 3: PDB Future Land Use

