Agenda Item F-2

City of Tacoma
Planning and Development Services

To:	Planning Commission
From:	Larry Harala, PDS Land Use
Subject:	**2022 Amendment – Application "South Sound Christian Schools"**
Memo Date:	January 27, 2022
Meeting Date:	February 2, 2022

Action Requested:
Comment and Direction.

Discussion:
At the next meeting on February 2, 2022, the Planning Commission will review the staff analysis and preliminary conclusions on the private application of "South Sound Christian Schools" for the 2022 Annual Amendment to the *One Tacoma Comprehensive Plan* and Land Use Regulatory Code (or "2022 Amendment").

The "South Sound Christian Schools" application, submitted by South Sound Christian Schools and CenterPoint Christian Fellowship, seeks to change the land use designations of eight parcels, at a total of 16 acres, on the site near Tacoma Mall Boulevard and S. 64th Street. Specifically, the request is to change the land use designation from the growth scenario of "Low-Scale Residential" to "Mid-Scale Residential" for the 4 parcels on the western portion of the site and to "General Commercial" for the 4 parcels on the eastern portion. The proposed designations would allow multi-family development on a certain portion of the western 4 parcels (with a subsequent rezone to R4-L) and commercial use on a certain portion of the eastern 4 parcels (with a subsequent rezone to C-2).

Attached to facilitate the Commission's review and discussion is a staff report including appropriate exhibits. The Commission is requested to provide comments and direction, and if appropriate, approve the staff report for the purpose of releasing it for public review, in preparation for a public hearing, for which the date is to be set.

Project Summary:
The 2022 Amendment is an annual process for amending the Comprehensive Plan and/or Land Use Regulatory Code pursuant to Tacoma Municipal Code, Section TMC 13.02.070. The process began with accepting applications during January-March 2021 and is slated for completion in June 2022. The Planning Commission is tentatively scheduled to release the 2022 Amendment Package for public review on February 16, conduct a public hearing on March 16, and make a recommendation to the City Council on April 20; and the City Council's review/adoption will occur in May-June 2022. The 2022 Amendment Package includes the following applications:

(1) NewCold Land Use Designation Change
(2) South Sound Christian Schools Land Use Designation Change
(3) Work Plan for South Tacoma Groundwater Protection District Code Amendments
(4) Minor Plan and Code Amendments

Prior Actions:

- 12/15/21 – Review of Status
- 10/06/21 – Review of Status
- 07/21/21 – Determination on Applications (proceeding with technical analysis)
- 06/16/21 – Public Scoping Hearing on the Applications
- 05/19/21 – Assessment of "South Tacoma Economic Green Zone" and "Minor Plan and Code Amendments"
- 05/05/21 – Assessment of "NewCold" and "South Sound Christian Schools"

Staff Contacts:

- Larry Harala, lharala@cityoftacoma.org and Lihuang Wung, lwung@cityoftacoma.org

Attachment:

1. Staff Report – "South Sound Christian Schools" Application for Land Use Designation Change, which includes:
   - Exhibit "A": Grette Associates Preliminary Environmental Assessment
   - Exhibit "B": Heath & Associates Preliminary Traffic Assessment
   - Exhibit "C": AHBL Project Memo – 66th Street
   - Exhibit "D": One Tacoma Plan Home in Tacoma Update

c. Peter Huffman, Director

South Sound Christian/CenterPoint Christian Fellowship Land Use Designation Change and Rezoning Request

Staff Analysis Report

February 2, 2022

This application is a request for a Land Use Designation Change request from Single Family Residential to Multi-Family Residential (Low Density) on the western 4 parcels (A, B, C, and D, see map page 2-3) and General Commercial on the eastern 4 parcels and a site Rezoning request pertaining to a total of 8-parcels with a total land are of approximately 15.96 acres. The Land Use Designation change request is being made so ultimately the western 4 properties can be rezoned from R2 to R4L and the 4 parcels on the east side closer to the Tacoma Mall Blvd alignment could be rezoned to General Commercial.

Project Summary	
Project Title	South Sound Christian/CenterPoint Christian Fellowship Land Use Designation Change and Rezoning Request
Applicant:	South Sound Christian/CenterPoint Christian Fellowship
Location and Size of Area:	8-Parcels generally adjacent to 2052 South 64th Street 15.96 acres / 694,260 SF
Current Land Use and Zoning:	Land Use Designation: Single Family Residential Zoning: R-2-STGPD Single Family Dwelling District for many years and is also within the South Tacoma Groundwater Protection District
Neighborhood Council Area:	South Tacoma
Date of Report:	1/27/2022

Planning and Development Services
City of Tacoma, Washington

Peter Huffman, Director

Project Manager
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Proposal Summary:	The original proposed amendment was to change the existing designation from Single Family Residential to Multi-Family Residential (Low Density) on the western 4 parcels (A, B, C, and D, see map page 2-3) which would now be a request to go from a Low-Scale to Mid-Scale Comprehensive Plan Map Designation. Also there is the request to go to General Commercial on the eastern 4 parcels (E, F, G, and H, see map page 2-3), which is not impacted by the Home in Tacoma Project.

1. Area of Applicability

Site Location:

SITE LOCATION:
8 Parcels totally approximately 15.96 acres.

Address:
2052 South 64th Street

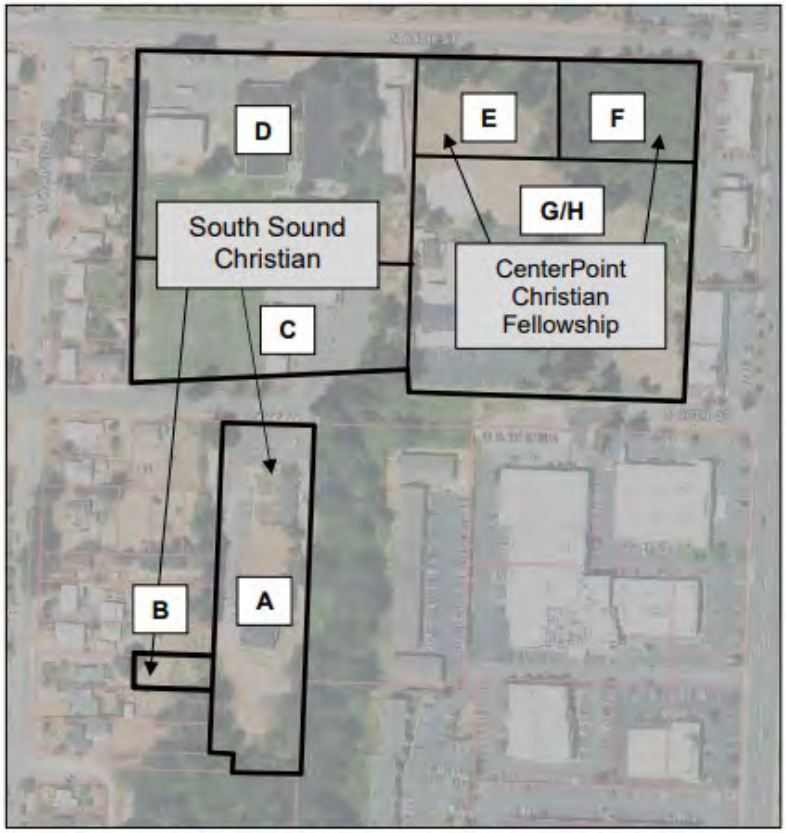

Figure 1: Project Parcels and Owner Identification

- Parcel numbers 032030-1024 and 032030-1189 (referred to as Parcel "A" and "B" on the maps below). Located south of South 66th Street the 2.38-acre and 0.179-acre parcels are owned by South Sound Christian Schools. Parcel A currently has multiple buildings on site and parking and is used for administrative purposes. The southernmost portion of the parcel is undeveloped and forested. Parcel B is undeveloped and currently used as a vegetable garden.
- Parcels 032030-1073 and 032030-1075 (referred to as Parcels "C" and "D" respectively) are owned by South Sound Christian and are part of the Tacoma Baptist School site. The sites total 7.34 acres and contain the school, gymnasium, a large field and associated parking for the uses.
- Parcels 302030-1193 and 032030-1194 (referred to as Parcels "E" and "F" respectively) are owned by South Tacoma Baptist Church (CenterPoint Christian Fellowship). Both parcels are undeveloped and located east of the Tacoma Baptist School site and north of CenterPoint Church. Together, the two parcels total approximately 2.06 acres.
- Parcel 032030-1159 (referred to as Parcel "G") is owned by South Tacoma Baptist Church (CenterPoint Christian Fellowship) This parcel consists of 4 acres and contains the church and associated parking. Additionally, parcel 032030-1158 (referred to as Parcel "H") is a parcel set aside for tax exemption status for CenterPoint Christian

Fellowship, totals 1-acre in area and is not shown on the map with a parcel outline as it is contained within the 4 acres of Parcel 032030-1159 (Parcel "G").

2. Background

The subject parcels presently contain a mix of uses but are primarily religious institution and educational institution developments. The parcel owners are working together on a joint application and wish to sell and/or redevelop portions of the site for multi-family development and general commercial development. They applicant hopes to work with Bargreen Ellingson a South Sound area restaurant supply and design company who wishes to expand their operations in the area on development of the parcels E, F, G, H, those requested for redesignation to General Commercial.

This area has been zoned R-2-STGPD Single Family Dwelling District for many years and is also within the South Tacoma Groundwater Protection District (TMC 13.09).
Two years ago, the parcel south of South 66th Street ("A") was designated Multi-Family (Low Density), but during the FLUM process last year the Planning Commission recommended re-designating the site as Single Family Residential, given the assumed educational use and adjacent lands. Council approved that recommendation. However, the site was changed under a mistaken understating that the parcel is used for educational purposes. It is not, and has not, been used for educational purposes for over 15 years. The school functions on an entirely separate,

larger property to the north, with the buildings on the parcel used only for storage and administrative offices. The proposal is to change the designation back to Multi-Family (Low Density) and include the two larger parcels to the north as well.

While beginning to research this change, it came to the applicant's attention that other comprehensive plan amendments and rezones were desired in the area; therefore, the change in designation to General Commercial at the CenterPoint Church property is included in this proposal. Within the last few years parcels E, F, G, and H were designated as General Commercial, which was changed to residential during that same cycle that changed Parcel A.

No onsite uses would become nonconforming with the proposed changes. Religious assembly and schools are conditional uses in the R4-L zone and permitted in the C-2 zone.

3. Policy Framework

The Future Land Use Map designates the subject parcels as Single Family Residential. For parcels C - H, the adjacent future land use designations include Neighborhood Commercial and General Commercial to the East; Parks and Open Space, and Neighborhood and General Commercial to the north; Single Family Residential, Parks and Open Space, and Neighborhood and General Commercial to the south. For parcel A and B, south of 66th Street, the adjacent future land use designations include Parks and Open Space, Neighborhood Commercial, and Multi- Family (Low Density) to the east, Single Family Residential to the south and north, and Multi-Family (Low Density) and Single Family Residential to the west. Amending the comprehensive plan land use designations would provide for consistency with the surrounding area and with the comprehensive plan. The following lists the relevant comprehensive plan goals and policies:

> Policy H–1.3 Encourage new and innovative housing types that meet the evolving needs of Tacoma households and expand housing choices in all neighborhoods. These housing types include single family dwelling units; multi- dwelling units; small units; accessory dwelling units; pre-fabricated homes such as manufactured, modular; co-housing and clustered housing.

GOAL H–3 Promote safe, healthy housing that provides convenient access to jobs and to goods and services that meet daily needs. This housing is connected to the rest of the city and region by safe, convenient, affordable multimodal transportation.

Policy H–1.9 Apply infill housing approaches to create additional housing opportunities for low and mid-range (Missing Middle) housing types.

Policy UF-1.3 Promote the development of compact, complete and connected neighborhoods where residents have easy, convenient access to many of the places and services they use daily including grocery stores, restaurants, schools and parks, that support a variety of transportation options, and which are characterized by a vibrant mix of commercial and residential uses within an easy walk of home.

Goal DD–9 Support development patterns that result incompatible and graceful transitions between differing densities, intensities and activities.

Policy DD–4.3 Encourage residential infill development that complements the general scale, character, and natural landscape features of neighborhoods. Consider building forms, scale, street frontage relationships, setbacks, open space patterns, and landscaping. Allow a range of architectural styles and expression, and respect existing entitlements.

GOAL DD–12 Integrate and harmonize development with the natural environment.

Allowing higher density housing than what is seen on the western parcels creates a transition into the multi-family and commercial land uses and zones to the east and south. Further, the potential for increased density on the property will support the nearby commercial uses.

Allowing General Commercial development on the eastern parcels, E-H, creates greater consistency with the designations surrounding those parcels to the South.

Changes to the One Tacoma Comprehensive Plan and Home in Tacoma Phase I –

The City Council approved home in Tacoma Phase I changes to the One Tacoma Comprehensive Plan, Urban Form Element which removed the Single-Family Residential category and replaced it with Low-Scale Residential. As phase II of the Home int Tacoma project is complete, these changes will bring more density options to these properties regardless of any action the Planning Commission chooses to take on this application. The redesignation of parcels to General Commercial is not impacted by the Home in Tacoma Project.

When the application was made the framework of the comprehensive plan was significantly different than it is today. The applicant was seeking something along the lines of an eventual R-4L level rezoning request. There will be changes coming to Title 13 zoning categories and development standards as part of Home in Tacoma Phase II, which will be reviewed by the Planning Commission and City Council sometime during the next 18-24 months.

Comprehensive Plan Land Use Designation	*Potential Uses and Impacts*	*Potential Zoning Districts* *Per the Comprehensive Plan Urban Form Element*
Low Scale residential	• Traditional neighborhood scale, height • Low to moderate density • Development oriented to the streets • Pedestrian friendly • Lot sizes from 2,500 -7,500 SF • Single Family Detached up to Triplex/Cottage developments • 10-45 dwelling unit per acre density levels	• R-1 Low-Scale Residential District • R-2 Residential District • R-2SRD Low-scale Residential Special Review District • HMR-SRD Historic Mixed Residential District *These zoning categories are subject to change during Home in Tacoma Phase II
Mid-Scale Residential	• Generally located proximate to Centers Corridors and higher frequency transit • Walkable • Greater housing type diversity • More emphasis on multiunit development • 15-45 dwelling unit per acre density levels	• R-3 Mid-scale Residential • R-4L Mid-scale Residential *These zoning categories are subject to change during Home in Tacoma Phase II
General Commercial	• Medium to high intensity commercial • Larger scale commercial development • Wide range of commercial development type • Typically located adjacent to highway/transportation corridors • If residential in nature moderate to higher density of around 45-75 units per acre	• C-2 General Community Commercial District • PDB Planned Development Business District • HM Hospital Medical District

4. Objectives

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

Response: Regarding parcel A, the designation was mistakenly changed in the last FLUM amendment cycle as it was thought to house an educational use, when in fact it only houses administrative offices.

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;

Response: The change in the area is evident by the seven parcels (eight including the tax exemption parcel) in this application that are requesting a designation change. Through outreach in the area, it is our understanding that neighboring property owners are in favor of and support this effort. Growth in the area, and the City as a whole, has resulted in the need for more housing options and production. The community's desires have resulted in a numerous parcel application to provide more commercial and multi-family designations in the neighborhood so that the City has more housing options and commercial land in a place that makes sense for growth and is contiguous with similar designations.

c) Maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern; and

Response: The change in designation from Single Family Residential to General Commercial would be consistent with the existing and planned land uses to the north, south, and east. The change in designation from Single Family Residential to Multi-Family Low Density would be consistent with the designation and existing land uses to the west and southeast. Further the multi-family designation would provide for a better transition between the low- density housing to the west and the commercial development to the east. It would also create consistency with the single, multi-family designated parcel to the west, eliminating that spot zone.

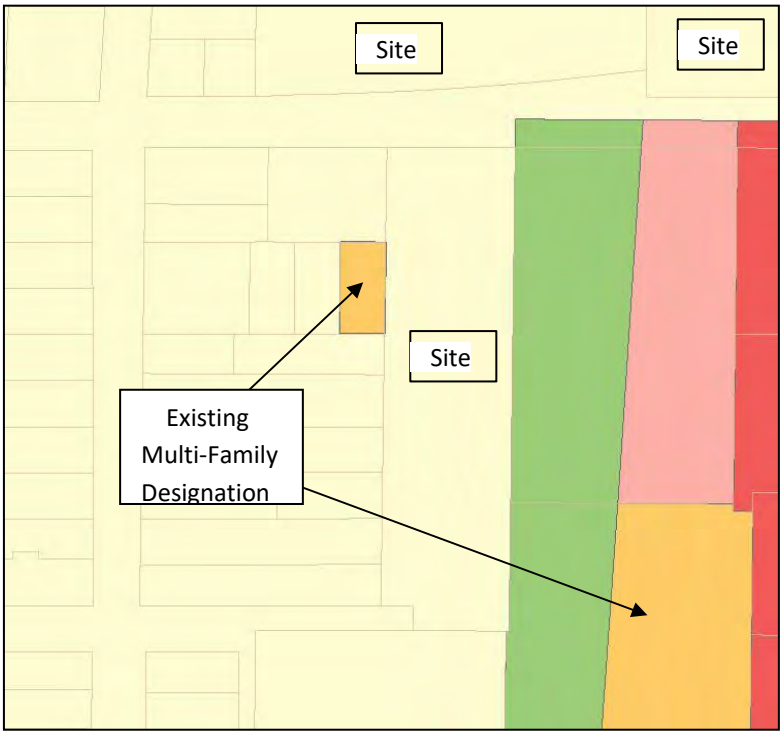

Figure 3: Existing Multi-Family Designations

d) Enhance the quality of the neighborhood.

Response: The changes in the comprehensive plan designation enhance the quality of the neighborhood by providing for a better transition between the single-family residential designation and the commercial designation. The multi-family designation will allow for investment in this neighborhood and the production of low-density multi-family units. These units will support a diversityof housing in a neighborhood that is currently dominated by single family homes. It will also provide more, higher density housing in a location that is walkable to commercial uses and compatible with the neighboring multi-familyuses.

Figure 4: Existing Land Uses

5. Outreach

To date the public has been made aware of the application via city of Tacoma website, social media alerts and direct postcard mailing per state and TMC 13 code requirements and standards.

The public notice was mailed out to over 30,000 South Tacoma residents for the scoping hearing. Additionally, a mailing was conducted for a meeting held on December 2nd, 2022 virtually. The mailing for that meeting was to approximately 900 area residents and property owners within a 2,000 foot radius from the site.

Staff and the applicant were available and no members of the public were in attendance. Notice was mailed out approximately two weeks prior to the meeting, and the low attendance was in keeping with a lower public interest exhibited during the public scoping phase during the summer of 2021. Staff is working with the office of communications on additional social media outreach and will conduct an additional public meeting in advance of the anticipated Public Hearing in March, which itself will noticed via standard postings and mailings.

6. Impacts Assessment

Preliminary Environmental review -

The applicant, per feedback from City of Tacoma, Planning and Development Services critical areas staff, engaged a consultant to do a preliminary evaluation of parcels designated above as C, D, E, F, G, H. Comprising approximately 13.4 acres. An examination of the site relative to wetlands, species habitat and to City of Tacoma Biodiversity Corridor code was conducted. No wetlands or endangered species were identified on any of the subject parcels, nor were any indicators such as hydric soils or known wetlands vegetation types were found. The consultant did not conclude that the site would qualify as a biodiversity corridor site.

Preliminary traffic analysis –

The applicant, per feedback from City of Tacoma, Public Works, Traffic Engineering staff engaged Heath & Associates, Aaron Van Aken, PE, to conduct a preliminary traffic analysis. The analysis concluded that probable development resulting from approval of this request, and subsequent necessary rezoning and development permit requests would not generate sufficient traffic to greatly impact the surrounding areas. The findings were that a majority of the added trips to the adjacent roadways from low scale multi-family development would utilize Wapato Street, 66th Street (for westbound trips) and then 64th Street for eastbound travel. Commercial development on parcels, C, D, E, F, G, H would be contained on 64th and 66th (for westbound entry onto Tacoma Mall Blvd). The findings were that possible future infrastructural and traffic controlling features may be necessary, but ultimately the probable increase in development density that approval of this request and subsequent, rezoning and development applications would result in, would be manageable and appropriate for the surrounding transportation network. Staff will note that at the subsequent rezoning, and permitting phases city of Tacoma Public Works, traffic engineering staff will be closely monitoring development of these sites and ensuring that such mitigations would be made.

66th Street -

Specifically AHBL examined the viability of completing 66th Street at a future time to provide greater connectivity and completion of the city street grid and found that due to the extreme slope that bisects the area, some 18% grade, that the street is not eligible per the city's own standards. Furthermore, the cost and engineering challenge involved would be unwarranted. An examination of possible pedestrian trail connectivity was not specifically examined; however, staff will note that the same dynamics would be at play and slope would be a challenge relative to the need for Americans with Disabilities Act considerations and provision of a trail that would have a gentle grade for all users. A pedestrian trail would likely be very cost prohibitive. See the attached memo marked Exhibit "C."

Parcel "B" (APN 0320301189) -

The Planning Commission has specifically requested that staff highlight Parcel "B." The property is a .18-acre single-family residential lot, presently zoned R-2 Single Family Dwelling. It is currently used as a community garden plot and vacant and undeveloped. There is not presently access reserved as a public easement from the property to the west, so access to the property would need to be maintained via the subject parcel "A" (APN 0320301024). The property was in the present configuration from at least January 21, 1949 via a deed conveyance from a A. Hagerty.

7. Preliminary Conclusions

While a possible future designation of what is current code designation of R-3 or R4L would likely be appropriate and supportable by staff, with home in Tacoma Phase II in process this is not certain. By visioning forward to what the future equivalent destinations might be in the mid-scale category it is possible that densities and building heights will be beyond the current R4-L level. This may be incorporated into that zoning district, or the equivalent thereof, but this is not certain at this time.

If the Planning Commission is inclined to grant this request, staff would recommend a strong advisement to the applicant that subsequent rezoning requests be as close to or less than the current R-4L level. Staff does find that the R-4L level scale and scope of development potential would be reasonable for these sites, however, densities, building height and scale beyond that level may not be appropriate nor warranted given the current and likely infrastructure in the area. The applicant has been consulted and looks to the guidance of the Planning Commission in this regard.

The applicant has engaged consultants who have conducted preliminary environmental and traffic analysis and staff notes that these studies have not identified any major issues or problems that cannot be dealt with reasonable mitigations. If this redesignation request is granted, these issues will be examined again in more detail at future stages such as rezoning request and then at the development phase. These early studies will help inform those processes.

The request is in keeping with the goals and tenants of the One Tacoma Comprehensive Plan, and would not inevitably lead to inappropriate impacts, there will be further public input at the rezoning request stage and city professional staff evaluations by emergency services (fire), critical areas, site development, public works and building plans review staff. All city code requirements will need to be met in the future and there are reasonable protections in place to assure that future development is appropriate and compatible with the surrounding communities.

Parcel “B”

Staff concludes that Parcel “B” is not appropriate for redesignation request, and the applicant should seek to develop it at the low scale residential level, as the applicant owns adjacent property it is within their power to ensure adequate access is provided to the site and incorporate such accessway into harmonious future development of the adjacent sites.

7. Exhibits

- A – Grette Associates Preliminary Environmental Assessment
- B – Heath & Associates Preliminary Traffic Assessment
- C – AHBL Project Memo – 66th Street
- D – One Tacoma Plan Home in Tacoma Update

CENTERPOINT CHRISTIAN SCHOOL/SOUTH SOUND CHRISTIAN SCHOOLS

HABITAT ASSESSMENT

PREPARED BY:

GRETTE ASSOCIATES LLC
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TACOMA, WASHINGTON 98403
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JANUARY 2022

Grette Associates LLC
ENVIRONMENTAL CONSULTANTS

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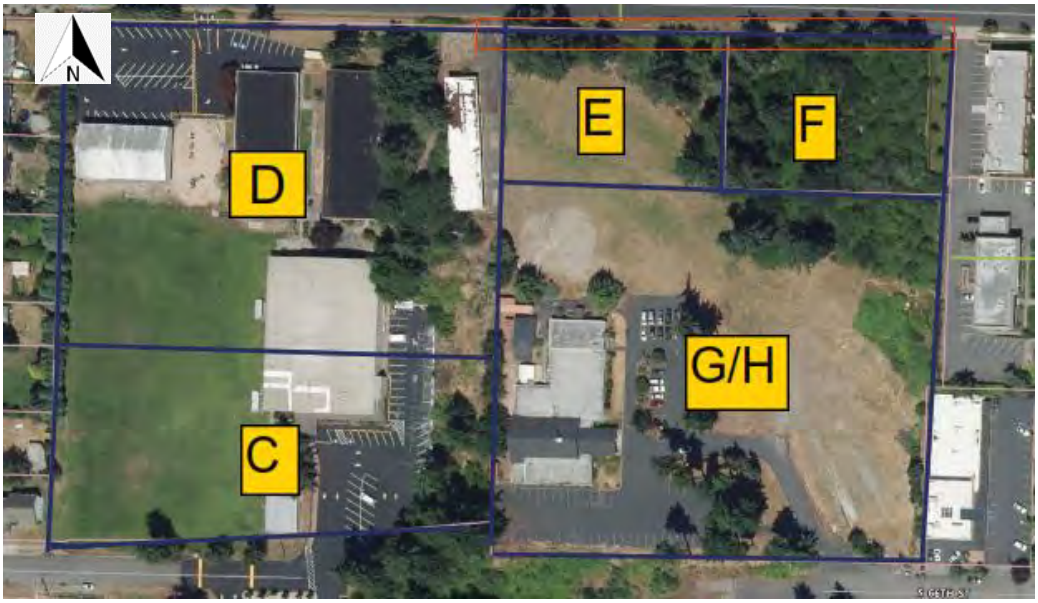
1.1 INTRODUCTION

Grette Associates is under contract with CenterPoint Christian Fellowship and South Sound Christian Schools to visit the site located at 2041 S. 66th St. (Pierce County parcels 0320301073, 0320301075, 3020301193, 0320301194, 0320301159, and 0320301158) in Tacoma, WA, and perform reconnaissance for the presence of wetlands, natural water features and fish and wildlife habitat conservation areas (FWHCAs) situated on and within 300 feet of the properties. The Pierce County tax parcels previously described will be further referred to in this report as the "subject parcels" and are individually described as sites C, D, E, F, and G/H (Figure 1). The subject parcels encompass a total area of 13.4 acres and are situated between S.66th St and S64th St in the City of Tacoma, Washington (Attachment A). This report is intended to satisfy the City of Tacoma's request for a habitat assessment on the subject parcels and is prepared using Chapter 13.11 of the City of Tacoma Municipal Code (TMC) guidance. The following report does not include the assessment of slopes or geologically hazardous areas.

Figure 1. Subject Parcels



2.1 DATABASE REVIEW

Critical Areas are regulated by agencies at the local, state, and federal levels. The appropriate jurisdictional databases were queried to ascertain if any critical areas or their buffers exist on or within 300 feet of the subject parcels.

2.1.1 Local Critical Area Inventory

A review of the City of Tacoma's GIS DART Map was conducted to identify any known critical areas located within the subject parcels (COT, 2022). According to DART, there are no wetlands, streams, floodways, flood hazard areas, or FWHCAs on or within 300 feet of the subject parcels. The City of Tacoma does map the entire area and subject parcels as being in an aquifer recharge

area. North of the subject parcels, approximately 71' across South 64th Street, Tacoma DART GIS maps a Biodiversity Area/Corridor (BAC) known as the Wapato Hills Urban Wildlife Habitat.

2.1.2 National Wetlands Inventory

The U.S. Fish and Wildlife Service's (USFWS) National Wetlands Inventory (NWI) was queried to determine if any aquatic features have been previously identified within the subject parcels. The search of the USFWS GIS database shows no wetlands or other aquatic features mapped on or within 300 feet of the subject parcels.

2.2 WDFW Priority Species and habitat

The WDFW Priority Species and Habitat Mapper was queried to determine if any known locations of priority habitat and species exist on the subject parcels. The PHS data mapper on the web shows that the Western Pond Turtle and Little Brown Bat have the potential to exist on the subject parcels.

2.2.1 Western Pond Turtle - *Actinemys marmorata*

The PHS on the Web mapper designates the general area of the subject parcels to be a potential area of occurrence of Western Pond Turtle. The Western Pond Turtle is listed as endangered in the State of Washington but is not listed federally. The closest aquatic habitat and listed occurrence of the Western Pond Turtle is over 1200 feet away across Interstate 5 at Wapato Park.

2.2.2 Big Brown Bat - *Eptesicus fuscus*

The species is present throughout Washington and roosting primarily occurs in dilapidated buildings or large live or dead trees in the early stages of decay. The Big Brown Bat is listed by PHS on the web to potentially occur near the subject parcels but has no listed occurrence on the subject parcels.

3.1 METHODS and Results

Grette Associates completed a site visit on January 13, 2022, to identify any wetlands, streams, or FWHCAs within the subject parcels. The subject parcels were traversed, and data was collected and assessed according to the wetland criteria defined in the U.S. Army Corps of Engineers (USACE) *Federal Wetland Delineation Manual* (1987) and the Corps' *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region (Version 2.0)* (2010). The subject parcels were also evaluated to identify any natural water feature that would be classified as a stream according to WAC 222-16-030 and Chapter 13.11 of the Tacoma Municipal Code (TMC). Potential Biodiversity Areas/Corridor within the subject parcels were evaluated based on the requirements defined in TMC 13.11.510

3.1.1 Wetland Results

No wetland features were identified on the subject parcels during Grette Associates' site assessment. Parcel C is developed and consists of a school classroom building and the southern portion of a soccer field with an approximate 70 stall parking lot. Parcel D is developed with the northern portion of the soccer field and contains school administrative buildings as well as an approximately 40 stall parking facility and two school classroom buildings. Parcels E and F are vacant lots containing a field and forested areas covered in Himalayan Blackberry (*Rubus armeniacus*) and native trees. Parcels G/H consists of the CenterPoint Christian School building facility with an approximately 70 stall parking lot and vacant field to the east of the buildings. The parcels contain infrastructure generally associated with school facilities (driveways, walkways, outside seating, etc.). During the site assessment, Grette Associates did not observe any indication of seasonal hydrology that would meet wetland hydrology indicators defined in the USACE's *Regional Supplement* (2010). More specifically, surface water, surface saturation, water-stained leaves, watermarks, or algal mats were not observed. Furthermore, no vegetation that would suggest a potential wetland feature was observed.

Figure 2. Vacant Field on Parcel G/H

Figure 3. Facing North from Parcel G/H to Parcel F

Figure 4. Vacant Field Parcel E

During the site visit, Grette Biologists assessed areas to evaluate soils and hydrology on each parcel. No hydric soil indicators were identified in the assessed areas (Figures 5 and 6). Datasheets are provided at the end of the report in Attachment B.

Figure 5. Soil Test Pit Locations

Figure 6. Soil Test Pit Photos

Test Pit C

Test Pit D

Test Pit F

Test Pit G/H

3.1.2 Stream Results

No streams were identified on the subject parcels. These findings are further backed up by the data gathered from queried databases summarized above.

3.1.3 Biodiversity Areas/Corridors Results

Per TMC 13.11.510, BACs are those areas that provide quality functions and habitat for wildlife access and/or movement across the landscape. In general, BACs are undeveloped areas with 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 (TMC 13.11.510).

North of the subject parcels is an undeveloped forested area that is mapped as a BAC from data gathered from Tacoma DART GIS data. The area is labeled as Wapato Hills Urban Wildlife Habitat and is separated from the subject parcels by South 64th Street. The parcels to the south, east, and west of the subject parcels are largely developed. Parcels E and F are largely comprised of a vegetative community consisting of a mix of native and nonnative vegetation dominated by Himalayan blackberry, English ivy (*Hedera helix*), and sword fern (*Polystichum munitum*).

Based on a rapid coverage assessment utilizing the guidance defined in the USACE's Regional Supplement (2010), coverage of nonnative species is approximately 60-65 percent of the total sub-canopy. Given the dominance of nonnative vegetation within the sub-canopy and parcel size, the parcels do not meet the definition of a Biodiversity Area due to the lack of a vertically diverse assemblage of native vegetation. Furthermore, given the existing development and lack connectivity to adjacent undeveloped forested areas, the subject parcels do not provide suitable habitat to be considered a corridor.

Figure 7. Vegetation Community in Parcels E and F

4.1 SUMMARY

In summary, Grette Associates did not identify any wetlands, streams, or FWHCAs, per TMC 13.01.110, within 300 feet of the subject parcels. The results summarized in this technical memorandum have fulfilled the critical areas evaluation requirements requested by the city.

If you have any questions on this wetland reconnaissance, please contact me at (253) 573-9300 or by email at donnyn@gretteassociates.com.

Regards,

Donny Neel

Donny Neel
Biologist

References

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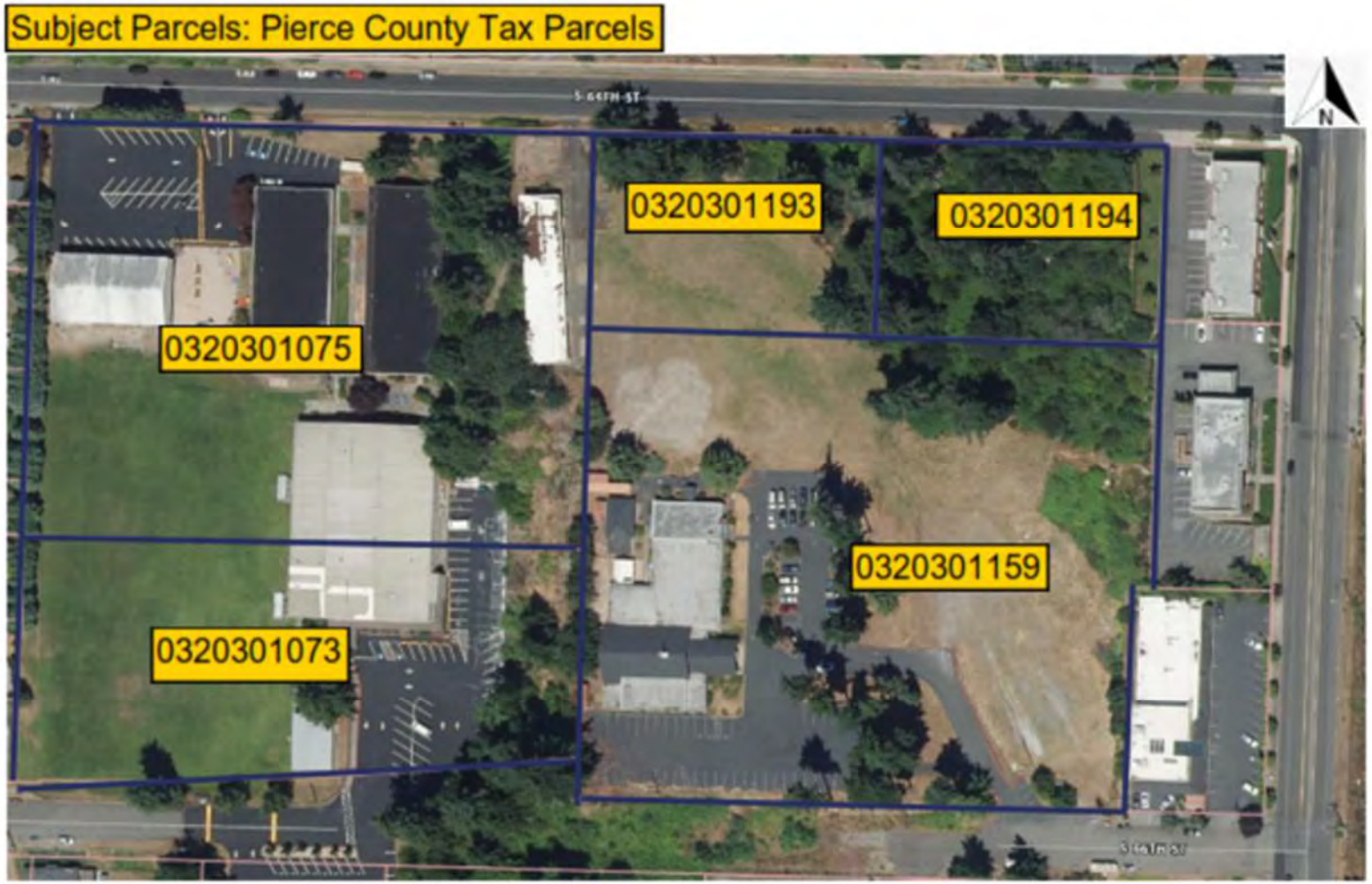
CENTERPOINT CHRISTIAN SCHOOL/SOUTH SOUND CHRISTIAN SCHOOLS

HABITAT ASSESSMENT

APPENDIX A: SITE MAP


Subject Parcels: Pierce County Tax Parcels
0320301193
0320301194
0320301075
0320301159
0320301073
N

CENTERPOINT CHRISTIAN SCHOOL/SOUTH SOUND CHRISTIAN SCHOOLS

HABITAT ASSESSMENT

APPENDIX B: DATA SHEETS

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: CenterPoint GM City/County: Tacoma / Pierce Sampling Date: 1/13/22

Applicant/Owner: State: WA Sampling Point: SP1

Investigator(s): JD, DW Section, Township, Range:

Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): none Slope (%): 0

Subregion (LRR): Lat: Long: Datum:

Soil Map Unit Name: NWI classification:

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ✓ No ____ (If no, explain in Remarks.)

Are Vegetation ✓, Soil ✓, or Hydrology ✓ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No ✓	**Is the Sampled Area within a Wetland?** Yes ____ No ✓
Hydric Soil Present?	Yes ✓	No ____	
Wetland Hydrology Present?	Yes ____	No ✓	

Remarks:
The site has been developed and a large portion has been leveled with gravel.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30')	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	0 = Total Cover		

Sapling/Shrub Stratum (Plot size: 15')			
1. Rhododendron	5		FACU
2. Blackberry	10	Y	FAC
3. Eastern Red cedar	15	Y	FACU
4. Scotch Broom	5		UPL
5.			
	35 = Total Cover		

50: 17.5
20: 7

Herb Stratum (Plot size: 5')			
1. Plantain	25		FACU
2. Field grass	75	Y	FACU
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	100 = Total Cover		

50: 50
20: 20

Woody Vine Stratum (Plot size: ____)			
1.			
2.			
	____ = Total Cover		

% Bare Ground in Herb Stratum ____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 33% (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:	
OBL species	x 1 =	
FACW species	x 2 =	
FAC species	x 3 =	
FACU species	x 4 =	
UPL species	x 5 =	
Column Totals: (A)		(B)

Prevalence Index = B/A = ____

Hydrophytic Vegetation Indicators:

- ___ 1 - Rapid Test for Hydrophytic Vegetation
- ___ 2 - Dominance Test is >50%
- ___ 3 - Prevalence Index is ≤3.0[1]
- ___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ___ 5 - Wetland Non-Vascular Plants[1]
- ___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No ✓

Remarks:

SOIL

Sampling Point: 3P1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0 - 8	10YR 4/3	90	2.5YR 4/6	30	C	M	Sandy Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) **(except MLRA 1)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: Rock Layer

Depth (inches): 8"

Hydric Soil Present? Yes ✓ No ___

Remarks:

Consistant

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9) **(except MLRA 1, 2, 4A, and 4B)**
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Stunted or Stressed Plants (D1) **(LRR A)**
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-Stained Leaves (B9) **(MLRA 1, 2, 4A, and 4B)**
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Raised Ant Mounds (D6) **(LRR A)**
- ___ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? Yes ___ No NO Depth (inches): ___

Water Table Present? Yes ___ No NO Depth (inches): ___

Saturation Present? (includes capillary fringe) Yes ___ No NO Depth (inches): ___

Wetland Hydrology Present? Yes ___ No ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Consistant Rain within the last week

Did not reach water table Did

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: Center Point F City/County: Tacoma / Pierce Sampling Date: 1/13/22

Applicant/Owner: State: WA Sampling Point: SP 2

Investigator(s): DN, JLD Section, Township, Range:

Landform (hillslope, terrace, etc.): hilltop Local relief (concave, convex, none): Convex Slope (%): 10%

Subregion (LRR): Lat: Long: Datum:

Soil Map Unit Name: NWI classification:

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ✓ No ____ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No ✓	**Is the Sampled Area within a Wetland?** Yes ____ No ✓
Hydric Soil Present?	Yes ____	No ✓	
Wetland Hydrology Present?	Yes ____	No ____	

Remarks:
Majority of the property is up on a hill
Largely undisturbed

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30')	Absolute % Cover	Dominant Species?	Indicator Status
1. Madrone	80	Y	FACU
2. Oak, Oregon white	20		UPL
3. Red Alder	10		FAC
4.			
	110	= Total Cover	

Sapling/Shrub Stratum (Plot size: 15')			
1. Evergreen Black	15		FACU
2. Himalayan	45	Y	FACU
3. Beaked hazelnut	25	Y	FACU
4. Salal	40	Y	FACU
5.			
	125	= Total Cover	

Herb Stratum (Plot size: 5')			
1. Salal	40		
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	0	= Total Cover	

Woody Vine Stratum (Plot size: ____)			
1.			
2.			
	____	= Total Cover	

% Bare Ground in Herb Stratum ____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:	
OBL species ____	x 1 =	____
FACW species ____	x 2 =	____
FAC species ____	x 3 =	____
FACU species ____	x 4 =	____
UPL species ____	x 5 =	____
Column Totals: ____ (A)		____ (B)

Prevalence Index = B/A = ____

Hydrophytic Vegetation Indicators:

- ___ 1 - Rapid Test for Hydrophytic Vegetation
- ___ 2 - Dominance Test is >50%
- ___ 3 - Prevalence Index is ≤3.0[1]
- ___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ___ 5 - Wetland Non-Vascular Plants[1]
- ___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No ✓

Remarks:

SO 55 / 20 22

SO 62.5 / 20 25

95 / 25 / 15 / 125

SOIL

Sampling Point: SP2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Redox Features Type[1]	Redox Features Loc[2]	Texture	Remarks
0-7	10YR 4/3	100					Silt loam	
7-18	10YR 4/2	100					Silt loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) **(except MLRA 1)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes _____ No ✓

Remarks:

No redox observed

Soil were not observed to be saturated

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9) **(except MLRA 1, 2, 4A, and 4B)**
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Stunted or Stressed Plants (D1) **(LRR A)**
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-Stained Leaves (B9) **(MLRA 1, 2, 4A, and 4B)**
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Raised Ant Mounds (D6) **(LRR A)**
- ___ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? Yes _____ No X Depth (inches): _____

Water Table Present? Yes _____ No X Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes _____ No X Depth (inches): _____

Wetland Hydrology Present? Yes _____ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

No indicators seen

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: Center Point E City/County: Tacoma / Pierce Sampling Date: 1/13/22

Applicant/Owner: State: WA Sampling Point: SP 3

Investigator(s): JLD, DN Section, Township, Range:

Landform (hillslope, terrace, etc.): Local relief (concave, convex, none): Done Slope (%): 0

Subregion (LRR): Lat: Long: Datum:

Soil Map Unit Name: NWI classification:

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ✓ No ____ (If no, explain in Remarks.)

Are Vegetation ✓, Soil ✓, or Hydrology ✓ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No X	**Is the Sampled Area within a Wetland?** Yes ____ No ✓
Hydric Soil Present?	Yes ____	No X	
Wetland Hydrology Present?	Yes ____	No X	

Remarks:
Regularly mowed field

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30')	Absolute % Cover	Dominant Species?	Indicator Status
1. Hemlock WR	30	Y	FACU
2. Madrone	5		UPL
3.			
4.			
	30	= Total Cover	

Sapling/Shrub Stratum (Plot size: 15')			
1.			
2.			
3.			
4.			
5.			
	0	= Total Cover	

Herb Stratum (Plot size: 3')			
1. Plantain English	45%	Y	FACU
2. Grass Field (Poa Annua)	75%	Y	FACU
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	120	= Total Cover	

Woody Vine Stratum (Plot size: ____)			
1.			
2.			
	____	= Total Cover	

% Bare Ground in Herb Stratum 0

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)

Total Number of Dominant Species Across All Strata: ____ (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: ____ (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:	
OBL species	x 1 =	
FACW species	x 2 =	
FAC species	x 3 =	
FACU species	x 4 =	
UPL species	x 5 =	
Column Totals: (A)		(B)

Prevalence Index = B/A = ____

Hydrophytic Vegetation Indicators:

- ___ 1 - Rapid Test for Hydrophytic Vegetation
- ___ 2 - Dominance Test is >50%
- ___ 3 - Prevalence Index is ≤3.0[1]
- ___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ___ 5 - Wetland Non-Vascular Plants[1]
- ___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No ✓

Remarks:

12

30. 60
20. 24

SOIL

Sampling Point: SP3

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-3	2.5Y 3/2	100					Silt Loam	
3-11+	10YR 3/2	100					Sandy loam	Restrictive by rock

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) **(except MLRA 1)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: Cobbel Rock

Depth (inches): 11"

Hydric Soil Present? Yes ____ No ✓

Remarks:

No Redox observed Soils were not observed as Saturated

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9) **(except MLRA 1, 2, 4A, and 4B)**
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Stunted or Stressed Plants (D1) **(LRR A)**
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-Stained Leaves (B9) **(MLRA 1, 2, 4A, and 4B)**
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Raised Ant Mounds (D6) **(LRR A)**
- ___ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? Yes ____ No ✓ Depth (inches): ____

Water Table Present? Yes ____ No ✓ Depth (inches): ____

Saturation Present? (includes capillary fringe) Yes ____ No ✓ Depth (inches): ____

Wetland Hydrology Present? Yes ____ No ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

No Field Indicators observed

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: Tacoma Baptist School D/C City/County: Tacoma / Pierce Sampling Date: 1/13/22
Applicant/Owner: State: WA Sampling Point: SP4
Investigator(s): SID, DN Section, Township, Range:
Landform (hillslope, terrace, etc.): minor SLOPE Local relief (concave, convex, none): Convex Slope (%): 3 ±
Subregion (LRR): Lat: Long: Datum:
Soil Map Unit Name: NWI classification:
Are climatic / hydrologic conditions on the site typical for this time of year? Yes ✓ No ____ (If no, explain in Remarks.)
Are Vegetation ✓, Soil ✓, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ No ____
Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ✓ No ✓	**Is the Sampled Area within a Wetland?** Yes ____ No ✓
Hydric Soil Present?	Yes ____ No ✓	
Wetland Hydrology Present?	Yes ____ No ✓	

Remarks:
The SP was taken in a maintained sports field across form western Red cedare hedge low present + Maintained 10 yr +

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft)	Absolute % Cover	Dominant Species?	Indicator Status
1. W. R. Cedar	65	Y	FAC
2.			
3.			
4.			
	65 = Total Cover		
Sapling/Shrub Stratum (Plot size: 15 ft)			
1. N/A	Ø		
2.			
3.			
4.			
5.			
	____ = Total Cover		
Herb Stratum (Plot size: 5 ft)			
1. Ryegrass Field Grass	100	Y	FAC
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	100 = Total Cover		
Woody Vine Stratum (Plot size: ____)			
1.			
2.			
	0 = Total Cover		

% Bare Ground in Herb Stratum ____

Dominance Test worksheet:
Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)
Total Number of Dominant Species Across All Strata: 2 (B)
Percent of Dominant Species That Are OBL, FACW, or FAC: 100% (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:	
OBL species	x 1 =	
FACW species	x 2 =	
FAC species	x 3 =	
FACU species	x 4 =	
UPL species	x 5 =	
Column Totals: (A)		(B)

Prevalence Index = B/A =

Hydrophytic Vegetation Indicators:
___ 1 - Rapid Test for Hydrophytic Vegetation
___ 2 - Dominance Test is >50%
___ 3 - Prevalence Index is ≤3.0[1]
___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
___ 5 - Wetland Non-Vascular Plants[1]
___ Problematic Hydrophytic Vegetation[1] (Explain)
[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ✓ No ____

Remarks:

SOIL

Sampling Point: SP4

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-7	10YR 4/2	100	Ø					

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) **(except MLRA 1)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): 7"

Hydric Soil Present? Yes ____ No ✓

Remarks:

No Redox observed

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9) **(except MLRA 1, 2, 4A, and 4B)**
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Stunted or Stressed Plants (D1) **(LRR A)**
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-Stained Leaves (B9) **(MLRA 1, 2, 4A, and 4B)**
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Raised Ant Mounds (D6) **(LRR A)**
- ___ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? Yes ____ No ✓ Depth (inches): _____

Water Table Present? Yes ____ No ✓ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ____ No ✓ Depth (inches): _____

Wetland Hydrology Present? Yes ____ No ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

No field indicators observed.

SOUTH SOUND COMPREHENSIVE PLAN AMENDMENT
TRAFFIC ASSESSMENT

City of Tacoma, WA

Prepared for: Ron Nelson
c/o: Bill Herried
South Sound Christian Schools
2052 S 64th Street
Tacoma, WA 98409

January 2022

SOUTH SOUND COMPREHENSIVE PLAN AMENDMENT
TRAFFIC IMPACT ANALYSIS

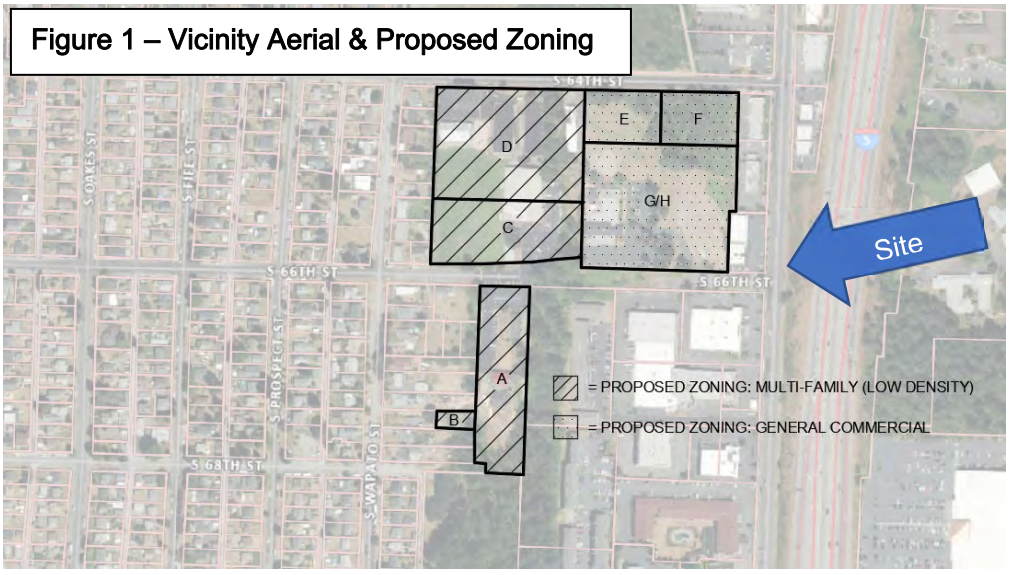
1. INTRODUCTION

The main goals of this study focus on the assessment of roadway/non-motorist conditions and forecasts of newly generated project traffic in relation to a proposed comprehensive plan zoning amendment for the tax parcel #'s: 032030-1024; -1189; -1073; -1075; -1193; -1194; & -1159. The first task includes the review of existing parcel characteristics, permissible land use development and general roadway information on the adjacent street system. Forecasts of future traffic and dispersion patterns on the street system are then determined using established trip generation and distribution techniques for two alternatives. The first includes a forecast analysis encompassing site trip generation under existing zoning ordinances. The second alternative accounts for a zoning amendment, permitting the development of multi-family and commercial uses. As a final step, appropriate conclusions and mitigation measures are defined.

2. PROJECT DESCRIPTION

This report summarizes anticipated traffic impacts related to a comprehensive plan amendment request for tax parcel #'s: 032030-1024; -1189; -1073; -1075; -1193; -1194; & -1159 in the city of Tacoma. The subject site is located south of S 64th Street, east of S Wapato Street and west of S Tacoma Boulevard on a cumulative 15.96-acres. The subject site is currently designated as Single-Family Residential (R2) zoning. The primary aspect of this proposal is to seek a comprehensive plan amendment from the above designation to permit the development of multi-family (western 4 parcels) and commercial (eastern 4 parcels) uses. Surrounding roadway descriptions and additional subject site parcel characteristics are provided in the following section. Figure 1 below shows the vicinity map of the area.

Figure 1 – Vicinity Aerial & Proposed Zoning



3. EXISTING CONDITIONS

3.1 Existing Street System

The street network serving the proposed project consists of a variety of roadways. The major roadways and arterials defined in the study area are listed and described below.

Table 1: Roadway Network

Functional Classification	Roadway	Speed Limit	Lanes	Street Parking	Sidewalk	Bike Facilities
Collector	Tacoma Mall Blvd	35 mph	2-3	Yes	Yes	No
Local	S 64th St	25 mph*	2	Yes	Some	No
	S 66th St	25 mph*	2	Yes	Some	No
	S Wapato St	25 mph*	2	Yes	Some	No

* No posted speed limit observed so the City standard 25 mph applies.

3.2 Roadway Improvement Projects

A review of the current City of Tacoma Six-Year Transportation Improvement Program (2022-2027) indicates projects are planned in the study area. Capacity-related projects and improvements affecting the study intersections are included below:

LID 8668: S 66th St & Wapato (WBS: $LID--8668R): This project includes alley and street asphalt paving and new curb and gutter. The project has a total estimated cost of $923,300.

South 74th Street: Tacoma Mall Blvd to West City Limits (WBS: $PWKS-00005): The project will construct grind and overlay improvements and install ADA compliant curb ramps where needed. Total project cost is estimated at $4,400,000.

56th Street South and Cirque Drive Corridor Improvements: S Washington St to Tacoma Mall Blvd (WBS: PWK-G0006): This project will replace pavement along the corridor, upgrade curb ramps and sidewalks to meet ADA requirements, install traffic signal upgrades and install bike facilities on a parallel route connecting the South Tacoma Sounder Station with the Tacoma Mall Transit Center. Total project cost is estimated at $11,637,651.

3.3 Active Transport

Non-Motorist Facilities:

School-aged children residing in the subject site would attend either Arlington Elementary (0.70-miles walking distance southwest of the subject site) or Gray Middle School (1.30-miles walking distance west). Tacoma Mall Boulevard and the north side of S 66th Street provide curb and sidewalk. Elsewhere, non-motorist infrastructure is discontinuous. It should be noted that Sound Christian Academy, a private pre-k through 12th grade school, is located on-site. Signage alerting drivers of pedestrian crossings associated with the school is available on S 66th Street and S 64th Street in the vicinity of the subject site. Mini-traffic circles are provided at S 66th Street's nearby intersections with S Wapato Street and S Fife Street. Moreover, speed humps reducing driver speed are provided are provided along S Wapato Street in the subject site vicinity.

Transit Service

A review of the Pierce Transit service schedule indicates Route 53 – University Place provides transit service in close proximity to the subject site. The nearest stops are provided at S Oakes Street's intersections with S 64th Street and S 66th Street (~0.30-miles walking distance west of the subject site). The route provides connections between the TCC Transit Center and Tacoma Mall Transit Center with stops provided in University Place along 27th Street W/40th Street W/Grandview Drive W and in South Tacoma. Weekday service is provided from 5:50 AM – 10:45 PM with approximately 30-minute headways during peak travel hours. Saturday service is provided from approximately 8:25 AM – 6:00 PM with approximately 60-minute headways. Sunday service is provided from approximately 8:16 AM – 6:37 PM with approximately 120-minute headways.

Moreover, Route 202 – S 72nd Street provides bus stops 0.60-miles walking distance south of the subject site at S 74th Street & S Wapato Street. The route services the 72nd Street corridor providing connection between the Lakewood Transit Center and the 72nd Street Transit Center. Weekday service is provided from 6:00 AM – 10:18 PM with approximately 30-minute headways during peak travel hours. Saturday service is provided from approximately 8:45 AM – 9:58 PM with approximately 30-minute headways. Sunday service is provided from approximately 9:20 AM – 9:18 PM with approximately 30-minute headways.

Refer to Pierce Transit's routes & schedules for further details.

4. ZONING & DEVELOPMENT POTENTIAL

Under existing zoning regulations, the subject site could be developed via single-family land use. To calculate approximately how many structures could be constructed in accordance with City standards, the total area of each parcel was measured (acreage/feet^2). Values were derived from the Pierce County Assessor. It should be noted that by taking the total site area, assumptions include all existing structures to be demolished and the site redeveloped to maximum single-family potential. While this scenario is not anticipated to occur, it presents a conservative trip generation analysis.

Per Tacoma Municipal Code 13-191, single-family structures within R-2 zoning require a standard minimum lot size of 5,000 square feet. Multi-family development within the proposed Comprehensive Plan Amendment scenario requires a minimum lot size of 6,000 square feet plus 1,500 square feet/unit in excess of 4 units. Lastly, approximately 70% of the total land area was assumed to be developable for the proposed commercial space (C2 zoning). This 30% reduction accounts for building setbacks, parking and more. Table 2 summarizes the permissible number of developable units within each parcel under existing zoning and proposed comprehensive plan amendment conditions.

Table 2: Permissible Development Estimates

Existing Zoning	Parcel	Available Developable Area	Existing Zoning Dev. Estimate (Single-Family)	Proposed Comp. Plan Amend. Dev. Estimate (Multi-Family: A-D / Commercial: E-H)
Single-Family (R-2)	A	2.38-acres / ~103,455 SF	20 S-F DU's	69 M-F DU's
	B	0.18-acres / ~7,840 SF	1 S-F DU's	5 M-F DU's
	C	2.58-acres / ~112,500 SF	22 S-F DU's	75 M-F DU's
	D	4.76-acres / ~207,346 SF	41 S-F DU's	138 M-F DU's
	E	1.00-acres / ~43,560 SF	8 S-F DU's	~215,300 SF of commercial space
	F	1.06-acres / ~46,211 SF	9 S-F DU's	
	G/H	5.00-acres / ~217,800 SF	43 S-F DU's	
Total Subject Site Development Potential			144 S-F DU's	287 M-F DU's; ~215,300 SF Comm.

As illustrated in Table 2, approximately 144 single-family dwelling units may be constructed on-site should the entire site be redeveloped with single-family land use. Under the proposed comprehensive plan amendment estimates, approximately 287 multi-family dwelling units and ~215,300 square feet of commercial space may be constructed should the entire subject site be redeveloped under the proposed comprehensive plan amendment. This estimate assumes a maximum redevelopment of the subject parcels currently occupied by CenterPoint Christian Fellowship church. Therefore, these are conservative estimates as redevelopment of the entire subject site is not planned.

5. FUTURE TRAFFIC CONDITIONS

5.1 Project Trip Generation

Trip generation is defined as the number of vehicle movements that enter or exit a site during a designated time period such as a specific peak hour or an entire day. Data presented in this analysis was derived from the Institute of Transportation Engineer's (ITE) publication *Trip Generation,* 11th Edition. If development were to occur under existing zoning regulations, the designated land use would be classified as Single-Family Detached Housing (LUC 210). Should the comprehensive plan amendment be approved, proposed development could consist of multi-family and commercial development. It should be noted that a tenant is identified should the C2 comprehensive plan amendment become enacted. One development option for parcels E, F G and H could comprise a warehouse use by Bargreen Ellingson, a restaurant supply company. As such, the designated land uses would be classified as Multi-Family Housing Mid-Rise (LUC 220) and Warehousing (LUC 150) under the proposed comprehensive plan amendment development scenario.

ITE average rates were used to determine trip ends with dwelling units used as the input variable for the existing and comprehensive plan amendment residential land uses. Equations and square footage, which comprise more conservative trip estimates when compared with rates, were used for LUC 150. Table 3 below summarizes anticipated vehicular movements for the average weekday daily trips (AWDT), AM peak hour and PM peak hour. ITE Trip Generation sheets have been attached to the appendix for reference.

Table 3: Project Trip Generation

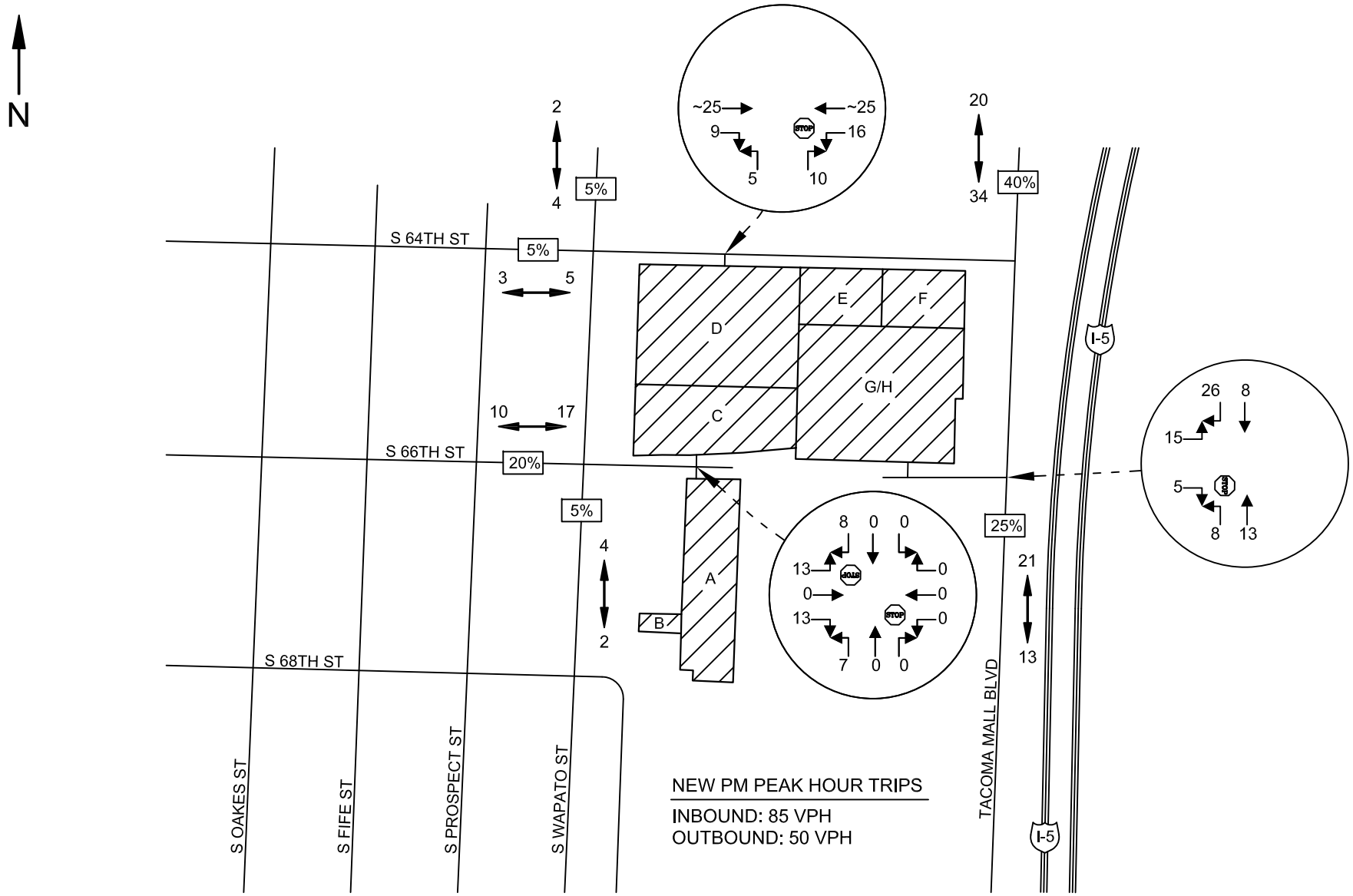
Land Use	Units	AWDT	AM Peak-Hour Trips			PM Peak-Hour Trips		
			In	Out	Total	In	Out	Total
Existing Zoning:								
Single-Family Detached – LUC 210	144 DU's	1358	26	75	**101**	85	50	**135**
Proposed Comp. Plan Amendment:								
Multi-Family (Low-Rise) – LUC 220	287 DU's	1934	28	87	**115**	92	54	**146**
Warehousing – LUC 150	215.3 KSF	378	38	11	**49**	14	38	**52**
Proposed Comp. Plan Amendment Total		2312	66	98	**164**	106	92	**198**

Based on the data presented in Table 3, site redevelopment under existing single-family zoning conditions is anticipated to generate approximately 1358 average weekday trips with 101 trips (26 in/75 out) occurring during the AM peak hour and 135 trips (85 in/50 out) occurring during the PM peak hour.

Proposed comprehensive plan amendment site redevelopment is anticipated to generate 2312 average weekday trips with 164 trips (66 in/98 out) occurring during the AM peak hour and 198 trips (106 in/92 out) occurring during the PM peak hour.

5.2 Trip Distribution and Assignment

Trip distribution describes the process by which project generated trips are dispersed on the street network surrounding the site. Figure 2 illustrates PM peak hour trip distribution & assignment under Scenario 1: forecast site redevelopment under existing single-family zoning conditions. Figure 3 illustrates PM peak hour trip generation and distribution under Scenario 2: forecast site redevelopment given proposed comprehensive plan amendment conditions. Percentages and assignments of project-generated traffic are based on proximity to major arterial routes and destinations. Subject parcels A-C are anticipated to access the site via S 66th Street from the west. Parcel D is anticipated to continue access via S 64th Street and parcels E-H are anticipated to be accessed via S 66th Street by way of Tacoma Mall Boulevard.



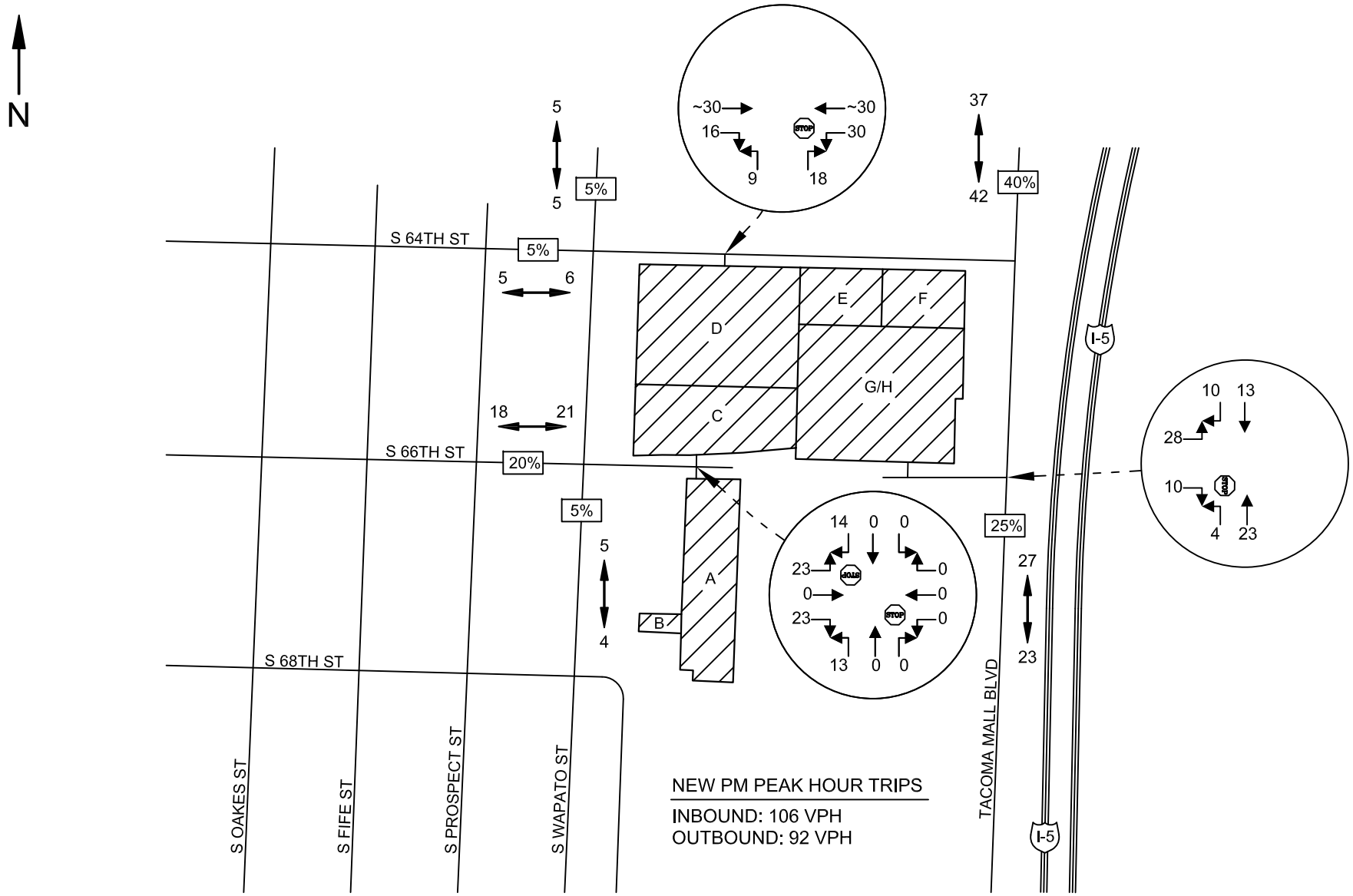
HEATH & ASSOCIATES

TRAFFIC AND CIVIL ENGINEERING

SOUTH SOUND COMPREHENSIVE PLAN AMENDMENT

PM PEAK HOUR TRIP DISTRIBUTION & ASSIGNMENT
SCENARIO 1: SITE REDEVELOPMENT UNDER EXISTING ZONING (SINGLE-FAMILY)
FIGURE 2

PO Box 397 Puyallup, WA 98371 (253) 770 1401 heathtraffic.com



HEATH & ASSOCIATES

TRAFFIC AND CIVIL ENGINEERING

SOUTH SOUND COMPREHENSIVE PLAN AMENDMENT

PM PEAK HOUR TRIP DISTRIBUTION & ASSIGNMENT
SCENARIO 2: SITE REDEVELOPMENT UNDER PROPOSED REZONE (MULTI-FAMILY/COMMERCIAL)
FIGURE 3

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6. SUMMARY

The South Sound Comprehensive Plan Amendment project proposes a future amendment to existing zoning. The comprehensive plan amendment request encompasses tax parcel #'s: 032030-1024; -1189; -1073; -1075; -1193; -1194; & -1159 (15.96-acres), located in the city of Tacoma. The subject site is currently zoned as Single-Family Residential (R2) zoning. The proposed comprehensive plan amendment and future associated rezone would permit the development of multi-family in the western 4 parcels and a commercial use in the eastern 4 parcels.

Future buildout assumptions encompassed two trip generation and distribution scenarios. Scenario 1 assumes the entire subject site be redeveloped under existing single-family zoning. Scenario 2 assumed the entire subject site to be redeveloped under the proposed comprehensive plan amendment, permitting multi-family and commercial development. Based on trip generation estimates derived from approximate development potential, Scenario 1 is anticipated to generate approximately 135 PM peak hour trips (85 in / 50 out). Moreover, Scenario 2 is anticipated to generate approximately 198 PM peak hour trips (106 in / 92 out). Approximate PM peak hour trip distribution and assignment for each development scenario are outlined in Figures 2 and 3. It should again be noted that these are conservative estimates as the future assumptions encompassed complete redevelopment of every subject site parcel.

The majority of trips would be traveling to/from Tacoma Mall Boulevard. Under either analysis scenario, less than 100 PM peak hour trips would be traveling along any local roadway segment in the vicinity of the subject site. Therefore, the proposed comprehensive plan amendment and future associated rezone is not found to have a significant impact to surrounding local roadway operations. Should the proposal differ from the land use assumptions evaluated herein, an additional study may be required at such time. It should be noted that speed reduction strategies such as speed humps and neighborhood traffic circles are provided on the surrounding roadway system. To mitigate potential impacts as a result of the proposed comprehensive plan amendment and future associated rezone, additional infrastructure may be required as a part of site development.

Please feel free to contact should you require additional information.

Single-Family Detached Housing
(210)

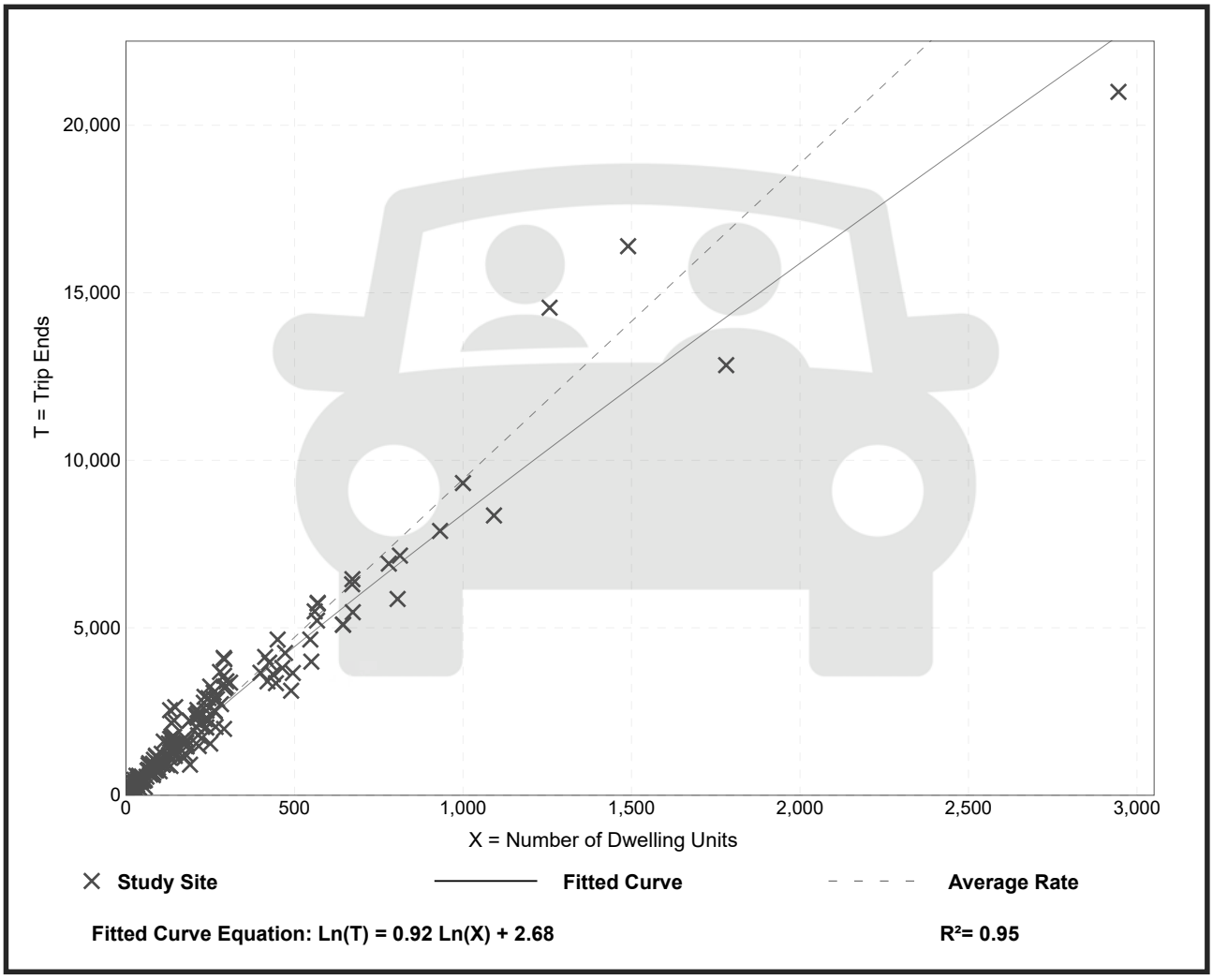
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

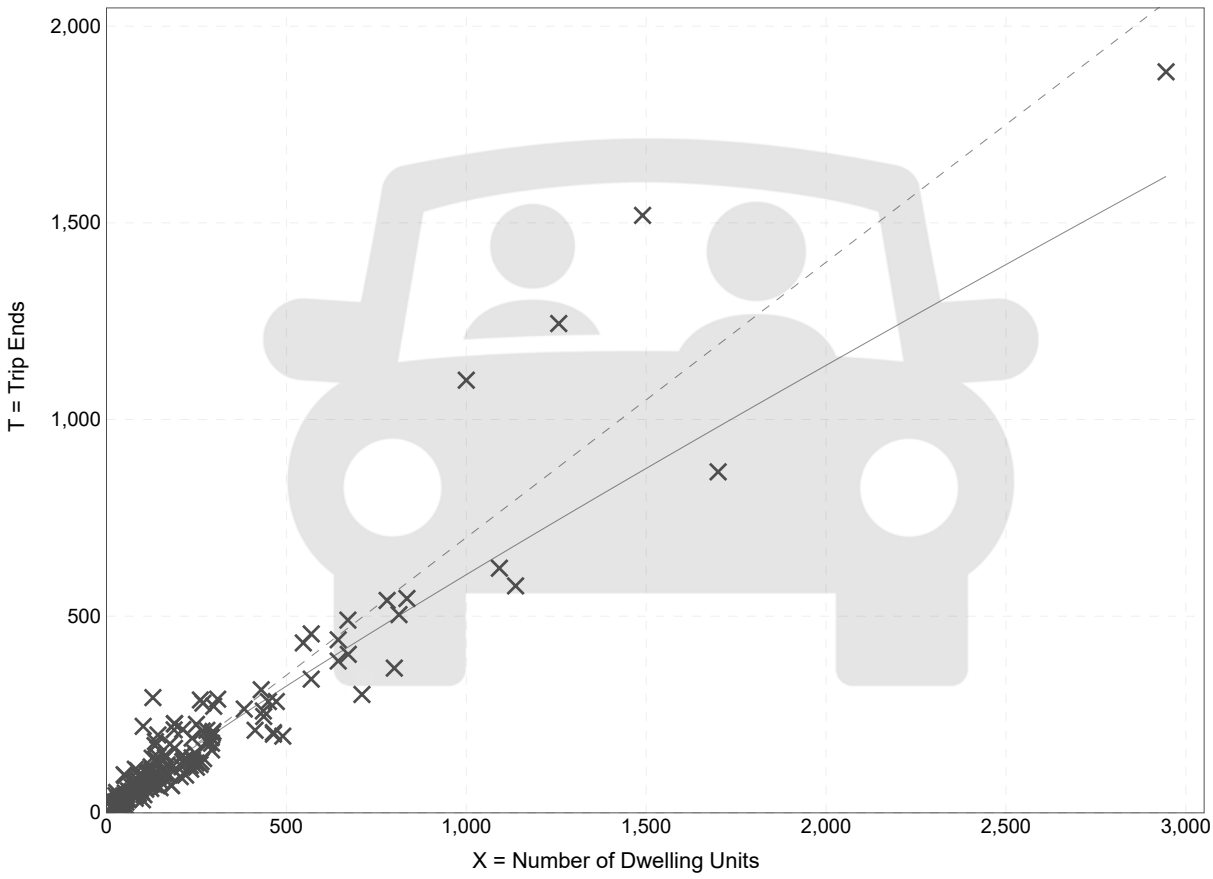
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



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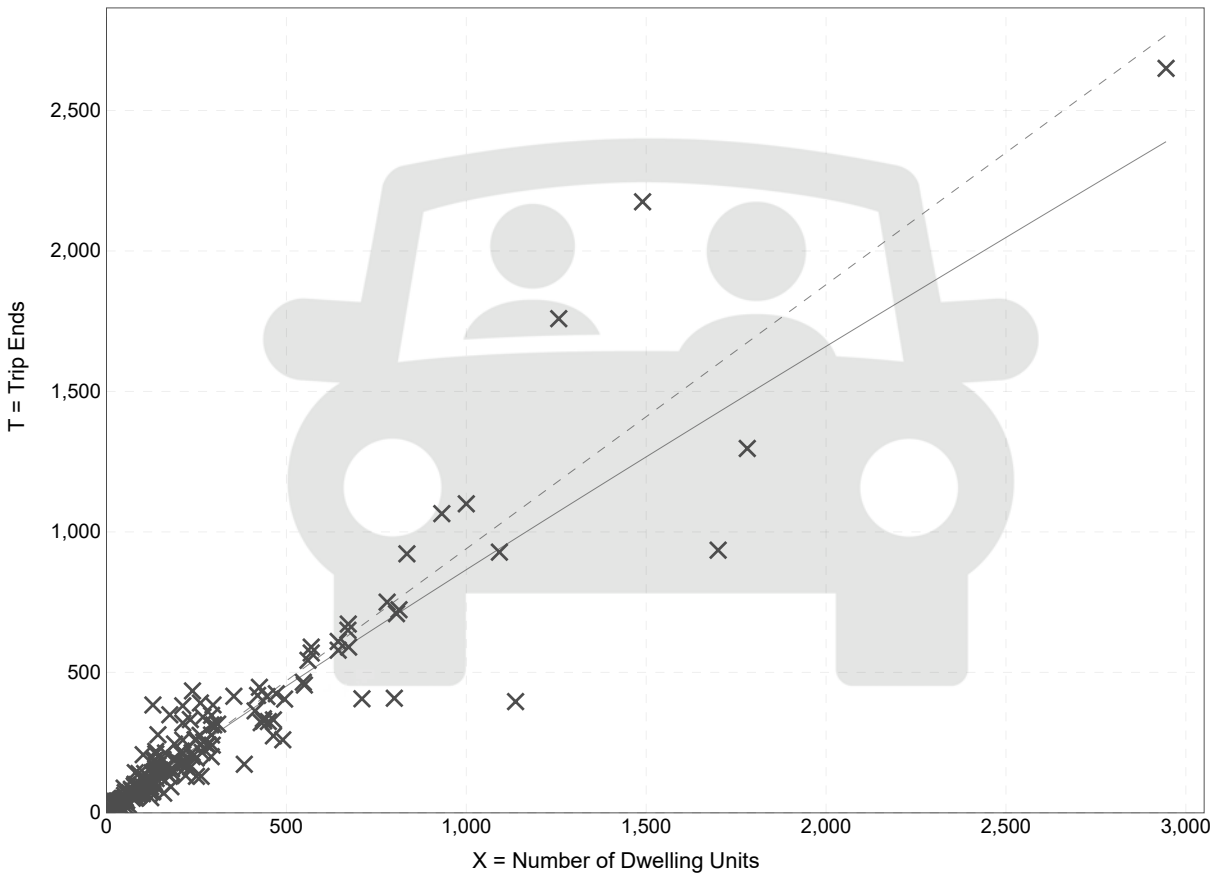
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.94 Ln(X) + 0.27 **R^2= 0.92**

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Warehousing
(150)

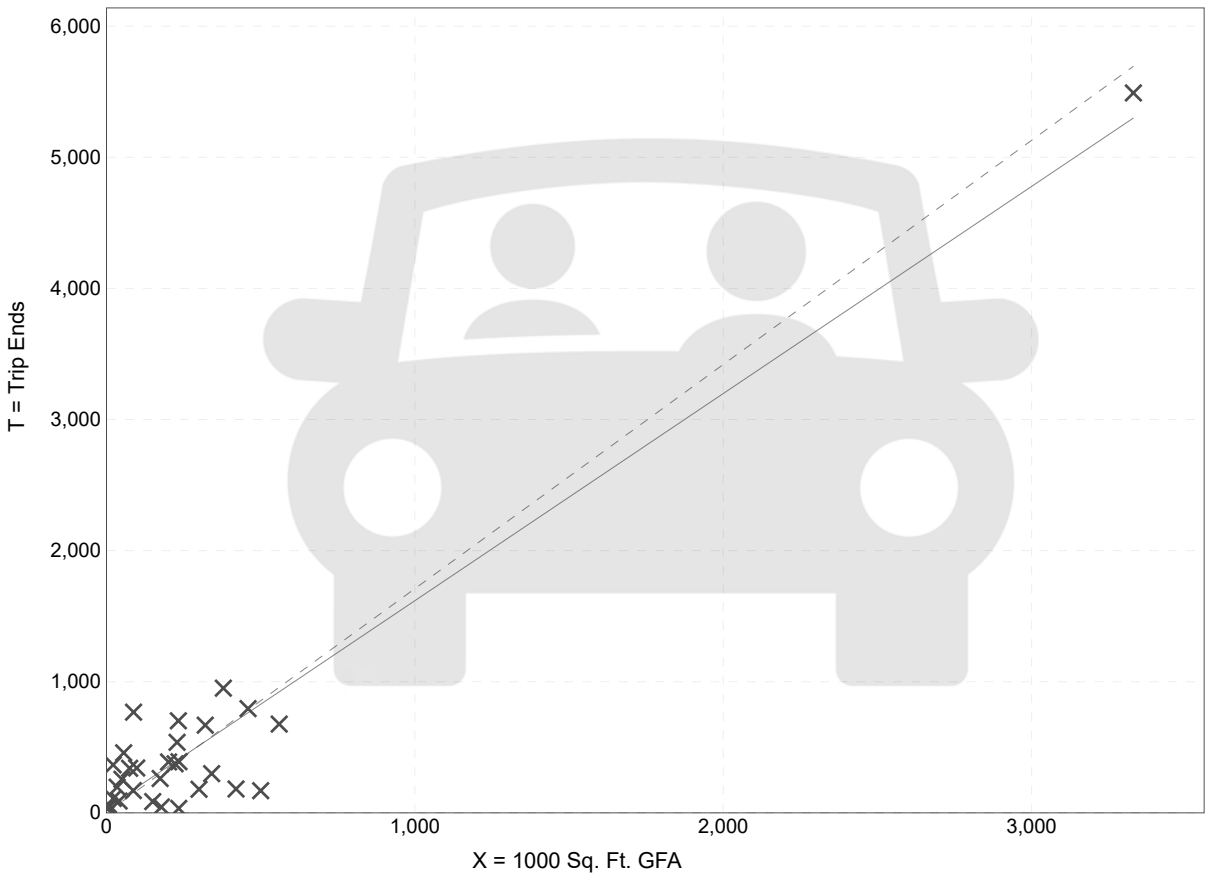
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 31
Avg. 1000 Sq. Ft. GFA: 292
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.71	0.15 - 16.93	1.48

Data Plot and Equation



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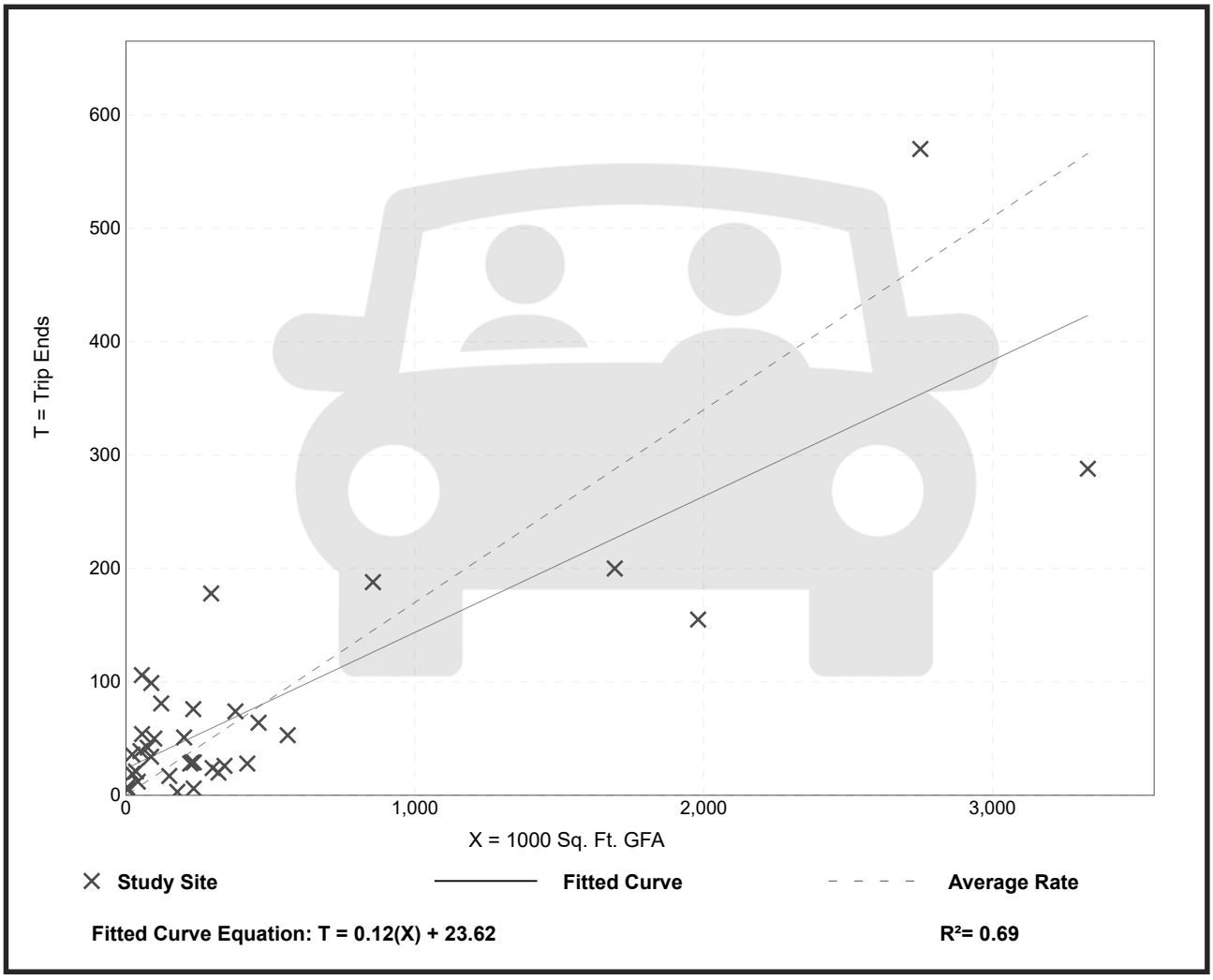
Warehousing
(150)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 36
Avg. 1000 Sq. Ft. GFA: 448
Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.19

Data Plot and Equation



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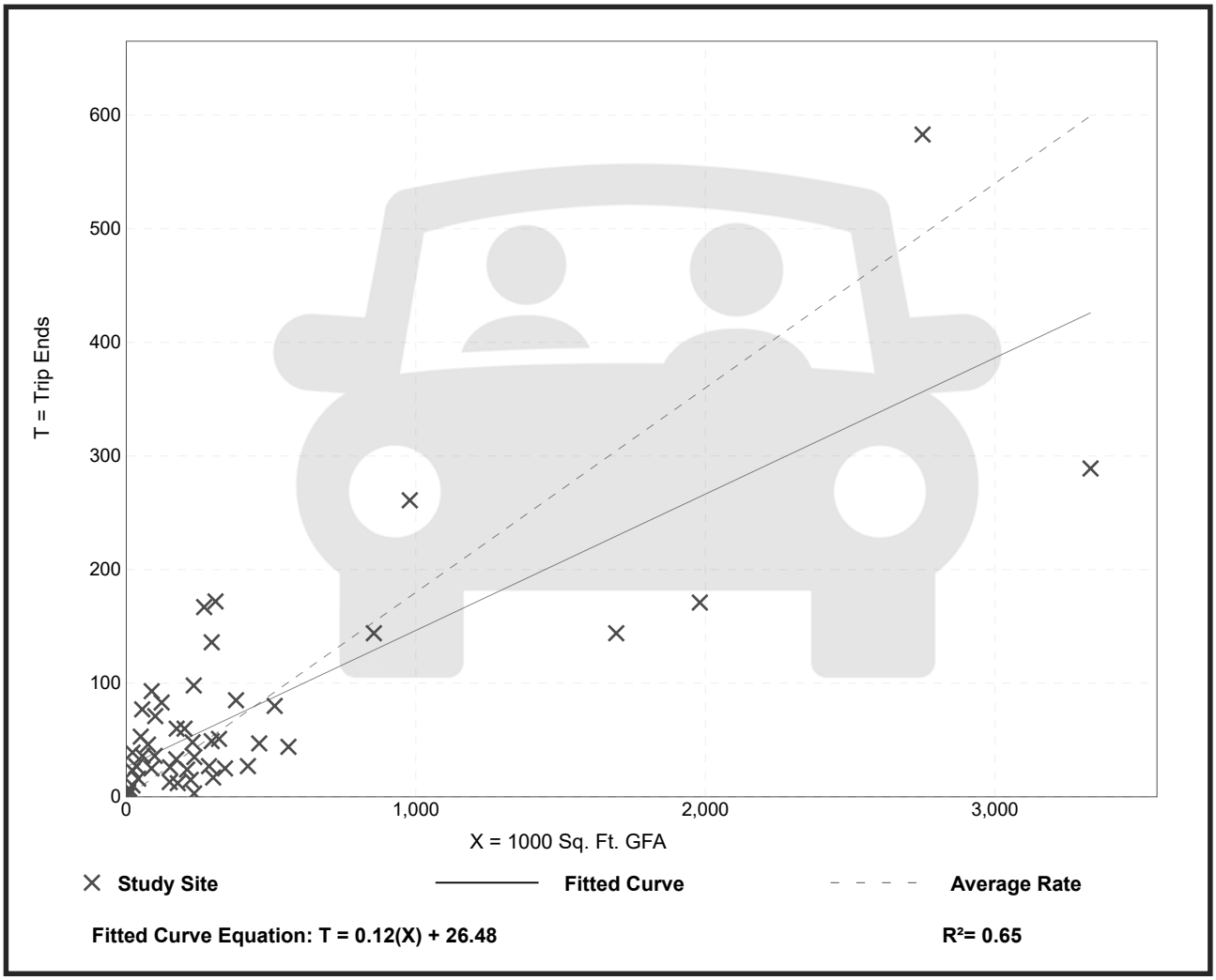
Warehousing
(150)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 49
Avg. 1000 Sq. Ft. GFA: 400
Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.18	0.01 - 1.80	0.18

Data Plot and Equation



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Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

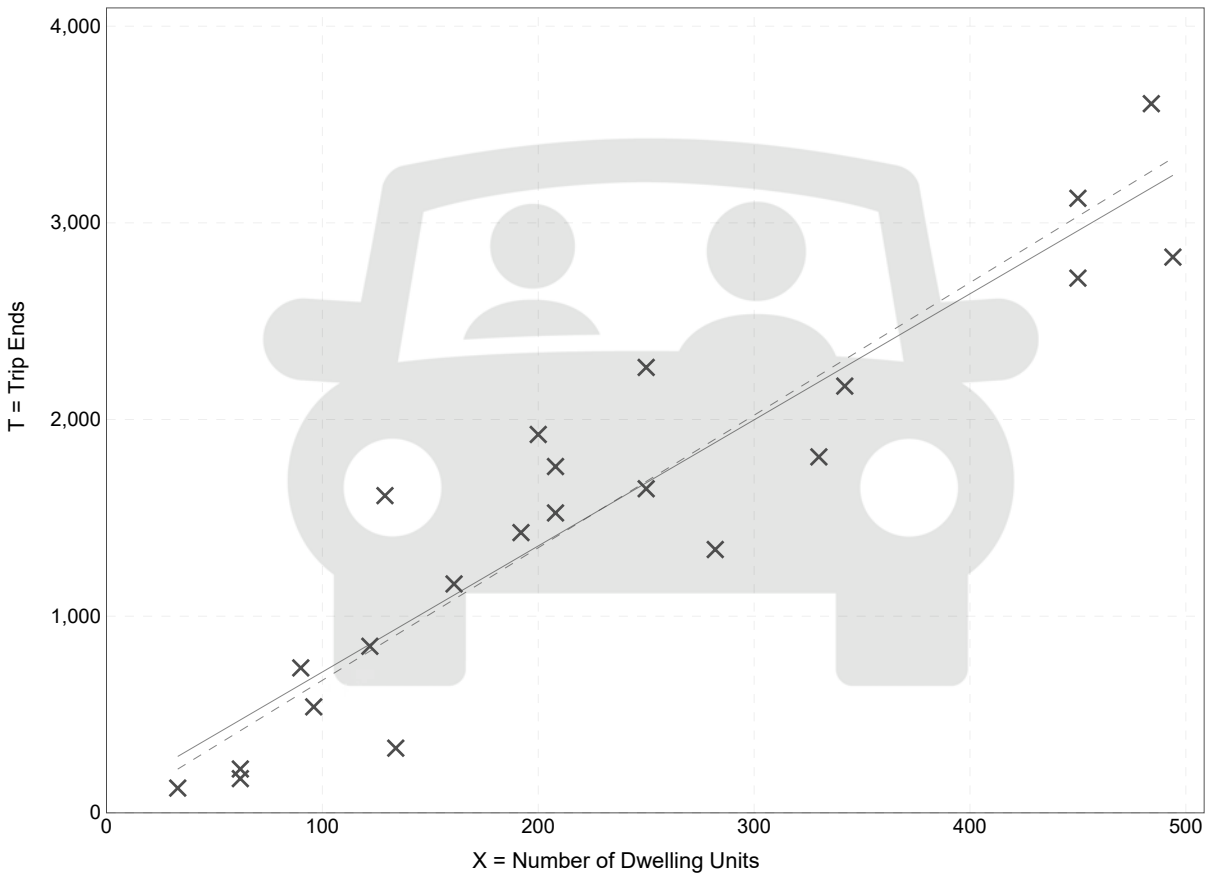
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Fitted Curve Equation: T = 6.41(X) + 75.31

R^2= 0.86

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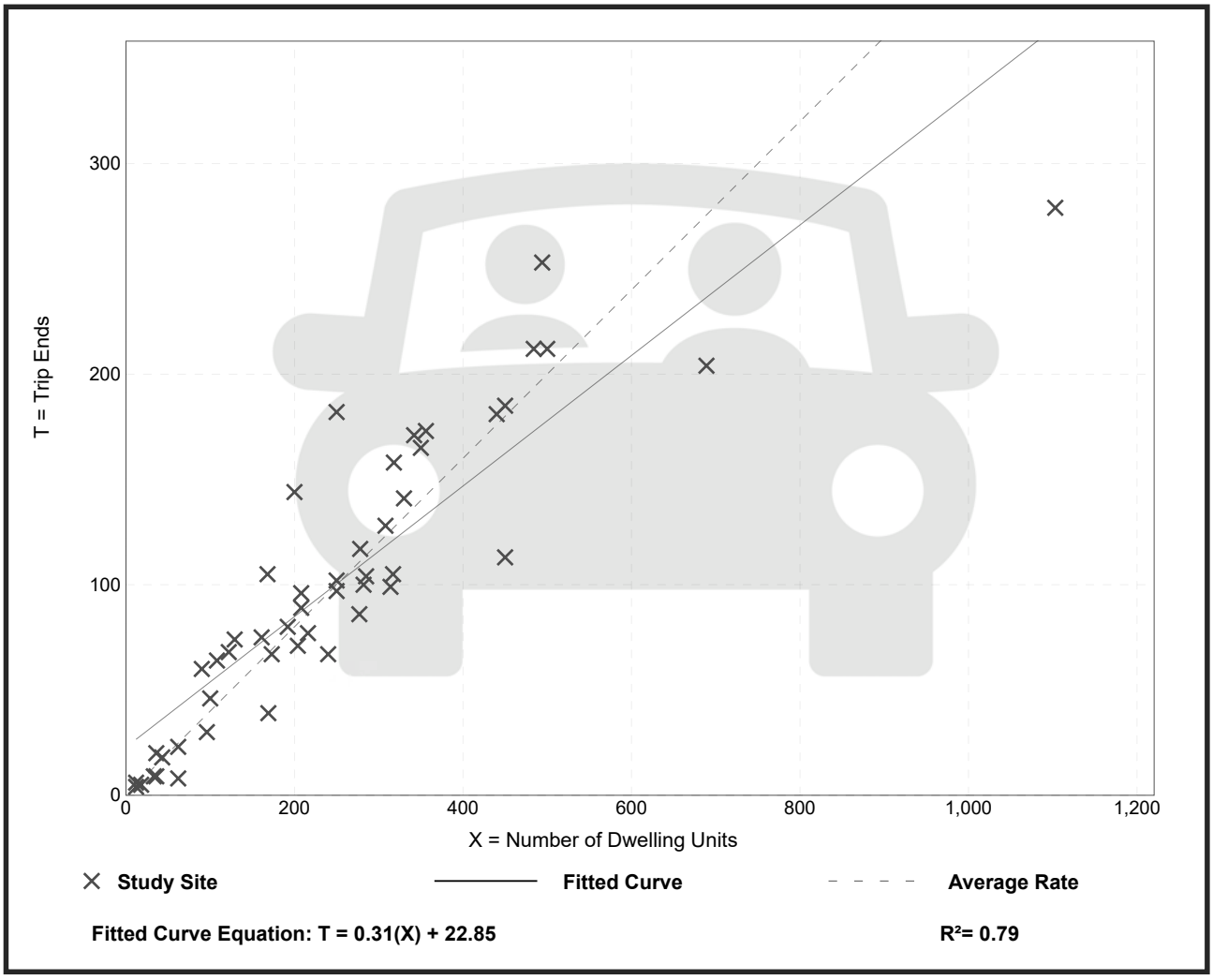
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



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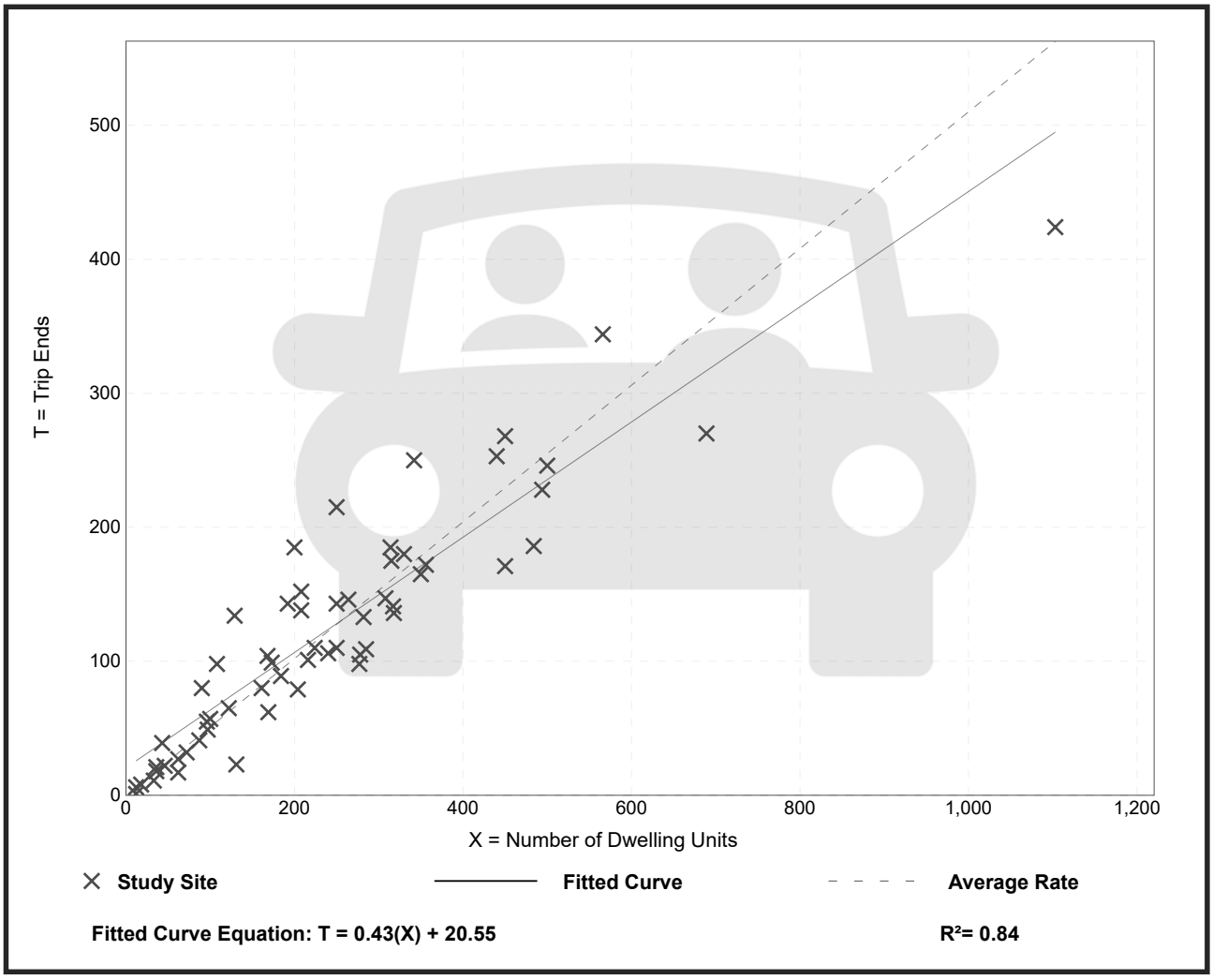
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



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PROJECT MEMO

TO:	Larry Harala Principal Planner City of Tacoma – Planning and Development Services 747 Market Street – Room 345 Tacoma, WA 98402	**DATE:**	January 26, 2022
FROM:	Steve Nickison Tacoma - (253) 383-2422	**PROJECT NO.:**	2200382.BP
		PROJECT NAME:	South Sound Christian Comprehensive Plan Amendment
SUBJECT:	South 66th Street – Connection Feasibility Memo		

In conjunction with AHBL's planning efforts, our civil engineering team analyzed the existing conditions of South 66th Street to assess the feasibility of constructing the remainder of the street to the south of the project site in order to connect to the two ends of the street presently disconnected. Currently, the eastern portion of S. 66th Street connects to several commercial establishments and a church. An existing apartment complex to the west of the commercial building butts against the right-of-way. The western portion of the street serves several residences and the Tacoma Baptist Schools site. The existing conditions, street feasibility and implications of connecting the street are discussed in detail below.

Existing Conditions

The western section of road is a 32-foot-wide residential street, while the eastern section is a 44-foot-wide commercial street. Portions of the area between the two sections of street have grass and minor scrub brush. A roughly 190-foot section is heavily wooded with large trees on a steep existing hillside.

The current elevations of S. 66th Street are approximately 253 feet at the western end of the road where it connects to the Tacoma Baptist Schools site and 312 feet at the eastern end of the road where is connects to the adjacent church. It is approximately 745 feet between these two points in the road, leading to an average grade of 7.9%. Most of this elevation differential occurs over through the 190 feet of wooded hillside (±26% grade).

Adjacent developments at the eastern side of the street connection area consist of a parking lot, fence line, and concrete retaining wall at the northern property line of the commercial development on the south-east side of the study area. The existing church on the north-east side of the study area has an existing parking lot on its southern property line which steeply slopes from the parking lot to the anticipated roadway area. Additionally, several power poles (likely distribution) run along this parking lot edge and continue to the west. At the western end of the street, S. 66th street turns into a site access road for Tacoma Baptist Schools and connects to several parking lots. The road runs adjacent to an existing soccer field and storage building which lie roughly 6 feet below the existing road elevation.

At the western side of the right-of-way, a 66-inch diameter storm trunk main runs north-south. An 8" sewer main appears to run east-west through the road study area. This sewer main is only 3-4 feet below grade. Utility information was gathered from City of Tacoma GIS.

Street Feasibility and Implications

A proposed street connection in this location would need to taper its width between the two portions of roadway. To minimize disturbance, this would need to occur on the eastern end of the street. As explained above, the average grade in this area is ±7.9%.

To construct a roadway in this area with proper vertical curves, while maintaining access to both portions of the Tacoma Baptist School site would require an average grade closer to 18% which greatly exceeds the current maximum slope per the City of Tacoma right-of-way design manual. This would also require a significant cut out

of the area which would cause a significant disturbance to the steep wooded hillside. The amount of tree removal would extend beyond the road extents due to weakened root structures of surrounding trees. Additional investigation would be required to assess the slope stability in this area. The roadway cut necessitates new retaining walls between the roadway and both the church and commercial properties on the eastern side of the street. The existing apartment complex may require a retaining wall to prevent undermining the building. The roadway cut would also uncover the existing sewer main and require its replacement. The existing power infrastructure in this area would likely require relocation.

At the Tacoma Baptist Schools site, the cut section would turn into a fill section as the road transitions down to existing grade which would require a complete reconstruction of both of the schools parking lots on the north and south side of the street. The space occupied would also remove a significant amount of parking stalls which would need to be reconstructed elsewhere. The raised road elevation here would require additional retaining walls to transition the elevation difference between the existing sports field and maintenance building. Walls in this area would need to be designed to not disturb the 66in diameter storm trunk main in the vicinity.

The implications above relate only to the road construction. Adding sidewalk on either side of the street further exacerbates these issues.

Conclusion

The above design considerations seek to provide criteria for potential road construction to connect the two ends of South 66th Street. In our opinion, the road cannot be constructed without significant grading and retaining walls, major tree impacts, and considerable site changes to the Tacoma Baptist Schools site. Additional impacts to existing utilities and mitigation to major storm infrastructure also need to be considered.

Sincerely,

Steve Nickison, EIT
Project Engineer

David Nason, PE
Principal

SLN/DN

c: Emily Adams, AICP - AHBL
Wayne Carlson, FAICP - AHBL

D

Home in Tacoma Project

CHANGES TO THE COMPREHENSIVE PLAN

December 1, 2021

Changes reflect City Council direction as voted at the December 1, 2021 Special Council Meeting

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/homeintacoma

Proposed insertions are shown in blue underlined text.

Proposed deletions are shown in blue ~~strike-through text~~.

two

URBAN FORM

URBAN FORM GOALS

GOAL UF–1 Guide development, growth, and infrastructure investment to support positive outcomes for all Tacomans.

GOAL UF–2 Focus growth in a citywide network of centers that provide healthy, equitable and sustainable access to services and housing and preserve the city's character and sense of place.

GOAL UF–3 Enhance centers as anchors of complete neighborhoods that include concentrations of commercial and public services, housing, employment, gathering places, and green spaces.

GOAL UF–4 Catalyze the Downtown as Tacoma's and the South Puget Sound's largest center with the highest concentrations of housing and with a diversity of housing options and services.

GOAL UF–5 Elevate the Tacoma Mall Regional Growth Center in its role as a regional center of employment, commercial and public services.

GOAL UF–6 Establish Crossroads Centers as successful places that serve the needs of surrounding neighborhoods and a wider area and contain high concentrations of employment, institutions, commercial and community services, and a wide range of housing options.

GOAL UF–7 Promote Neighborhood Centers as thriving centers that serve the needs of surrounding neighborhoods.

GOAL UF–8 Ensure the continued growth and vitality of Tacoma's employment centers.

GOAL UF–9 Promote future residential and employment growth in coordination with transit infrastructure and service investments.

GOAL UF–10 Establish designated corridors as thriving places that support and connect Tacoma's centers.

POLICY UF–10.16 Develop, manage and maintain a safe, efficient and reliable freight street network to provide freight access to and from intermodal freight facilities, industrial and commercial districts and the regional transportation system.

GOAL UF–11 Preserve and protect open space corridors to ensure a healthy and sustainable environment and to provide opportunities for Tacomans to experience nature close to home.

GOAL UF–12 Create an integrated Signature Trail system that connects city neighborhoods to regional trail systems.

GOAL UF–13 Promote the unique physical, social and cultural character Historic Residential Pattern Areas as integral to Tacoma's sense of place.

TWO

URBAN FORM

WHAT IS THIS CHAPTER ABOUT?

The goals and policies in this chapter convey the City's intent to:

- Foster an equitable system of compact mixed-use and commercial centers across the city to increase access to community services and businesses and create more low-carbon, complete, healthy, and connected neighborhoods.
- Improve Tacoma's major corridors so that they become vibrant urban places and key transportation connections.
- Enhance Tacoma's public realm, integrate nature into the city and link people, places and wildlife through active transportation facilities, green infrastructure investments and habitat connections.
- Describe the city's overall development pattern and area character to inform and guide future investments, design and development.
- Ensure that Tacoma's development pattern supports a sustainable and resilient future, including a reduction in greenhouse gas emissions.
- Ensure that Tacoma's urban form supports housing supply, choice and affordability goals.

WHAT IS A COMPLETE NEIGHBORHOOD?

The term "complete neighborhood" describes a neighborhood with safe and convenient access to the goods and services needed in daily life. This includes a variety of housing options, grocery stores and other commercial services, quality public schools, public open spaces and recreational facilities, affordable transportation options and civic amenities. An important element of a complete neighborhood is that it is built at a walkable and bikeable human scale, and meets the needs of people of all ages and abilities.

Broadway farmers' market

WHY IS THIS IMPORTANT?

Tacoma's identity now and in the future is significantly shaped by the design and physical structure of the city and its neighborhoods. How people live and get around is partly determined by the location of services and other destinations and the arrangement and design of buildings, streets and other public spaces. Together these design characteristics help determine whether: (1) a community is walkable, (2) children have safe places to play, (3) people have places to gather and (4) businesses are easy to access.

Where housing and services are built, where street networks are connected and how all of this is designed provides a key opportunity to: (1) enable people to meet more of their daily needs locally, (2) strengthen neighborhoods, (3) improve equitable access to services, (4) support healthy, active living and (5) reduce greenhouse gas emissions and adapt to climate change.

This chapter includes policies that support enhancing centers across the city as anchors to complete neighborhoods, providing Tacomans with convenient access to local services. Clustering and co-locating destinations in centers makes access by transit, walking, wheelchair, and bicycle more practical and reduces the amount of driving needed to access services. Focusing growth and investments in centers and along connective corridors can also make good use of existing infrastructure capacity and encourage efficiency in new infrastructure investments.

Museum of Glass on the Thea Foss waterway public esplanade

The location and distribution of centers, employment areas, corridors, open spaces, signature trails, and residential areas in this element continue the City's historical development patterns and accommodate growth by promoting the intensification of existing development patterns rather than a growth alternative that would significantly depart from the City's current character.

GOALS + POLICIES

CITYWIDE DESIGN + DEVELOPMENT

Tacoma's growth target is for **127,000 NEW RESIDENTS** *and* **97,000 NEW JOBS** *by 2040.*

GOAL UF–1 Guide development, growth, and infrastructure investment to support positive outcomes for all Tacomans.

Policy UF–1.1 Ensure that the Comprehensive Plan Land Use Map establishes and maintains land use designations that can accommodate planned population and employment growth. See Figure 2, Comprehensive Plan Future Land Use Map.

LAND USE DESIGNATIONS

The Future Land Use Map illustrates the City's intended future land use pattern through the geographic distribution of residential and commercial areas, the designation of mixed-use and manufacturing/industrial centers, as well as shoreline and residential~~single-family detached~~ designations. This land use distribution was a result of analysis of the urban form policies, existing land use and zoning, development trends, anticipated land use needs and desirable growth and development goals. Various types of zoning and land use may be permitted within each of the designations. The map is to be used in conjunction with the adopted policies of the Comprehensive Plan for any land use decision.

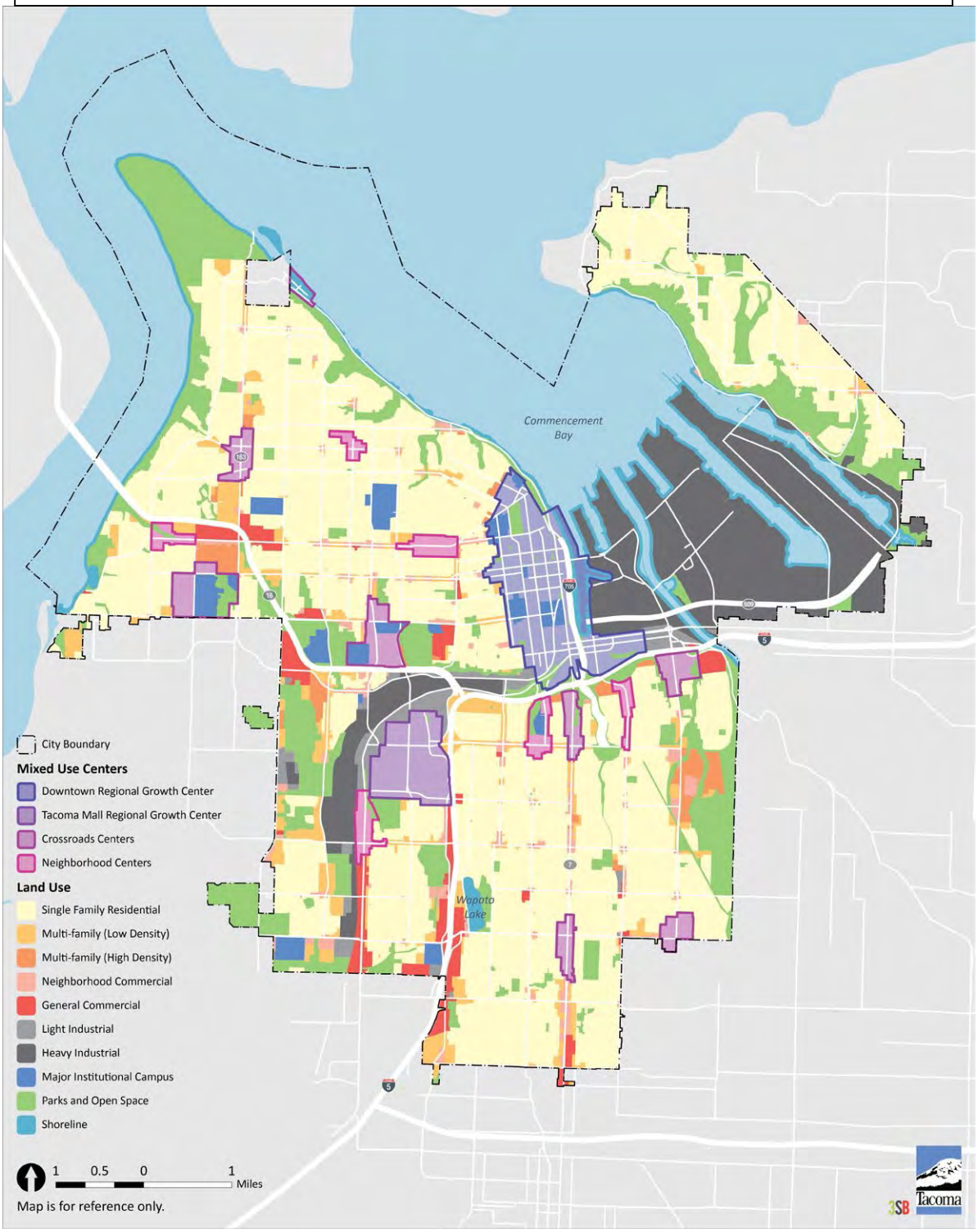
The land use designations are established by adoption of the Comprehensive Plan and amendments thereof. The Future Land Use Map is the official land use map of the City, and is maintained by the Planning and Development Services Department in an electronic format to facilitate its accurate use and implementation.

The Future Land Use Map and the designations in Table 3 on page 2-7 provide a basis for applying zoning districts and for making land use decisions. Policies should be considered and interpreted in accordance with the geographic characteristics of the mapped areas. Table 3 depicts the relationship between the land use designations and zoning classifications.

Policy UF–1.2 Implement Comprehensive Plan land use designations through zoning designations and target densities shown in Table 3, Comprehensive Plan Land Use Designations and Corresponding Zoning.

Policy UF–1.3 Promote the development of compact, complete and connected neighborhoods where residents have easy, convenient access to many of the places and services they use daily including grocery stores, restaurants, schools and parks, that support a variety of transportation options, and which are characterized by a vibrant mix of commercial and residential uses within an easy walk of home.

This map will be updated to reflect the final adopted housing growth strategy posted below.



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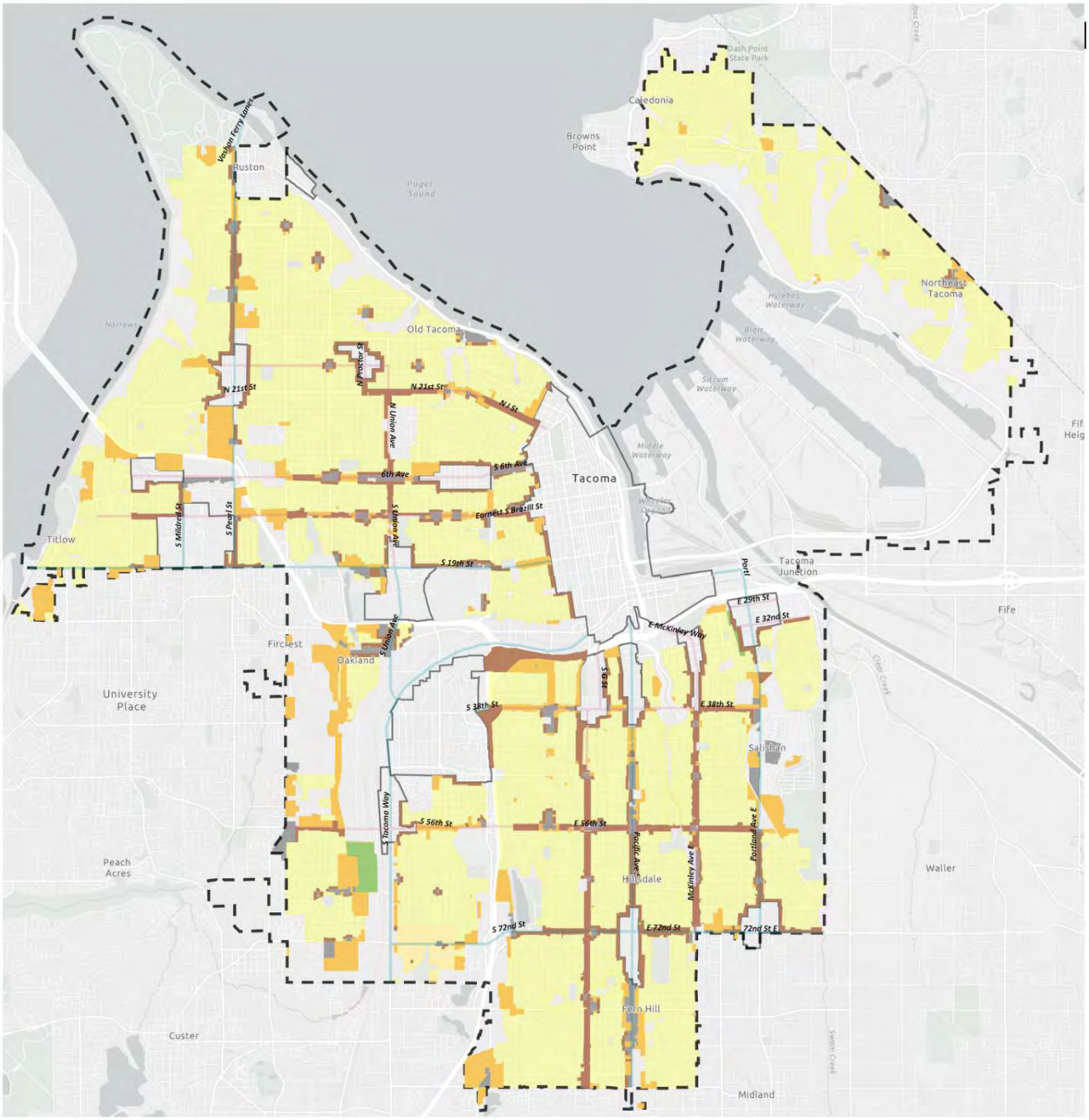
Home In Tacoma – Housing Growth Strategy

U



Tacoma City Boundary

Mixed Use Centers

Neighborhood Commercial

IPS Recommended Housing Growth Scenario

New Land Use

Proposed Airport Compatibility Residential

Proposed Parks and Open Space

Proposed Mid-Scale Residential (Currently Single Family)

Proposed Low-Scale Residential (Currently Single Family)

Proposed Mid-Scale Residential (Currently Multifamily Low Density)

TABLE 3. Comprehensive Plan Future Land Use Designations and Corresponding Zoning

COMPREHENSIVE PLAN FUTURE LAND USE DESIGNATIONS	CORRESPONDING ZONING
~~**Single Family Residential**~~ ~~Qualities associated with single-family residential designations that are desirable include: low-noise levels, limited traffic, large setbacks, private yards, small scale buildings, and low-density development. Community facilities, such as parks, schools, day cares, and religious facilities are also desirable components of residential neighborhoods. Limited allowances for other types of residential development are also provided for in the singe-family designation with additional review to ensure compatibility with the desired, overarching single-family character. In some instances, such as the HMR-SRD, areas designated for single family residential development have an historic mix of residential densities and housing types which should be maintained while allowing for continued expansion of housing options consistent with the single family designation.~~ ~~*Target Development Density: 6–12 dwelling units/net acre*~~	~~**R-1** Single-Family Dwelling District~~ ~~**R-2** Single-Family Dwelling District~~ ~~**R-2SRD** Residential Special Review District~~ ~~**HMR-SRD** Historic Mixed Residential Special Review District~~
Low-scale Residential Low-scale residential designations provide a range of housing choices built at the general scale and height of detached houses and up to three stories (above grade) in height. Standards for low-scale housing types provide flexibility within the range of building width, depth, and site coverage consistent with detached houses and backyard accessory structures, pedestrian orientation, and a range of typical lot sizes from 2,500 square feet up to 7,500 square feet. Low-scale residential designations are generally located in quieter settings of complete neighborhoods that are a short to moderate walking distance from parks, schools, shopping, transit and other neighborhood amenities. Primary housing types supported include detached houses, houses with attached and/or detached accessory dwelling units, duplexes, triplexes, townhouses up to 3 units, cottage housing, and cohousing. Existing houses shall not be considered non-conforming. Secondary housing types including fourplexes and small-scale multifamily may be permitted, subject to appropriate design, locational and other standards, where they can fit harmoniously with the overall scale of the neighborhood such as corner lots, large sites or at transitions to more intensive designations. Community facilities including parks, schools and religious facilities are also desirable to enhance neighborhood vitality. Qualities associated with low-scale residential areas include: Diverse housing types and prices, lower noise levels, limited vehicular traffic, moderate setbacks, private and shared open space and yards, street trees, green features, and complete streets with alleys. Infill in historic districts is supported to expand housing options consistent with the low-scale designation, but must be consistent with the neighborhood scale and defining features, and with policies discouraging demolition. *Target Development Density: 10–25 dwelling units/net acre*	**R-1** Low-Scale Residential District **R-2** Low-scale Residential District **R-2SRD** Low-scale Residential Special Review District **HMR-SRD** Historic Mixed Residential Special Review District Revisions, and potentially additions, to this list of residential zoning districts are underway to implement these policies.

~~**Multi-Family (low-density)**~~

~~This district enjoys many of the same qualities as single-family neighborhoods such as low traffic volumes and noise, larger setbacks, and small-scale development, while allowing for multi-family uses and increased density along with community facilities and institutions. The Multi-Family (low-density) district can often act as a transition between the single-family designation and the greater density and higher intensity uses that can be found in the Multi-Family (high density designation) or commercial or mixed-use designations. This designation is more transit-supportive than the Single Family Residential areas and is appropriate along transit routes and within walking distance of transit station areas.~~

~~*Target Development Density: 14-36 dwelling units/net acre*~~

~~**R-3**~~ ~~Two-Family Dwelling District~~

~~**R-4L**~~ ~~Low-Density Multiple-Family Dwelling District~~

Mid-scale Residential

Mid-scale residential designations are generally located in close proximity to Centers, Corridors and transit and provide walkable, urban housing choices in buildings of a size and scale that is between low-scale residential and the higher-scale of Centers and Corridors. Standards for mid-scale housing support heights up to 3 stories (above grade), and 4 stories in limited circumstances along corridors. Standards shall ensure that development is harmonious with the scale and residential patterns of the neighborhood through building height, scale, width, depth, bulk, and setbacks that prevent overly massive structures, provide visual variety from the street, and ensure a strong pedestrian orientation. Development shall be subject to design standards that provide for a smooth scale transitions by methods including matching low-scale building height maximums where mid-scale residential abuts or is across the street from low-scale areas.

Housing types supported include small-lot houses, accessory dwelling units, duplexes, triplexes, townhouses, cottage housing, cohousing, fourplexes and multifamily. Existing houses shall not be considered non-conforming. Community facilities including parks, schools and religious facilities are also desirable and some nonresidential uses such as small childcare, cafes or live-work may be appropriate in limited circumstances.

Qualities associated with mid-scale residential areas include: Diverse housing types and prices, a range of building heights and scales, walkability, transportation choices, moderate noise and activity levels, generally shared open space and yards, street trees, green features, and complete streets with alleys. Infill in historic districts is supported to expand housing options consistent with the mid-scale designation, but must be consistent with neighborhood scale and defining features, and with policies discouraging demolition.

Target Development Density: 15-45 dwelling units/net acre

R-3 Mid-scale Residential District

R-4L Mid-scale Residential District

Revisions, and potentially additions, to this list of residential zoning districts are underway to implement these policies.

Multi-Family (high-density)

This designation allows for a wide range of residential housing types at medium and higher density levels, along with community facilities and institutions, and some limited commercial uses and mixed-use buildings. It is characterized by taller buildings, higher traffi volumes, reduced setbacks, limited private yard space, and greater noise levels. These areas are generally found in the central city and along major transportation corridors where there is increased access to public transportation and to employment centers.

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

R-4 Multiple-Family Dwelling District

R-5 Multiple-Family Dwelling District

COMPREHENSIVE PLAN FUTURE LAND USE DESIGNATIONS	CORRESPONDING ZONING
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*	**C-1** General Neighborhood Commercial District **T** Transitional District
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*	**PDB** Planned Development Business District **HM** Hospital Medical District **C-2** General Community Commercial District
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.	**DR** Downtown Residential District **DMU** Downtown Mixed-Use District **WR** Warehouse/Residential District **DCC** Downtown Commercial Core District **UCX-TD** Downtown Mixed-Use District
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*	**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*	**CCX** Community Commercial Mixed-Use District **RCX** Residential Commercial Mixed-Use District **HMX** Hospital Medical Mixed-Use District **URX** Urban Residential Mixed-Use District
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~~low-scale residential 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*	**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
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.	**M-1** Light Industrial District
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.	**M-2** Heavy Industrial District **PMI** Port Maritime & Industrial District

COMPREHENSIVE PLAN FUTURE LAND USE DESIGNATIONS	CORRESPONDING ZONING
Parks and Open Space This designation is intended to conserve and enhance open, natural and improved areas valuable for their environmental, recreational, green infrastructure and scenic character and the benefits they provide. The designation encompasses public and private parks and open space lands, with lands set aside for these purposes by the City of Tacoma and the Metropolitan Parks District forming the core of the designation. As more land is placed in conservation status by these agencies as well as other public and private entities, the extent of the designation will be expanded to include them. The designation supports Tacoma's vision of an integrated parks and open space system that defines and enhances the built and natural environment, supports and nurtures plant and wildlife habitat, enhances and protects trees and the urban forest, preserves the capacity and water quality of the stormwater drainage system, offers recreational opportunities, and provides pedestrian and bicycle connections. Lands within this designation include both natural open space areas and active use parks and recreational areas. Natural open space is intended to be conserved and enhanced through habitat restoration and vegetation management to maximize its environmental and stormwater benefits, along with low-impact public access such as natural area trails and viewpoints, when appropriate. Parks and recreation lands are intended to provide opportunities for active recreation such as playfields and sports facilities, and urban amenities such as plazas, pocket parks and community gardens. Additional, more specific policy direction regarding these types of areas is contained within the Environment and Watershed Health Element.	This designation is appropriate in all zoning classifications.
Major Institutional Campus This designation is intended for large institutional campuses that are centers of employment and that service a broader population than that of the neighborhood in which it is located. This designation includes hospitals, medical centers, colleges, universities, and high schools typically greater than 10 acres in size. The designation recognizes the unique characteristics of these institutions and is intended to accommodate the changing needs of the institution while enhancing the livability of surrounding residential neighborhoods and the viability of nearby business areas.	This designation is appropriate in all zoning classifications.

COMPREHENSIVE PLAN FUTURE LAND USE DESIGNATIONS	CORRESPONDING ZONING
Shoreline The city's shoreline areas provide great social, ecological, recreational, cultural, economic and aesthetic value, both at the local and regional level. It is the community's intent to use the full potential of these areas in a manner that is both ordered and diversified, supports the community's ability to enjoy the water and the unique setting it creates, and which integrates water and shoreline uses while achieving a net gain of ecological functions. In addition, these areas are intended to balance the overarching goals outlined in the State Shoreline Management Act: • To ensure an adequate land supply for water-dependent uses; • To promote and enhance the public's opportunities to access and enjoy the water; and • To protect and preserve natural resources. This designation includes areas that support deepwater port and industrial sites, habitat for a variety of fish and wildlife, archaeological and historical sites, open space, recreation and community activities, and some commercial and residential development. Recognizing the limited nature of this important resource, use and development of the shoreline areas must be carefully planned and regulated to ensure that these values are maintained over time. The Shoreline Master Program has been developed to provide additional and more detailed policy direction regarding the city's shoreline areas, along with specific zoning and development standards. The Shoreline Master Program utilizes a system of "environment designations" which further guide the character, intensity and use of individual shoreline segments. These classifications include Natural, Shoreline Residential, Urban Conservancy, High Intensity, Aquatic, and Downtown Waterfront and are based on the existing development patterns, natural capabilities and goals and aspirations of the community for its shoreline areas.	**S1–S14** Shoreline Zoning Districts
Airport Compatibility Residential This designation is intended to increase safety in residential areas within the approximately 200-acre area of South Tacoma corresponding with the Joint Base Lewis McChord Airport Protection Zone II. Safety will be increased by preventing development conditions that could interfere with airport operations or increase the likelihood of an accident, and by reducing risk to life and property in the incidence of a crash. Key strategies are to prevent development with explosive or flammable characteristics, and to allow reasonable use and expansion of existing uses while discouraging increases in residential density or in public gathering capacity.	This designation is implemented through the JBLM Airport Compatibility Overlay District, and through the future establishment of an appropriate base residential zoning district.

Policy UF–1.4 Direct the majority of growth and change to centers, corridors, and transit station areas, allowing the continuation of the general scale and characteristics of Tacoma's residential areas while accommodating quality, context-sensitive urban infill through design standards, project review procedures, and zoning requirements.

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–1.6 Support energy-efficient, resource-efficient, and sustainable development and transportation patterns through land use and transportation planning.

Policy UF–1.7 Integrate nature and use appropriate green infrastructure throughout Tacoma.

Policy UF-1.8 Recognize the importance of the city's established street grid pattern, block sizes, and intersection density in supporting multi-modal transportation, quality urban design, and 20-minute neighborhoods. Whenever practicable, the established grid pattern should be preserved and enhanced to achieve the city's goals for urban form, and design and development.

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.

Policy UF–1.10 Leverage the power of the arts, culture and creativity to serve the community's interest while driving growth in a way that builds character and quality of place.

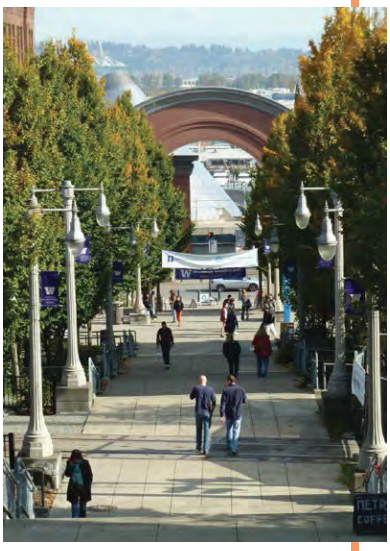
Policy UF–1.11 Evaluate the impacts of land use decisions on the physical characteristics of neighborhoods and current residents, particularly under-served and under-represented communities.

a. Avoid or reduce negative development impacts, especially where those impacts inequitably burden communities of color under-served and under-represented communities, and other vulnerable populations.
b. Make needed investments in areas that are deficient in infrastructure and services to reduce disparities and increase equity and where growth and change are anticipated.

See the Public Facilities + Services Element for additional policies related to annexation under Goal PFS–2 and supporting policies

Policy UF–1.12 Plan for future annexation of the city's Potential Annexation Areas (PAA) in a collaborative manner with affected jurisdictions and residents.

Policy UF-1.13 The Low and Mid-scale Residential density targets represent a desired neighborhood vision, rather than indicate that more density is better in every case. Zoning should be structured to encourage infill in areas that are not currently meeting the vision, while not facilitating significant additional development in areas already meeting the vision.



Hill climb assist through UW Tacoma

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.

Centers will be the primary areas for growth and change in Tacoma over the next 25 years. Focusing new growth in centers helps achieve goals of

having more Tacomans live in complete neighborhoods, use public transit and active transportation—walking, biking and rolling—to commute to work and complete errands, and it will help mitigate and prepare for the effects of climate change. Clustering and co-locating destinations and

housing within compact, walkable centers makes access by transit, walking, wheelchair, and bicycle more practical and reduces the amount of driving needed to access services, reducing the impact on roadways, reducing congestion, and facilitating freight movement.

Centers range in scale from the Tacoma's Downtown to small neighborhood storefront service nodes, providing local access to services and allowing Tacomans across the City to live a healthy, active lifestyle. Neighborhood business districts and the commercial services they provide are the foundation of many centers, but centers, particularly larger centers, will also become a focus for public services, gathering places, and housing growth. In and around all centers, there will be change as areas urbanize and new services, shops and housing are developed.

MLK Jr. Way, a commercial corridor in the Hilltop Neighborhood

Four types of centers are designated that vary in size, scale, service area, role, and density of residents and businesses. As shown in Figure 3, the four types of centers are:

- Downtown Regional Growth Center
- Tacoma Mall Regional Growth Center
- Crossroads Center
- Neighborhood Center

Policies in this section identify essential elements and functions of centers that will be enhanced over time. Additional policies provide more detailed direction for specific types of centers.

Commerce Street transfer area

GOAL UF–2 Focus growth in a citywide network of centers that provide healthy, equitable and sustainable access to services and housing and preserve the city's character and sense of place.

Policy UF–2.1 Plan for a range of centers across the city to enhance local, equitable access to services, employment, and housing opportunities.

Policy UF–2.2 Connect centers to each other and to other key destinations, such as schools and parks, by frequent and convenient transit, bicycle sharing, bicycle routes, pedestrian trails and sidewalks, and electric and vehicle charging stations.

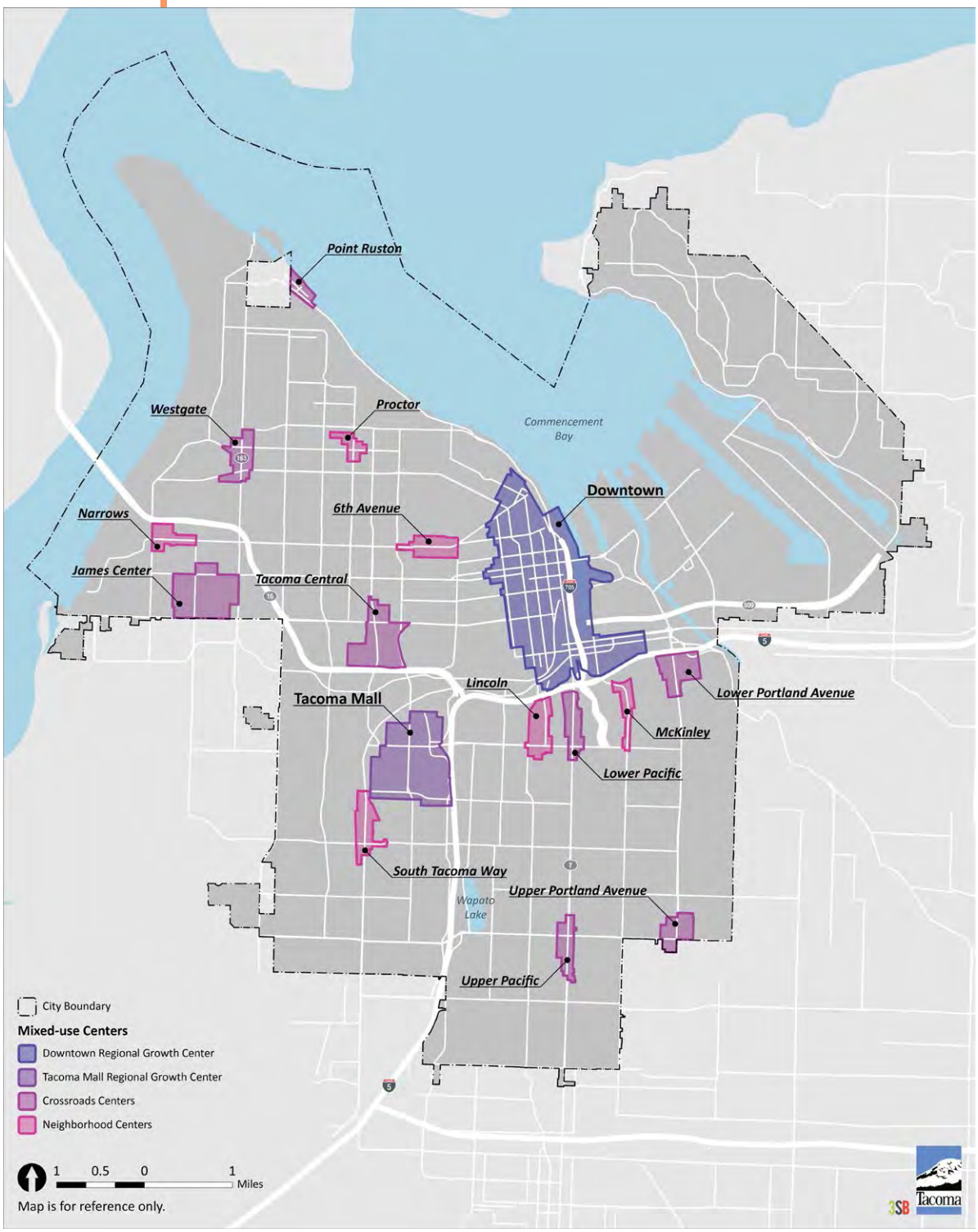


FIGURE 3. Mixed-use Centers

Policy UF–2.3 When planning capital and transportation improvements in centers, consider the following priorities:

a. Focus and coordinate investments in one or two centers for maximum effect;

b. Focus investments in centers where the real estate market is emerging and where public efforts would likely stimulate private investment;

c. Identify and respond to special needs and opportunities in centers, including possible level of service deficiencies.

Policy UF–2.4 Strictly limit the expansion of the mixed-use center boundaries except where it can be shown that the center has maximized its development potential, has achieved a full range of uses, and the proposed area of expansion will be developed to the fullest extent possible.

a. ~~a.~~ Support boundary expansion only when a center demonstrates a sustained level of growth consistent with the centers strategy and planned densities, where the demand for additional growth exists, and where the capacity for additional growth is limited.

b. Establish mid-scale transition areas near Centers providing a scale and intensity transition down to low-scale neighborhoods while supporting well-designed, context-sensitive, pedestrian-oriented housing in walkable, transit-supportive urban locations.

GOAL UF–3 Enhance centers as anchors of complete neighborhoods that include concentrations of commercial and public services, housing, employment, gathering places, and green spaces.

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–3.2 Provide housing capacity for enough population to support a broad range of commercial services, focusing higher-density housing within a half-mile of the core.

Policy UF–3.3 Encourage residential development for mixed income levels in all centers.

Renovated Albers Mill Lofts building on the Thea Foss Waterway

Trail at E 48th and R streets in the Salishan neighborhood

Rain gardens and landscaping on Pacific Avenue

Policy UF–3.4 Encourage the placement of services in centers, including schools and colleges, health services, community centers, daycare, parks and plazas, library services, and justice services.

Policy UF–3.5 Ensure that land use plans and infrastructure investments allow for and incorporate arts and culture as central components of centers and as identity forming creative processes.

Policy UF–3.6 Encourage public and private investment in infrastructure, economic development, and community services in centers to ensure that all centers will support the populations they serve.

Policy UF–3.7 Partner with Pierce Transit in providing development incentives and programs to improve transit-orientation and walking conditions in all centers.

Policy UF–3.8 Partner with employers within mixed-use centers to reduce dependence on automobile use and increase the use of transit, ridesharing, and non-motorized transportation modes through aggressive implementation of Commute Trip Reduction programs and other efforts.

Policy UF–3.9 Where existing development patterns allow, mixed-use centers, or adjacent mid-scale areas, should include areas outside of the core where commercial uses are restricted and low rise multifamily development that is more compatible with the scale, massing and form of adjacent ~~single family~~low-scale development is emphasized.

Policy UF–3.10 Integrate nature and green infrastructure into centers and enhance public views and connections to the surrounding natural features.

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GOAL UF–9 Promote future residential and employment growth in coordination with transit infrastructure and service investments.

Policy UF–9.1 Encourage transit-oriented development and transit-supportive concentrations of jobs and housing, and multimodal connections, at and adjacent to high-frequency and high-capacity transit stations.

Policy UF–9.2 Integrate transit stations into surrounding communities and enhance pedestrian and bicycle connections to provide safe access to key destinations beyond the station area.

Policy UF–9.3 Design transit areas to improve pedestrian, bicycle, and personal safety within the station and the station area.

Policy UF–9.4 Encourage transit stations in centers to provide high density concentrations of housing and commercial uses that maximize the ability of residents to live close to both high-quality transit and commercial services.

Policy UF–9.5 Encourage concentrations of jobs and employment-focused land uses in and around stations in employment areas.

Policy UF–9.6 Enhance connections between major destinations and transit facilities and strengthen the role of these stations as places of focused activity.

Policy UF–9.7 Encourage concentrations of mixed-income residential development and supportive commercial services close to high capacity transit stations that are not located in a center.

Policy UF-9.8 Establish land use and zoning supporting context-sensitive, well-designed mid-scale residential development within walking distance of centers, corridors and transit that is harmonious with neighborhood patterns, at a scale that complements the existing neighborhood.

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GOAL UF–10 Establish designated corridors as thriving places that support and connect Tacoma's centers.

Policy UF–10.1 Enhance the design and transportation function of Centers, Corridors, Transit Station Areas, and Signature Trails.

Policy UF–10.2 Evaluate adjacent land uses to help inform street classifications in framing, shaping and activating the public space of streets.

Policy UF–10.3 Integrate both the placemaking and transportation functions when designing and managing streets by encouraging design, development, and operation of streets to enhance opportunities for them to serve as places for community interaction, environmental function, open space, recreation, and other community purposes.

Policy UF–10.4 Encourage the design and alignment of corridors to respond to topography and natural features, and to maintain public views of prominent landmarks and buildings that serve as visual focal points within streets or that terminate at the end of streets.

Policy UF-10.5 Establish land use and zoning supporting context-sensitive, well-designed, pedestrian-oriented mid-scale residential development within walking distance of centers, corridors and transit that is harmonious with neighborhood patterns, at a scale that complements the existing neighborhood.

three

DESIGN + DEVELOPMENT

DESIGN + DEVELOPMENT GOALS

GOAL DD–1 Design new development to respond to and enhance the distinctive physical, historic, aesthetic and cultural qualities of its location, while accommodating growth and change.

GOAL DD–2 Ensure that parking area design and management balances the needs of all users, supports modal priorities, and is responsive to site context.

GOAL DD–3 Ensure that sign location and design is responsive to site context and compatible with the envisioned mix of uses and modal priorities.

GOAL DD–4 Enhance human and environmental health in neighborhood design and development. Seek to protect safety and livability, support local access to healthy food, limit negative impacts on water and air quality, reduce carbon emissions, encourage active and sustainable design, and integrate nature and the built environment.

GOAL DD–5 Ensure long-term resilience in the design of buildings, streets and open spaces, including the ability to adjust to changing demographics, climate, and economy, and withstand and recover from natural disasters.

GOAL DD–6 Protect and preserve designated significant scenic resources, including public views and scenic sites.

GOAL DD–7 Support sustainable and resource efficient development and redevelopment.

GOAL DD–8 Promote development practices that contribute to a sense of safety and reduction in opportunities for crime.

GOAL DD–9 Support development patterns that result in compatible and graceful transitions between differing densities, intensities and activities.

GOAL DD–10 Ensure that all citizens have nearby, convenient and equitable access to healthy foods.

GOAL DD–11 Protect people, property and the environment from environmental hazards.

GOAL DD–12 Integrate and harmonize development with the natural environment.

GOAL DD–13 Protect and preserve Tacoma's historic and cultural character.

GOAL DD–14 Infuse the City's built environment with creative expression and design that encourages expressions of creativity and results in vibrant public spaces where people want to be.

GOAL DD-15 Through neighborhood-level planning initiatives guided by community involvement, support revitalization, housing and reinvestment throughout the City while recognizing and retaining the unique qualities, character, populations, and community assets in each neighborhood, corridor and center.

THREE

DESIGN + DEVELOPMENT

WHAT IS THIS CHAPTER ABOUT?

The goals and policies in this chapter convey the City's intent to:

- Encourage building and site design that promotes human and environmental health and safety and responds to local context.
- Promote strong links between building and site design, streets and the public realm.
- Guide historic and cultural resource and scenic view preservation.
- Encourage the integration of nature into the built environment.
- Reduce carbon emissions and promote energy and resource efficient neighborhoods and buildings.
- Create public spaces that promote a sense of community and support the goals of community health and sustainability.

Historic district housing on S J Street

WHY IS THIS IMPORTANT?

Development and design shapes how Tacoma looks and functions. Past development, in combination with the natural landscape, has shaped how the city is experienced. Future development, and the treatment of built and natural heritage, has the potential to create a better, healthier, more efficient and more pleasant Tacoma.

Engine House No. 9, a fire station built in 1907, was placed on the National Register of Historic Places in 1975

New development and redevelopment can promote vibrant, accessible urban places for people of all ages, abilities and backgrounds, while also enhancing natural resources, providing aesthetically pleasing experiences, protecting health and safety and promoting resilience. As a metropolitan city that is expected to accommodate a significant share of regional growth forecasts, Tacoma faces design and development challenges, as well as opportunities. The policies in this chapter encourage development that respects context, preserves historic and cultural resources, engages innovation and creativity, reduces carbon emissions, improves resource efficiency, minimizes risk from natural hazards, limits impacts to wildlife and natural systems, and integrates nature into the urban environment.

GOALS + POLICIES

GENERAL DEVELOPMENT POLICIES

The design of buildings and other development can affect the safety, health, and quality of life of building users, neighbors and the environment. High-quality design contributes to the beauty, livability, resilience and functionality of the city as a whole. Clear policy guidance and direction on Tacoma's desired design and development character will help preserve and enhance the character of city's neighborhoods and promote the Tacoma as an inviting and inspiring place. The following policies guide building and site design to promote accessible and attractive public environments. They also encourage site and building designs that contribute to a welcoming and attractive public realm and respond to current and historical contexts.

GOAL DD–1 Design new development to respond to and enhance the distinctive physical, historic, aesthetic and cultural qualities of its location, while accommodating growth and change.

Policy DD–1.1 Encourage excellence in architecture, site design, and infrastructure and durability in building materials to enrich the appearance of a development's surroundings.

Policy DD–1.2 Promote site and building design that provides for a sense of continuity and order while allowing for creative expression.

Policy DD–1.3 Design buildings and streetscape of a human scale to create a more inviting atmosphere for pedestrians.

Policy DD–1.4 Consider development of a design review program to promote high quality design that supports community identity, a distinctive built environment, human-scale elements and amenities, resilient and durable materials, landscape enhancements, and other similar features.

Policy DD–1.5 Encourage building and street designs that respect the unique built natural, historic, and cultural characteristics of Tacoma's centers, corridors, historic residential pattern areas and open space corridors, described in the Urban Form chapter.

Policy DD–1.6 Encourage the development of aesthetically sensitive and character-giving design features that are responsive to place and the cultures of communities.

Development on the Foss Waterway enhances the unique character of the City






Provide for a diverse array of public and private open spaces to promote pedestrian activity and to enhance the livability and character of the city

Policy DD–1.7 Encourage development that responds to and enhances the positive qualities of site and context—the block, the public realm, and natural features.

Policy DD–1.8 Enhance the pedestrian experience throughout Tacoma, through public and private development that creates accessible and attractive places for all those who walk and/or use wheelchairs or other mobility devices.

Policy DD–1.9 Encourage development, building and site design that promote active living.

Policy DD–1.10 Provide for public access to light and air by managing and shaping the height, and mass of buildings, while accommodating urban scale development.

Policy DD–1.11 Encourage building and site designs that limit reductions in privacy and solar access for residents and neighbors, while accommodating urban scale development.

Policy DD–1.12 Encourage building and site design approaches that help prevent crime.

Policy DD–1.13 Encourage building and site design that improves fire prevention and life safety.

Policy DD–1.14 Encourage the continued use of alleys for parking access and expand their use as the location of accessory dwelling units and as multi-purpose community space.

Policy DD-1.15 Develop and implement work plans to conduct neighborhood-level planning for each of Tacoma's neighborhoods, corridors and centers. Identify revitalization and growth strategies to address land use, housing, capital investments, public services, mobility choices, and other actions unique to each situation.

PARKING

Vibrant urban places link people and activities. As Tacoma grows, we must manage both the demand and supply of parking. Providing too much parking can lead to inefficient land use patterns and sprawl. Insufficient parking can negatively affect neighborhood livability and economic vitality. These policies provide guidance to manage parking demand and supply to meet a variety of public objectives, including achieving compact walkable communities, reducing overall vehicle use, enhancing livability, reducing pollution, and expanding economic opportunity.

GOAL DD–2 Ensure that parking area design and management balances the needs of all users, supports modal priorities, and is responsive to site context.

Policy DD–2.1 Promote site design that minimizes the impacts of vehicular access and parking lots on pedestrian safety and the visual environment:

a. Locate parking lots to the side or rear of developments and within walking distance of the activities they serve.

b. Limit the number and width of driveways to those necessary to effectively serve development.

c. Incorporate design treatments that break up large parking lots into smaller components.

d. Parking, loading, storage, and utility service areas should be screened from view and landscaped.

e. On-street parking should be configured in accordance with the context of the street, including consideration of visibility, safety, and the needs of different users.

Policy DD–2.2 Design commercial areas with an internal pedestrian circulation system that provides attractive connections between buildings,

Development Examples that Minimize Impacts of Vehicular Access

Structured parking

Landscaped alleys

Internal auto-courts

Residential parking (left)

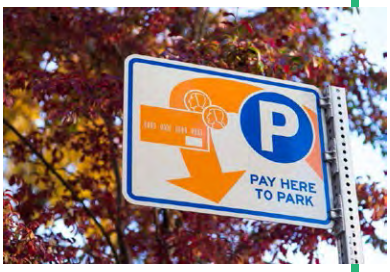
Mini pop-up bicycle parking in the public right-of-way during Parking Day (center)

Bicycle parking (right)

through large parking areas, connections to the street, and linkages to surrounding properties and neighborhoods.

Policy DD–2.3 Utilize landscaping elements to screen and shade parking lots, loading areas, utility service and storage from the street view and adjacent uses, to create visual appeal, de-emphasize the prominence of the parking lot, and to enhance the pedestrian environment.

Policy DD–2.4 Promote an efficient use of developable space by minimizing the amount of land devoted to automobile parking. Strategies may include: transportation demand management, parking reductions for locating near transit services, reducing minimum parking requirements or implementing maximum parking requirements, utilizing multilevel parking structures and on-street parking to meet demand, use of compact stalls, implementing a parking management strategy including shared parking facilities, and other methods as appropriate.



Paid parking sign

Policy DD–2.5 Develop parking management plans for centers and commercial areas that address pricing, enforcement, parking duration and turnover, strategies for preventing spillover into surrounding residential areas (such as Residential Parking Zones), revenue and cost sharing options, and that identify SEPA mitigation opportunities.

Policy DD–2.6 Recognize the availability and cost of parking substantially influences public transit's viability as a transportation alternative and is a substantial barrier to meeting housing supply and affordability goals.

Policy DD–2.7 Manage parking supply to achieve transportation policy objectives for neighborhood livability, safety, business district vitality, vehicle miles traveled (VMT) reduction, and improved air quality.

Policy DD–2.8 Promote the development of new bicycle parking facilities, including dedicated bike parking in the public right-of-way, especially within designated centers.

Policy DD-2.9 Right-size Tacoma's regulatory parking requirements to reflect the inherent tradeoffs between onsite parking and housing goals, and to implement Tacoma's environmental and transportation policies. The emphasis should be on promoting transportations choices. Provisions for parking for people with disabilities, drop-offs, loading and deliveries must be made either onsite or in the vicinity of significant destinations.

SIGNS

Signs are part of a myriad of elements of the built environment that our community interacts with on a daily basis. The primary purpose of signage is to communicate information and to render uses and locations more readily visible to th public. Community concerns about signage typically revolve around issues of safety and the visual impacts of signs in a community. The following policies provide direction on the size, placement, type, and appearance of signage in the community.

Vehicle speed limit and cycling distance signs

GOAL DD–3 Ensure that sign location and design is responsive to site context and compatible with the envisioned mix of uses and modal priorities.

Policy DD–3.1 Ensure that signs are compatible with their surroundings. Signs should provide information and make a positive contribution to the character of the community.

Policy DD–3.2 Signs should effectively contribute to the aesthetics of the development and minimize negative impacts on adjacent uses and all modes of transportation. Specifically:

a. Emphasize wall mounted over freestanding signs.
b. Limit the height of freestanding signs and integrate such signs with landscaping elements.
c. Provide for wall mounted signs that are sized and placed in proportion and appropriate to the façade of the building.
d. Encourage signage that contributes to the pedestrian environment
e. Encourage creativity in signage design.
f. Encourage the use of high quality materials that are durable and enhance the aesthetics of the development.

Policy DD–3.3 Promote compatibility of signs with pedestrian-oriented development in all areas, and particularly in designated mixed-use centers and residential areas.

Policy DD–3.4 Discourage billboards in designated or developed residential areas.

Residential Infill which Supports the Surrounding Neighborhood

Cottage housing

Duplex

Courtyard apartments

RESIDENTIAL AREAS

There will be development and change, even in relatively stable lower density residential areas. These policies encourage designs and development that continue the existing development pattern. They also address design and development in lower density residential areas outside of centers and corridors, and call for new residential infill to be designed and located to support the overall health and vitality of the City's neighborhoods.

GOAL DD–4 Enhance human and environmental health in neighborhood design and development. Seek to protect safety and livability, support local access to healthy food, limit negative impacts on water and air quality, reduce carbon emissions, encourage active and sustainable design, and integrate nature and the built environment.

Policy DD–4.1 ~~Preserve~~ Ensure that new development is responsive to and enhances the quality, character and function of Tacoma's residential neighborhoods.

Policy DD–4.2 Encourage more housing choices to accommodate a wider diversity of family sizes, incomes, and ages. Allow adaptive reuse of existing buildings and the creation of diverse infill housing types such as accessory dwelling units to serve the changing needs of a household over time.

Policy DD–4.3 Encourage residential infill development that complements the general scale, character, neighborhood patterns, and natural landscape features of neighborhoods. Consider building forms, scale, street frontage relationships, setbacks, open space patterns, and landscaping. Allow a range of architectural styles and expression, and respect existing entitlements.

Policy DD–4.4 Support resource efficient and healthy residential design and development (see also Goal DD–7 and supporting policies).

Policy DD–4.5 Provide sufficient rights-of-way, street improvements, access control, circulation routes, off-street parking and safe bicycle paths and pedestrian walkways for residential developments.

Policy DD–4.6 Promote the site layout of residential development where residential buildings face the street and parking and vehicular access is provided to the rear or side of buildings. Where multifamily developments are allowed in established neighborhoods, the layout of such developments should respect the established pattern of development, except where a change in context is desired per the goals and policies of the Comprehensive Plan.

Policy DD–4.7 Emphasize the natural physical qualities of the neighborhood (for example, trees, marine view, and natural features) and the site in locating and developing residential areas, provided such development can be built without adversely impacting the natural areas. Where possible, development should be configured to utilize existing natural features as an amenity to the development.

Policy DD–4.8 Provide on-site open space for all types of residential uses. Specifically:

a. For single family uses and duplexes, this includes private rear yard areas and landscaped front yards.
b. For triplexes and townhouses, this includes landscaped yard space, patios, balconies, rooftop decks, porches, and/or common open spaces.
c. For multifamily uses, this includes balconies, patios, rooftop decks, and/or shared common open space.

Policy DD–4.9 Promote multifamily residential building design that is compatible with the existing patterns of the area. Building design should incorporate:

a. Façade articulation that reduces the perceived scale of the building and adds visual interest.
b. For infill residential in established neighborhoods, encourage the use of similar façade articulation and detailing as existing structures.
c. Covered entries visible from the street and/or common open space.
d. Utilize building materials that are durable and provide visual interest.

Policy DD–4.10 Utilize landscaping elements to improve the livability of residential developments, block unwanted views, enhance environmental conditions, provide compatibility with existing and/or desired character of the area, and upgrade the overall visual appearance of the development.

Policy DD–4.11 Encourage the diversity of design in multi-unit residential developments. Examples include provisions for a diversity of façade treatments and architectural styles that can add visual interest and diversity to the neighborhood.

On-site open spaces for residential uses, including landscaped front yards and porches, common courtyards, balconies, and common play areas

Policy DD–4.12 Encourage the inclusion of affordable spaces for artists and creative entrepreneurs such as artist live-work and/or work-live units, studio work spaces, or assembly/performance spaces in multifamily projects through incentives.

Policy DD—4.13 Review and update Tacoma's zoning and development standards for residential development to seek opportunities to promote housing supply, choice and affordability while ensuring that infill housing complements neighborhood scale and patterns. Incorporate design standards to achieve quality, context-sensitive infill development in neighborhoods, centers, corridors, and designated historic districts.

Policy DD—4.14 Promote infill of Missing Middle housing throughout Tacoma's neighborhoods to increase housing supply, choice and affordability, while ensuring that infill meets the following design principles:

a. Locate Missing Middle Housing in a walkable context with a strong pedestrian orientation implemented through design, access, orientation to the right-of-way, pedestrian-scale lighting, and other features

b. Ensure that Missing Middle Housing is be consistent with massing and scale of neighboring structures and use compatible design language

c. Provide for smooth transitions from Low-scale to higher scale areas by preventing abrupt height and scale changes

d. Mitigate the appearance of density from the right-of-way and adjacent properties through breaking up the building footprint, appropriate use of setbacks/screening and limiting height at lot lines

e. Build a strong sense of community through integration of shared spaces

f. Minimize vehicular orientation through moderate onsite parking, alley access or shared driveways

g. Maintain a sense of continuity by encouraging reuse of existing structures including through conversions and additional units

h. Develop design standards for individual housing types, including standards for shared spaces when appropriate (such as for cottage housing)

Policy DD-4.15 Develop standards to regulate the scale and massing of new buildings to allow for infill housing that is reasonably compatible with existing neighborhood patterns and scale.

a. For Low-scale Residential areas, new development should be generally consistent with the scale, massing and patterns of the existing neighborhood (allowing for scale increases over time through home additions and remodels).

b. For Mid-scale Residential areas, new development should generally be

of a moderately larger scale than that of the existing neighborhood, provided that new development shall not cause abrupt scale transitions or unreasonably overshadow neighboring sites.

c. In Mid-scale Residential areas, maximum building height will generally be 3 stories (approximately 35 feet), unless view protections or other policy considerations call for a lower height. Mid-scale development of 4 stories (45 feet) shall be limited to along designated Corridors in areas where that height is reasonably compatible with the neighborhood.

d. Development standards for infill housing shall include relative size standards that help ensure context-sensitive integration of new structures, such that new development is not dramatically out of scale with existing development in the immediate area.

e. Evaluate allowing scale increases as an incentive to promote policy goals including reuse of existing structures, affordability, green features or integrating physically accessible units.

Policy DD-4.16 Infill design controls shall be heightened for larger projects as well as for projects located within transition areas such as around Centers and in historic areas.

EXAMPLES: *Compatible infill development respects neighborhood patterns such as yards and pedestrian features, and building scale*

EXAMPLES: *Infill is incompatible when it lacks pedestrian orientation, ignores neighborhood patterns such as yards and setbacks, or is out of scale with nearby structures*

Lacks pedestrian orientation, design features

Too close to neighbor, no side yard

Out of scale with neighboring house

Policy DD-4.17 Strengthen landscaping, streetscape planting and other standards and incentives, and take other actions called out in the Urban Forestry Management Plan to ensure that housing development supports Tacoma's urban forestry goals.

Policy DD-4.18 Address the needs of a growing population through review of development standards for onsite open space, streetscape improvements, City open space enhancements in partnership with other public agencies.

Policy DD-4.19 Strive to increase the quality and quantity of housing units that are accessible to people of all physical abilities through regulatory incentives, requirements, and other actions.

Policy DD-4.20 Ensure that new housing is supported by robust transportation options.

Policy DD-4.21 Conduct a comprehensive concurrency analysis of the infrastructure and services capacity and funding needed to support infill, and take appropriate steps to ensure that infill is amply supported.

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Protect and build upon Tacoma's unique historic resources

GOAL DD–13 Protect and preserve Tacoma's historic and cultural character.

Policy DD–13.1 Encourage the protection and restoration of high-quality historic buildings and places that contribute to the distinctive character and history of Tacoma's evolving urban environment.

Policy DD–13.2 Encourage development that fills in vacant and underutilized gaps within the established urban fabric, while preserving and complementing historic resources and neighborhood patterns.

Policy DD–13.3 Protect significant historic structures from demolition until opportunities can be provided for public comment, pursuit of alternatives to demolition, or actions that mitigate for the loss.

Policy DD–13.4 Keep City-owned historic resources in a state of good repair. Promote the use of best management practices in the City's stewardship of these resources.

Policy DD–13.5 Survey and inventory historic resources as part of future sub-area or neighborhood planning projects, with a focus on areas of anticipated growth and change.

Policy DD–13.6 Expand historic preservation inventories, regulations, and programs to encourage historic preservation in areas that are under-represented by current historic preservation efforts.

Policy DD–13.7 Work with Tacoma's diverse communities and partner agencies to identify and preserve places of historic and cultural significance.

Policy DD–13.8 Encourage the protection and enhancement of cultural heritage structures and sites as valuable and important public assets.

Policy DD–13.9 Encourage the adaptive reuse of historic community structures, such as meeting halls and places of worship, for arts, cultural, and community uses that continue their role as anchors for community and culture.

Policy DD–13.10 Protect and preserve archaeological resources in place, especially those sites and objects associated with American Indian cultures.

Policy DD—13.10 Encourage and support adaptive reuse and conversions of historically significant and existing viable older structures through methods including:

a. Create regulatory incentives that favor housing unit conversion in existing buildings over demolition and replacement
b. Evaluate subdivision standards for opportunities where flexibility could allow retention of an existing structure
c. Evaluate incentives and support for reuse and conversion of abandoned houses
d. Evaluate non-life safety Building Code flexibility for conversion of existing structures (such as ceiling height)
e. Designate land available for houses being relocated as part of redevelopment

Policy DD-13.11 Discourage the unnecessary demolition of older viable and historically significant structures through a range of methods including:

a. Develop regulations that encourage new development on vacant or underutilized spaces and reuse of existing structures
b. Develop a proactive survey program for the identification, documentation and preservation of historically and culturally significant buildings in all areas of the City, particularly those historically underserved and underrepresented
c. Expand current demolition review code language to protect structures of historical or cultural significance outside of current historic districts
d. Avoid creating an economic incentive for demolitions within Historic Districts

Policy DD-13.12 Encourage infill that is architecturally compatible within surrounding contexts through appropriate scale and design controls both within Historic Districts and citywide.

Policy DD-13.13 Take measures to reduce waste stream impacts resulting from demolition such as developing architectural salvage requirements for demolition permits and supporting the reuse of building materials.

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five

HOUSING

HOUSING GOALS

GOAL H–1 Promote access to high-quality affordable housing that accommodates Tacomans' needs, preferences, and financial capabilities in terms of different types, tenures, density, sizes, costs, and locations.

GOAL H–2 Ensure equitable access to housing, making a special effort to remove disparities in housing access for black, indigenous and people of color, low-income households, diverse household types, older adults, and households that include people with disabilities.

GOAL H–3 Promote safe, healthy housing that provides convenient access to jobs and to goods and services that meet daily needs. This housing is connected to the rest of the city and region by safe, convenient, affordable multimodal transportation.

GOAL H–4 Support adequate supply of affordable housing units to meet the needs of residents vulnerable to increasing housing costs and ensure that policies and programs are in place to mitigate displacement.

GOAL H–5 Encourage access to resource efficient and high performance housing that is well integrated with its surroundings, for people of all abilities and income levels.

GOAL H-6 Ensure equitable access to opportunity and housing choice throughout the City's neighborhoods.

GOAL H-7 Strive to meet multiple goals through housing actions, consistent with Tacoma's vision for neighborhoods that are inclusive, welcoming to our diverse community, resilient, thriving, distinctive and walkable, including robust community amenities and a range of housing choices and costs.

FIVE

HOUSING

WHAT IS THIS CHAPTER ABOUT?

The goals and policies in this chapter convey the City's intent to:

- Implement Tacoma's vision of neighborhoods that are inclusive, welcoming to our diverse community, resilient, thriving, distinctive and walkable, including robust community amenities and a range of housing choices and costs.
- Ensure adequate access to a range of housing types for a socially- and economically-diverse population.
- Support fair, equitable, healthy, resource efficient and physically-accessible housing.
- Concentrate new housing in and around centers and corridors near transit and services to reduce the housing/transportation cost burden.
- Increase the amount of housing that is affordable, especially for lower income families and special needs households. Promote a supply of permanently-affordable housing for Tacoma's most vulnerable residents.
- Expand the number and location of housing opportunities, both market rate and assisted, for families and individuals throughout the city.
- Recognize the lingering impacts of systemic racism in housing, and take proactive and decisive steps to dismantle continuing racism where it exists and rectify its impacts.

While a place to live is a basic human need, not all Tacomans have safe and healthy housing. Ensuring a fair and equitable housing market is essential to providing the opportunities and security people need to live healthy and successful lives. Economic, social and physical barriers limit many Tacomans' access to adequate housing. Income, physical disabilities, immigration status, limited English proficiency, and discrimination based on race and sexual orientation can also limit choices.

The purpose of this chapter is to provide policies that will help Tacoma meet its need for quality, affordable homes for a growing and

socioeconomically-diverse population, and to help ensure equitable access to housing. The Future Land Use Map allows for a more-than-adequate supply of housing to meet the future needs. The challenge is to provide housing with a diverse range of unit types and prices in locations that help meet the needs of all, including low-income populations, communities of color, and people of all ages and abilities. To meet that challenge, Tacoma is embarking on efforts to implement a new housing growth vision and strategies.

GOALS + POLICIES

DIVERSE + EXPANDING HOUSING SUPPLY

The City is planning to accommodate up to 59,800 new housing units between 2010 and 2040. This figure includes new units necessary to replace units lost as a result of new development.

Goal 4 of the Washington State Growth Management Act requires that cities promote a variety of residential densities and housing types and to ensure that cities provide sufficient capacity to accommodate 25-year housing growth forecasts. The City of Tacoma is planning for a longer horizon, consistent with Puget Sound Regional Council's *VISION 2040*, which designated the City of Tacoma as a Metropolitan City with a significant share of regional population and employment growth.

VISION 2040 allocates 127,000 new residents to Tacoma by 2040. These allocations are significantly higher than current forecasts and represent a shift in current trends.

Current housing trends have favored continued suburban sprawl in unincorporated areas. Past growth patterns have allocated nearly half of Pierce County's growth into unincorporated areas. Rising costs of land and residential construction is incentivizing infill to make better use of underutilized land and existing infrastructure. ~~According to the 2002 *Pierce County Buildable Lands Report*, Pierce County was projected to grow by 259,604 people between 1997 and 2017. Of this projected growth, 55% of the total County growth was designated to occur in cities and 45% in unincorporated areas.~~
~~To the contrary, 55% of the County's growth since 1997 has occurred in unincorporated Pierce County. Only 7% of the County's growth has occurred in Tacoma.~~

Tacoma's current housing mix is ~~also~~ predominantly single family—625% of Tacoma's housing units are detached single family structures, representing 88% of Tacoma's residential land. The next most common housing type is multifamily with 5 or more units at 27% of Tacoma's housing units. Townhomes/duplexes-fourplexes make up 11%. ~~The majority of housing structures are either single family detached or high density multifamily structures.~~ Accommodating planned growth will require ~~predominantly~~ multifamily

development and expanding ~~construction over the next several decades and expanding the range of~~ the opportunity for low density infill to broaden housing choices ~~will be essential to meeting~~ and meet the evolving demographics of our region.

Townhomes in Norpoint

For a comprehensive look at housing needs and conditions in the City of Tacoma see the 2015- 2019 Consolidated Plan, Appendix B. For more information on affordable housing needs see also the Affordable Housing Action Strategy, completed in 2018.

The policies below set expectations for housing supply and growth. They identify specific types of housing needed to serve a variety of households, including multi-generational, small and large households with children, older adults and households that include people with disabilities who may need independent living services, assisted living and skilled nursing care facilities. The text boxes below and at right provide a description of existing population and household characteristics in Tacoma.

DEMOGRAPHIC TRENDS: AGE CHARACTERISTICS

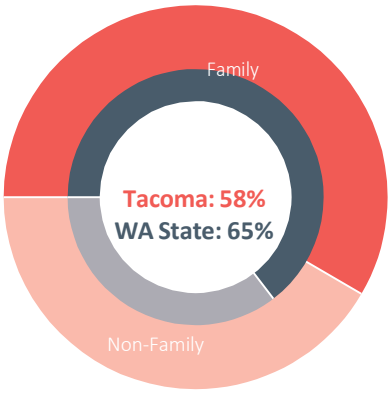
Overall, the City's age profile is similar to the State of Washington, with the majority of residents between the ages of 15 and 64 (69 percent). Seniors age 65 and over make up 12 percent of the population and youth under the age of 15 make up 19 percent of the population. The proportion of male and female populations by age group are relatively similar for those under 65, with a slightly higher percentage of female seniors (7 percent and 5 percent, respectively, of the citywide population). The median age of Tacoma residents is about 35 years.

Source: U.S. Census Bureau, 2009–2013 5-Year American Community Survey

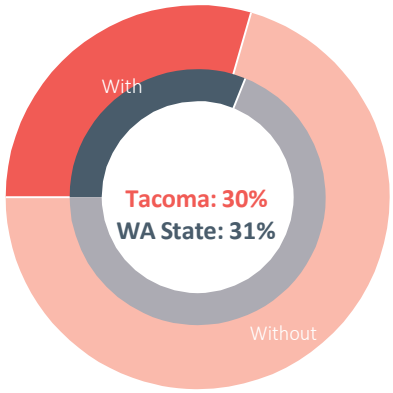
DEMOGRAPHIC TRENDS: HOUSEHOLD CHARACTERISTICS

In 2013, Tacoma had 78,681 occupied households with an average size of 2.47. Family households–those with two or more persons residing together and related by birth, marriage or adoption–comprise 58 percent of households, compared to 65 percent statewide, and nearly one-third of households have school-aged children. Approximately two-thirds are one or two person households.

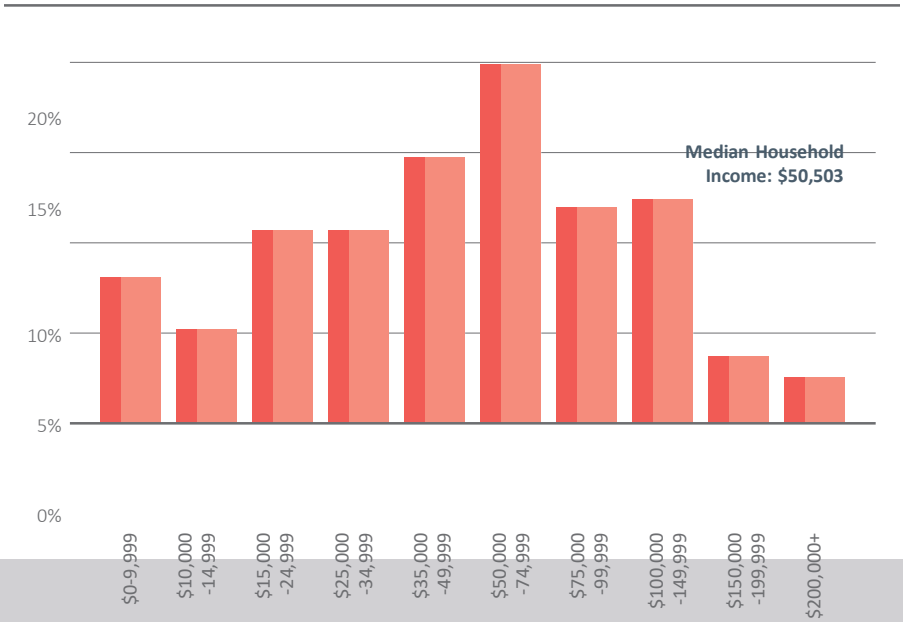
The median household income for Tacoma residents is $50,503, almost $10,000 per year lower than the statewide median income of $59,478.



Family vs.
Non-Family Households



Households with
School Aged Children



33%
28%
1-person household

32%
35%
2-person household

15%
15%
3-person household

20%
22%
4+ person household

Tacoma
WA State

Source: U.S. Census Bureau, 2009–2013 5-Year American Community Survey

Home In Tacoma: A new housing growth vision for Tacoma

Tacoma's neighborhoods are inclusive, welcoming to our diverse community, resilient, thriving, distinctive and walkable, including robust community amenities and a range of housing choices and costs.

In 2020 and 2021, during the compounding impacts of the ongoing housing crisis and the economic impacts of the coronavirus pandemic, Tacoma revisited its housing growth vision and strategies to better achieve housing supply, choice and affordability goals. The Home In Tacoma Project builds on Tacoma's longstanding housing vision, and introduced changes to reflect the following needs:

- Changing housing needs and preferences call for increasing and diversifying housing supply, affordability and choice throughout our neighborhoods by:
    - Renewing Tacoma's longstanding vision for housing growth Downtown and in Centers
    - Expanding Missing Middle housing options through low-scale infill in existing neighborhoods and mid-scale infill in areas walkable to Centers, Corridors and transit
    - Expanding housing choice to fit the aspirations of our diverse community
    - Strengthening and expanding Tacoma's affordable housing toolkit to partner with the development community
    - Planning for the impacts of growth on urban systems and infrastructure
- Taking steps to ensure that new housing is well designed and complements Tacoma's distinctive neighborhoods by:
    - Using design standards to ensure that infill complements neighborhood patterns and scale
    - Protecting the character of Tacoma's historic districts when infill occurs
    - Promoting reuse of existing structures as an alternative to demolition
- Tacoma's commitment to equity and antiracism call for evolving our housing vision to become more inclusive of all members of our community by:
    - Addressing inequitable access to opportunity in Tacoma's neighborhoods
    - Shifting regulatory language away from "family" to be inclusive of households who define themselves differently
    - Addressing the lingering impacts of systemic racism and facilitating homeownership and wealth-building opportunities for people of color
    - Promoting accessibility for people of different physical abilities
- Tacoma's housing vision should reflect that housing is a fundamental building block of community that affects multiple goals by:
    - Promoting infill in Tacoma as an alternative to urban sprawl, building on long-term investments in urban infrastructure and services

- Building housing that is sustainable and resilient to address the climate emergency, urban forestry goals, and protect the health of the Puget Sound
- Promoting infill in walkable areas with transportation choices to reduce car dependency

Examples of Different Housing Types

Detached ADU

Craftsman-Style duplex

Small lot homes

Cottage housing

GOAL H–1 Promote access to high-quality affordable housing that accommodates Tacomans' needs, preferences, and financial capabilities in terms of different types, tenures, density, sizes, costs, and locations.

Policy H–1.1 Maintain sufficient residential development capacity to accommodate Tacoma's housing targets and accommodate changing housing needs and preferences of Tacoma residents.

Policy H–1.2 Strive to capture at least 35 percent of Urban Pierce County's residential growth.

Policy H–1.3 Encourage new and innovative housing types that meet the evolving needs of Tacoma households and expand housing choices in all neighborhoods. These housing types include single family dwelling units; multi-dwelling units from duplexes to multifamily developments; small units; accessory dwelling units; pre-fabricated homes such as manufactured, modular; co-housing and clustered housing.

Policy H–1.4 Strongly support the maintenance and improvement of the existing housing stock and encourage the adaptation of the existing housing stock to accommodate the changing variety of household types.

Policy H–1.5 Apply zoning in and around centers that allows for and supports a diversity of housing types.

Policy H–1.6 Allow and support a robust and diverse supply of affordable, accessible housing to meet the needs of special populations, to include older adults, and people with disabilities, and permanent, supportive housing for homeless individuals, especially in centers and other places which are in close proximity to services and transit.

Policy H–1.7 ~~Consider~~ Implement land use incentives (e.g. density or development bonuses, lot size reductions, transfer of development rights, height or bulk bonuses~~-~~, fee waivers, accelerated permitting, parking requirement reductions, tax incentives, and surplus land sales) in appropriate locations to facilitate the development of new housing units.

Policy H–1.8 Create a process to coordinate public investments, such as capital improvements, with affordable housing activities to reduce the overall cost of development.

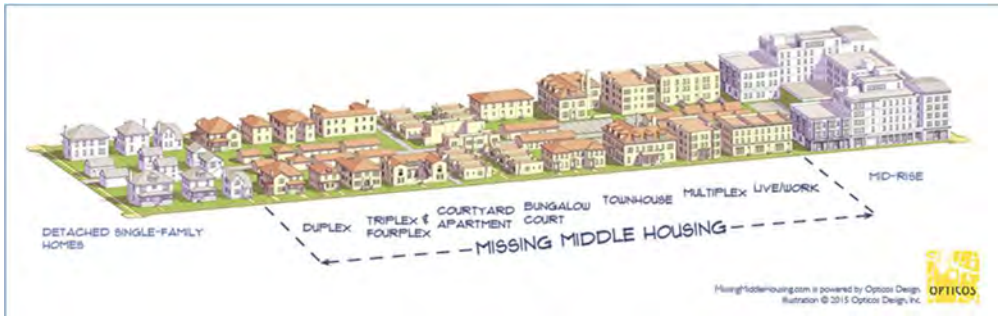
Policy H–1.9 Apply infill housing approaches to create additional housing opportunities for low and mid-range (Missing Middle) housing types.

Policy H–1.10 Establish and update a regulatory process to pilot infill of innovative housing types, as well as to pilot new development standards, affordability incentives and permit review processes.

MISSING MIDDLE HOUSING

Tacoma's growth strategy directs dense development Downtown, within designated Centers and along Corridors served by transit. However, to meet Tacoma's housing goals, infill would also need to occur in single-family areas, which constitute about 75 percent of the area where residential development is allowed.

Along with focused high-density growth in Centers, allowing for "missing middle" housing options more broadly could support City goals such as promoting housing choice, helping families stay together and age in place, promoting active, healthy living and social interaction, supporting neighborhood shopping districts, making neighborhoods more inclusive, and reducing urban sprawl.



"Missing middle" housing is a range of multi-unit or clustered housing types compatible in scale with single-family homes (credit to Daniel Parolek of Opticos Design).

To increase housing supply, choice and affordability Tacoma is encouraging infill of Missing Middle Housing types in our existing neighborhoods by establishing the Low-Scale Residential Land Use Designation and Mid-Scale Residential Land Use Designations described in the Urban Form Chapter.

Policy H-1.11 Implement the *Home In Tacoma Project* housing vision and policies set forth in this and other elements of the Comprehensive Plan through, in collaboration with the community, and guided by the *Affordable Housing Action Strategy, Home In Tacoma Housing Action Plan* and other pertinent policies. Home In Tacoma Project Phase 2 will include:

a. Zoning changes, including potential refinements to the Future Land Use Map and designated Corridors
b. Design standards updates
c. Actions to ensure that urban infrastructure and services are adequate to support growth
d. Potential phasing of implementation, as well as regular evaluation of development outcomes and actions to address unintended consequences
e. Actions to reduce the potential demolition of viable structures
f. Actions to create green, sustainable and resilient housing
g. Actions to promote physical accessibility
h. Review and update of regulatory affordable housing incentives and requirements
i. Review of City permitting and processes
j. Education and technical support for developers and the public

HOUSING STRUCTURE TYPE + SIZE

86,195 | *total housing units*

78,681 | *occupied housing units*

63.0% | *1 unit, detached*

2.5% | *1 unit, attached*

3.2% | *2 units, apartment*

5.1% | *3–4 units, apartment*

6.2% | *5–9 units, apartment*

19.7% | *10+ units, apartment*

0.3% | *mobile home or other type of housing*

Source: U.S. Census Bureau, 2009–2013 5-Year American Community Survey

HOUSING ACCESS

Housing supply and household income are not the only factors determining access to housing. Discrimination in the housing market, gentrification, and the changing nature of households over time also influence access to desired housing. The following policies address discriminatory barriers to fair and equitable access to housing and the impact of gentrification and displacement, particularly for under-served and under-represented populations.

GOAL H–2 Ensure equitable access to housing, making a special effort to remove disparities in housing access for ~~black, indigenous and~~ people of color, low-income households, diverse household types, older adults, and households that include people with disabilities.

Policy H–2.1 Foster inclusive communities, overcome disparities in access to community assets, and enhance housing choice for people in protected classes throughout the city by coordinating plans and investments with fair housing policies.

Policy H–2.2 ~~Support~~ Implement barrier-free access for all housing consistent with the Americans for Disabilities Act (ADA). ~~Consider~~ Pursue additional actions to increase access such as implementation of visitability and universal design features in newly constructed housing.

Policy H–2.3 Coordinate plans and investments with programs that prevent avoidable, involuntary evictions and foreclosures.

Policy H–2.4 Evaluate plans and investments and other legislative land use decisions to identify potential disparate impacts on housing choice and access for protected classes.

Policy H–2.5 Evaluate plans and investments for the potential to cause displacement in areas with concentrations of communities of color, low- and moderate-income households, and renters.

Policy H–2.6 ~~When~~ If plans and investments are anticipated to create neighborhood change, proactively mitigate involuntary displacement of under-resourced residents through increasing affordable housing in affected areas, providing relief from rising housing costs, and implementing programs to support small and neighborhood-centered businesses. ~~pursue corrective actions to address involuntary displacement of under-served and under-represented people. Use public investments, incentives, and programs, and coordinate with nonprofit housing organizations, to mitigate the impacts of market pressures that cause involuntary displacement.~~

Policy H–2.7 ~~Encourage~~ Strive to ensure a range of housing options and supportive environments to enable older adults to remain in their communities as their needs change.

Policy H–2.8 Help people stay in their homes through expanded tenant's protections, providing resources for households experiencing a crisis, increasing community organizing capacity, and other means.

Policy H-2.9 Establish and implement a coordinated Anti-displacement Strategy to reduce the risk of displacement for people at high risk of such and helps them to deal with its impacts, with actions including:

1. As the Home In Tacoma Project moves forward, strengthen the emphasis on anti-displacement as a primary goal.
2. Use the full spectrum of housing tools to address needs, such as funding for affordable housing and increased staffing and program resources.
3. To ensure equitable distribution of housing opportunities, implement land use changes to allow more missing middle products citywide.
4. Implement inclusionary zoning in submarkets where it is economically feasible, tailored to specific affordability needs and market conditions.
5. Require that developers benefiting from land use changes, property tax exemptions, fee waivers, expedited processing, and city funding use affirmative marketing in advertising unit availability.
6. Implement a resident preference policy that applies to both residents at-risk of displacement and neighborhoods with high-displacement risk.
7. Promote ownership opportunities as a pathway for wealth-building for those who choose it.
8. Promote family-sized units, particularly in areas where they are in short supply.
9. Working with local architects and lenders, create a set of affordable ADU designs and a financing package to facilitate the construction of ADUs by lower income households.
10. Require redevelopment of large parcels with city investment include deeply affordable rental and ownership products (e.g., publicly-assisted rentals, land trust).
11. Coordinate with the Tacoma Housing Division to ensure that residents at-risk of displacement have the resources they need to mitigate eviction and displacement.
12. Support anchor institutions and businesses at risk of displacement by providing city subsidies for leases and implementing first rights of refusal for city-subsidized commercial in redeveloped sites.
13. Empower people of color and others who have been historically under-represented in policymaking to take a stronger role in implementing policy.

HOUSING LOCATION

Housing that is located in a walkable neighborhood near active transportation, employment centers, open spaces, high-quality schools, and various services and amenities enhances the general quality of life for its residents. Neighborhoods in Tacoma offer varying levels of opportunity, with housing in moderate and high opportunity neighborhoods tending to be expensive compared to more affordable housing in areas that offer fewer opportunities.

The following policies support efforts to provide equitable access to locational opportunities in Tacoma.

OPPORTUNITY *is a situation or condition that places individuals in a position to be more likely to succeed and excel. High opportunity indicators include: high-performing schools, availability of sustainable employment and living wage jobs, stable neighborhoods, transportation availability and mobility, and a healthy and safe environment.*

Kirwan Institute for the Study of Race and Ethnicity

GOAL H–3 Promote safe, healthy housing that provides convenient access to jobs and to goods and services that meet daily needs. This housing is connected to the rest of the city and region by safe, convenient, affordable multimodal transportation.

Policy H–3.1 Meet the housing needs of under-served and under-represented populations living in high poverty areas by coordinating plans and investments with housing programs.

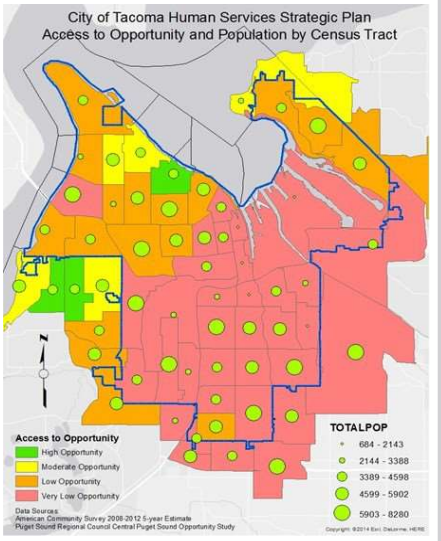
Policy H–3.2 Locate higher density housing, including units that are affordable and accessible, in and around designated centers to take advantage of the access to transportation, jobs, open spaces, schools, and various services and amenities.

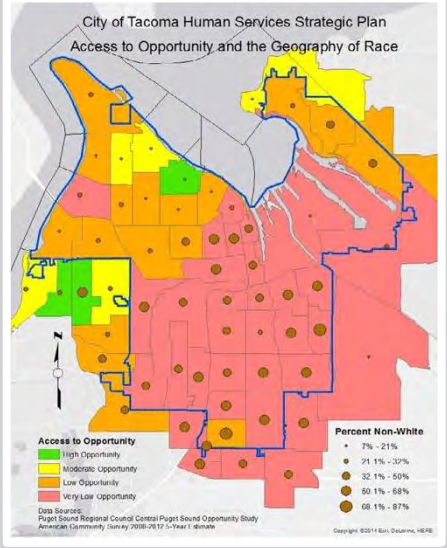
Policy H–3.3 Promote transit supportive densities along designated corridors that connect centers, including duplex, triplex, cottage housing, ~~and~~ townhouses and low to mid-scale multifamily housing.

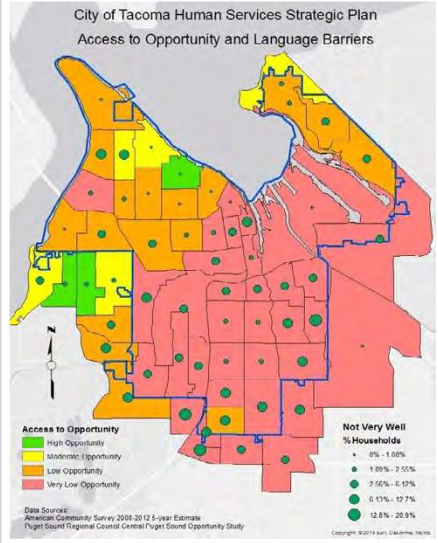
Policy H–3.4 Strive to accommodate 80% of the City's housing targets within and around designated centers.

Policy H–3.5 Improve equitable access to active transportation, jobs, open spaces, high-quality schools, and supportive services and amenities in areas with high concentrations of under-served populations and an existing supply of affordable housing.

PSRC OPPORTUNITY MAPS







The first "Opportunity Map" shown above illustrates that many living in Tacoma do not have fair access to the critical opportunity structures and social infrastructure to succeed in life. Opportunity maps illustrate whether patterns of segregation by age, class, gender, race, ethnicity, disability, or language correlate with areas of higher or lower opportunity.

For example, the second and third figures above show that a significant portion of the City's non-White residents and those with language barriers live in areas of very low opportunity. The latest data from the U.S. Census Bureau underscores the effects of low opportunity and how non-White residents are disproportionately impacted. The income gap for racial and ethnic minorities continues to widen. Per Capita income of African Americans is 36% lower than that of white residents and Per Capita income of Latinos is 47% lower.

These realities, combined with other trends—the breakdown of traditional systems of family support (parents often working multiple jobs without extended family support for raising children), lack of financial literacy and ability of many to manage their financial lives, inadequate access to transportation, and lack of affordable housing—have marginalized people of color and had similar effects on other community members based on their age, sexual orientation, immigration status or disabilities.

The thumbnails above are provided as full page illustrations at the end of this element in Figure 20, Figure 21 and Figure 22.

Source: 2015–2019 City of Tacoma Draft Human Services Strategic Plan (2014); U.S. Census Bureau, 2008–2012 5-Year American Community Survey

NOTE:
For the purposes of this document, "high risk" populations shall include individuals released and/or under supervision of adult and juvenile correctional institutions, mental hospitals and drug rehabilitation programs, homeless persons and other special needs persons residing in group homes not subject to application of the federal Fair Housing Act.

Policy H–3. 6 Balance programs that preserve affordable housing in lower cost areas (e.g., home improvement grants) with policies to encourage new development and expand access to transportation, jobs, educational opportunities, supportive services, and parks and open space ~~Locate new affordable housing in areas that are opportunity rich in terms of access to active transportation, jobs, open spaces, high quality schools, and supportive services and amenities~~.

Policy H–3.7 Provide incentives (e.g. density or development bonuses, lot size reductions, transfer of development rights, height or bulk bonuses, fee waivers, accelerated permitting, parking requirement reductions, and tax incentives, ~~s) to promote the development of higher density multifamily housing in designated centers and other areas where housing options are needed.~~ and surplus land sales) to promote the development of ~~higher density multifamily~~ affordable, mixed-income housing citywide.

Policy H–3.8 Discourage the concentration of facilities for "high risk" populations in any one geographic area.

HOUSING AFFORDABILITY

This discussion describes current household income levels in Tacoma and the housing~~s~~ costs that are affordable to the different levels, current costs of housing units in the City, populations that are cost burdened, and the City's strategies for meeting current and future needs for affordable housing.

TABLE 1. Tacoma Household Incomes + Affordable Housing Costs

HOUSEHOLD INCOMES	HOUSEHOLDS	PERCENT OF HOUSEHOLDS	MAXIMUM AFFORDABLE MONTHLY HOUSING COSTS
Less than $10,000	6,389	8%	$250
$10,000 to $14,999	4,092	5%	$375
$15,000 to $24,999	8,411	11%	$625
$25,000 to $34,999	8,445	11%	$875
$35,000 to $49,999	11,590	15%	$1,250
$50,000 to $74,999	15,667	20%	$1,875
$75,000 to $99,999	9,407	12%	$2,500
$100,000 to $149,999	9,747	12%	$3,750

$150,000 to $199,999	2,935	4%	$5,000
$200,000 or more	1,998	3%	Over $5,000

Sources: 3 Square Blocks, U.S. Census Bureau, 2009–2013 5-Year American Community Survey

The generally accepted definition of affordability is for a household to pay no more than 30 percent of its annual gross income on housing. Families that pay more than 30 percent of their income for housing are considered cost burdened and may have difficulty affording necessities such as food, clothing, transportation and medical care. Table 4 shows household income levels in Tacoma and the maximum affordable housing costs for different income levels, assuming 30 percent of income is spent on housing. Tacoma's current area median income (AMI) is $50,503 per year, which is slightly lower than Pierce County's AMI of $59,204. A household earning Tacoma's AMI can afford to spend to no more than $1,265 per month on housing costs, and a household earning 80 percent AMI can afford to spend no more than $1,010 per month. Approximately one third of Tacoma's households (27,337 households) earn less than $35,000 per year and can afford to spend no more than $875 per month on housing costs without becoming cost burdened. The middle third of households can afford to spend no more than $1,875 per month. The top third can afford to spend more than this without becoming cost burdened.

Monthly costs for rental housing and owner-occupied homes with mortgages in Tacoma are shown in Table 5 and Table 6, respectively. There are a limited number of rental units (10,781) with monthly costs of less than $750. The majority of rental units, 55 percent, cost between $750 and $1,500 per month. Monthly costs for houses with a mortgage in Tacoma are higher than for rental units; the median cost for a house with a mortgage is $1,724 compared to the median rent cost of $925. The majority of houses with a mortgage, 57 percent, have monthly costs of $1,000 to $2,000.

TABLE 2. Tacoma Rental Housing Inventory + Monthly Costs

MONTHLY COSTS	UNITS	% OF UNITS
Less than $499	3,477	9%
$500 to $749	7,304	20%
$750 to $999	10,757	29%
$1,000 to $1,499	9,851	26%
$1,500 or more	5,919	16%

Sources: 3 Square Blocks, U.S. Census Bureau, 2009–2013 5-Year American Community Survey

TABLE 3. Tacoma Owner-Occupied Houses with Mortgages, Inventory + Monthly Costs

MONTHLY COSTS	UNITS	% OF UNITS
Less than $699	844	3%
$700 to $999	2,337	8%
$1,000 to $1,499	8,043	26%
$1,500 to $1,999	9,689	31%
$2,000 or more	10,379	33%

Sources: 3 Square Blocks, U.S. Census Bureau, 2009–2013 5-Year American Community Survey

Forty three percent of all Tacoma households are considered cost-burdened, which represents a significant portion of the City's population. A disproportionate share of Black/African American households experience a severe cost burden. Additionally, renters are more likely to be cost-burdened than homeowners. These facts point to a need for greater access to affordable housing, including rental units.

The Pierce County Countywide Planning Policies (CPP) provide guidance about the amount of affordable housing that Tacoma and other cities in Pierce County should strive to achieve over the coming years. CPP AH-3.3 states, "it shall be the goal of each jurisdiction in Pierce County that a minimum of 25 percent of the growth population allocation is satisfied through affordable housing." The CPPs define affordable housing as housing that is affordable to households earning up to 80 percent of the countywide median income. Tacoma's Comprehensive Plan Policy H–4.2 is consistent with the CPPs.

Tacoma's housing growth target for 2040 is 59,800 housing units. Based on the CPPs, at least 14,950 of these units should be affordable to households earning up to 80 percent of the countywide median income. Given Pierce County's current median income of $59,204, monthly housing costs of $1,480 or less would be affordable to these households.

The City recognizes that it is important to plan for very low income households as well as low income households, as well as for homeless individuals.

Through its policies and programs, the City is supportive of increasing the supply of housing that is affordable to all its citizens. While the City recognizes the ongoing need by government and nonprofit corporations to provide housing and community support services, especially for households who pay more than 30% of their income for housing, it also recognizes the need to enlist the engine of private market rate developments to include a measure of affordable units. Reducing household cost-burdens requires a multi-pronged strategy: 1) expanding and diversifying the housing supply, 2) expanding household prosperity through the location of new housing units in opportunity rich areas and promoting resource efficient housing, 3) direct investments in subsidized and permanently affordable housing, and 4) economic development strategies improving employability, job growth and connecting people to living wage jobs in close proximity to their residence.

HOUSING PRINCIPLES + ACKNOWLEDGMENTS

1. Affordable Housing is Vital to Important Civic Interests

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

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

2. Affordable Housing is Attractive, Innovative + Well Managed

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

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

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

4. Affordable Housing Developments Spur Other Investments

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

5. The City Should Welcome Affordable Housing Developments

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

6. Every City Neighborhood Needs Affordable Housing Developments

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

7. Affordable Housing as Innovative Design

In seeking the appropriate balance, the City should not have to compromise important neighborhood design standards in order to promote affordable housing. Instead proper design should allow affordable housing to show the way for all developments serving all incomes toward a greener, more sustainable urban future.

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

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

Eliza McCabe Apartments operated by Mercy Housing NW

The following policies support the City's goal to provide an adequate supply and diversity of affordable housing choices.

GOAL H–4 Support adequate supply of affordable housing units to meet the needs of residents vulnerable to increasing housing costs.

Policy H–4.1 Preserve and produce affordable housing to meet the needs that are not met by the private market by coordinating plans and investments with housing providers and organizations.

Policy H–4.2 Ensure that at least 25% of the 2040 housing targets are affordable to households at or below 80% of Pierce County AMI. Strive to exceed this through zoning and land use incentives and increased resources for affordable housing development.

Policy H–4.3 Evaluate plans and investments for their impact on household cost; and consider ways to reduce the combined cost of housing, utilities, and/or transportation.

Policy H–4.4 Facilitate the expansion of a variety of types and sizes of affordable housing units, and do so in locations that provide low-income households with greater access to convenient transit and transportation, education and training opportunities, Downtown Tacoma, manufacturing/ industrial centers, and other employment areas.

Policy H–4.5 Encourage income diversity in and around centers and corridors by allowing a mix of housing types and tenures.

Policy H–4.6 Facilitate and support regional cooperation in addressing housing needs in the Tacoma metropolitan area and greater Puget Sound, especially for the homeless, low- and moderate-income households, and historically under-served and under-represented communities.

Policy H–4.7 Promote a range of affordable housing strategies that extend from basic emergency shelter for the homeless to temporary transitional housing to permanent rental housing and to home ownership.

Policy H–4.8 Prevent homelessness and reduce the time spent being homeless by ensuring that a continuum of safe and affordable housing opportunities and related supportive services are allowed and appropriately accommodated, including but not limited to permanent supportive housing, emergency shelters, and temporary shelters.

Policy H–4.9 Increase the supply of permanently affordable housing where practicable.

Policy H–4.10 Encourage development and preservation of small resource-efficient and affordable single family homes throughout the City.

Policy H–4.11 Align plans and investments to support homeownership rates and locational choice for people of color and other groups who have been historically under-served and under-represented.

Policy H–4.12 Facilitate a variety of ownership opportunities and choices by allowing and supporting the creation of condominiums, cooperatives, mutual housing associations, limited equity cooperatives, community land trusts and sweat equity.

Policy H–4.13 Create a local source of revenue and pursue a variety of other funding sources to preserve and develop housing units and various assistance programs for households whose needs are not met by the private market.

Policy H–4.14 Pursue incentives and mechanisms to enlist the private market as a partner in the provision of affordable housing units.

Policy H–4.15 Modify and expand the City's inclusionary housing provisions to target unmet need and align with market conditions, enacting mandatory inclusionary housing requirements in areas of the City where market strength is adequate. Tailor affordability and tax tools to the specific affordability needs and market conditions in Tacoma's neighborhoods.

Policy H–4.16 Prioritize City actions and investments on serving households with the greatest housing challenges and unmet needs.

Policy H-4.17 Strive for a mix of housing costs in Tacoma's neighborhoods that meet affordability targets for moderately low, low and very low income Tacoma households.

Policy H-4.18 Adopt affordable housing targets for infill and redevelopment projects in the City's federally designated Opportunity Zones. Conduct associated studies to identify the minimum percentage of affordable units.

AFFORDABLE HOUSING GROWTH TARGETS

Supplement the City's target to achieve 25% of new housing as affordable to households earning 80% of AMI with the following numeric goals for housing production at different levels of needs among low income households.

- Currently 8,000 Tacoma renters have incomes of less than 30% of the AMI for a 2-person household. These renters require deeply subsidized housing provided by nonprofit organizations or rental assistance.
- Another 7,000 renters have incomes ranging between 31 and 50% AMI. A combination of public and private sector housing serves these residents, although the public sector is increasingly serving these residents due to a loss of affordable private sector housing from rising rents.
- Another 9,000 renters earn between 51 and 80% AMI.

Numerical housing goals will depend on overall household growth. 20 year rental goals that enable the city to address housing needs across the income spectrum are likely to range from:

- Production of rental housing affordable at very low incomes (30% of AMI) = 1,800 to 4,000 new units;
- Production of rental housing affordable at low incomes (50% of AMI) = 2,000 to 4,600 new units;
- Production of rental housing affordable at moderately low incomes (80% of AMI) = 1,600 to 3,500 new units.

Ownership goals will also depend on overall household growth, in addition to interest rates. If the city's ownership holds at 54%, 20 year ownership goals are likely to range from:

- Production of owner housing affordable at very low incomes (30% of AMI) = 1.900 to 4,200 new units;
- Production of owner housing affordable at low incomes (50% of AMI) = 2,000 to 2,800 new units;
- Production of owner housing affordable at moderately low incomes (80% of AMI) = 1,400 to 3,000 new units.

Achieving the most affordable housing goals--thus stabilizing displacement and ensuring socioeconomic diversity in Tacoma--will require a variety of partners and implementation of the AHAS, specifically leveraging publicly owned land for development of deeply affordable housing; increasing housing funding; and bolstering tenant protections and assistance. Strategies will require increasing public interventions as incomes are lower.

HEALTH, SAFETY + EFFICIENCY

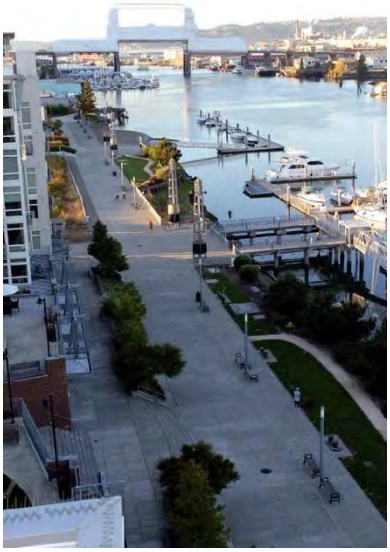
Having a place to live does not guarantee health and safety. A critical connection exists between the quality of the housing unit and the health of its occupants. A safe housing unit is largely free of hazardous materials, such as lead and radon. It is also free of mold, is not in a state of disrepair, and offers emergency safety features, such as carbon monoxide monitors, smoke alarms, and emergency exits. Access to open spaces, opportunities for social interactions, green features, and adaptability also influence the health of a community. The following policies focus on building and maintaining Tacoma's housing stock in ways that foster community health.

Affordable multi-family, single family, rental and ownership housing operated by the Tacoma Housing Authority

AFFORDABLE HOUSING AND HEALTH

Access to affordable and adequate housing is critical to leading a healthy life. Affordable housing frees up family resources for nutritious food and health care expenditures; reduces stress and other related adverse health outcomes by providing greater stability; reduces health problems caused by poor quality housing; and, provides families with greater access to neighborhood opportunities and amenities such as parks and schools.

Puyallup Tribal multi-family housing



The Foss Esplanade outside Thea's Landing

GOAL H–5 Support access to resource efficient and high performance housing that is well integrated with its surroundings, for people of all abilities and income levels.

Policy H–5.1 Support development and maintenance of housing, especially multi-dwelling housing, that protects the health and safety of residents and encourages healthy lifestyles and active living.

Policy H–5.2 Promote housing that is protected from noise, pests, hazardous environmental conditions and materials.

Policy H–5.3 Support housing that provides features supportive of healthy and active living, such as high indoor air quality, useable open areas, recreation areas, community gardens, and crime-preventative design.

Policy H–5.4 Promote energy efficiency, green building practices, materials, and design to produce healthy, efficient, durable, and adaptable homes.

Policy H–5.5 Encourage the reuse of resource rich existing older commercial buildings in or near designated centers into mixed-use housing with retail and/or commercial uses at street-level and housing above.

Policy H–5.6 Promote active transportation in residential areas through the development of pathways, sidewalks, and high-quality onsite amenities such as secure bicycle parking.

Policy H–5.7 Require site designs and relationship to adjacent developments that reduces or prevents social isolation, especially for groups that often experience it, including older adults, people with disabilities, communities of color, and immigrant communities.

Policy H–5.8 Support a strong housing code enforcement program to reduce substandard housing through repair and rehabilitation, such as an active rental inspection program.

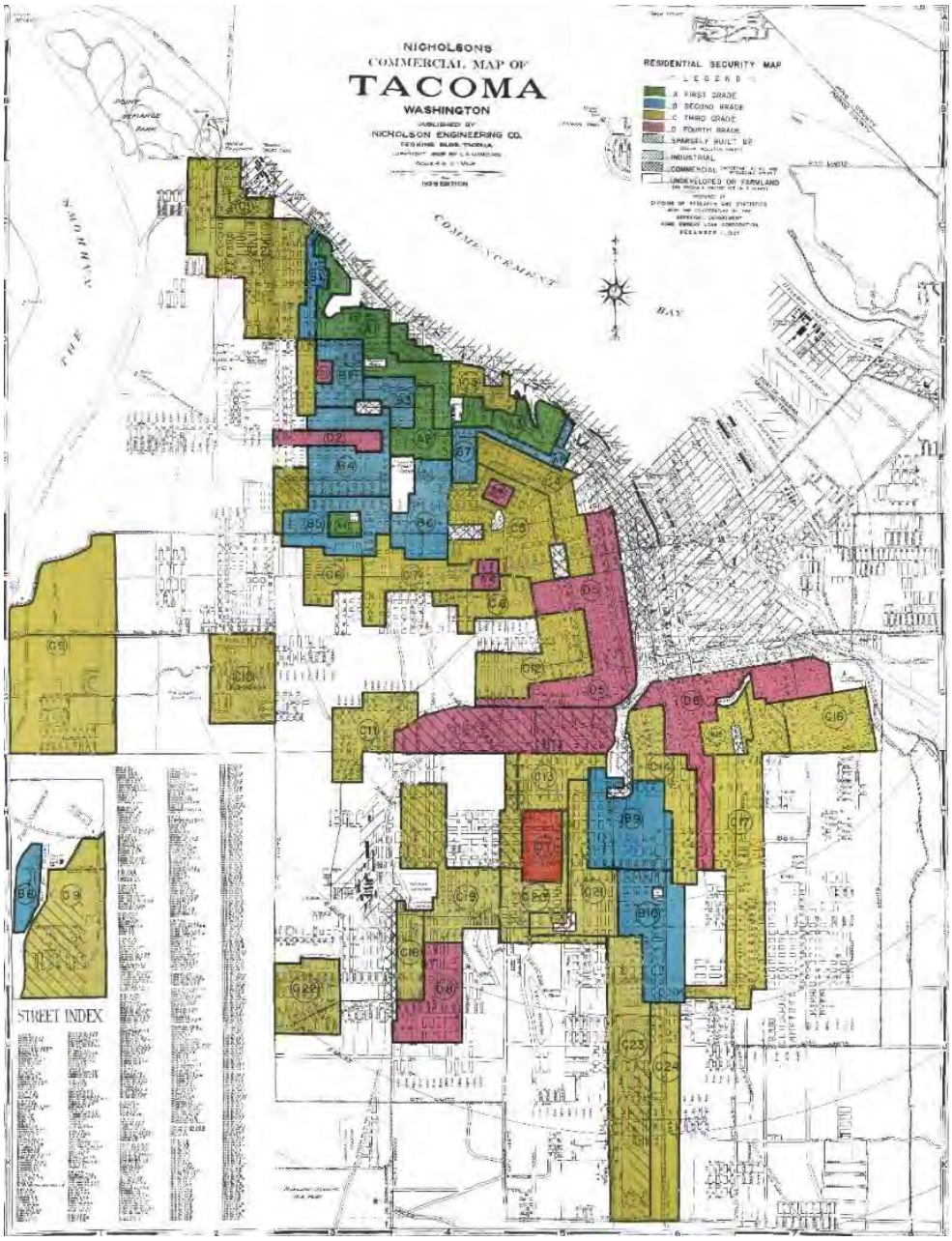
Policy H–5.9 Promote the maintenance, repair, and rehabilitation of the City's existing housing stock. Pursue financial incentives and funding for housing improvement programs, especially for low-income households. Integrate regulatory tools that incentivize reuse and conversion of existing viable structures into housing to meet community needs.

Policy H–5.10 Promote innovative development techniques to better utilize land, promote design flexibility, preserve open space and natural features and conserve energy resources.

Policy H–5.11 Promote public acceptance of new housing types in historically lower density areas by ensuring that they are well designed and compatible with the character of the neighborhoods in which they are located through a robust design review process.

RECTIFYING HISTORIC INEQUITIES

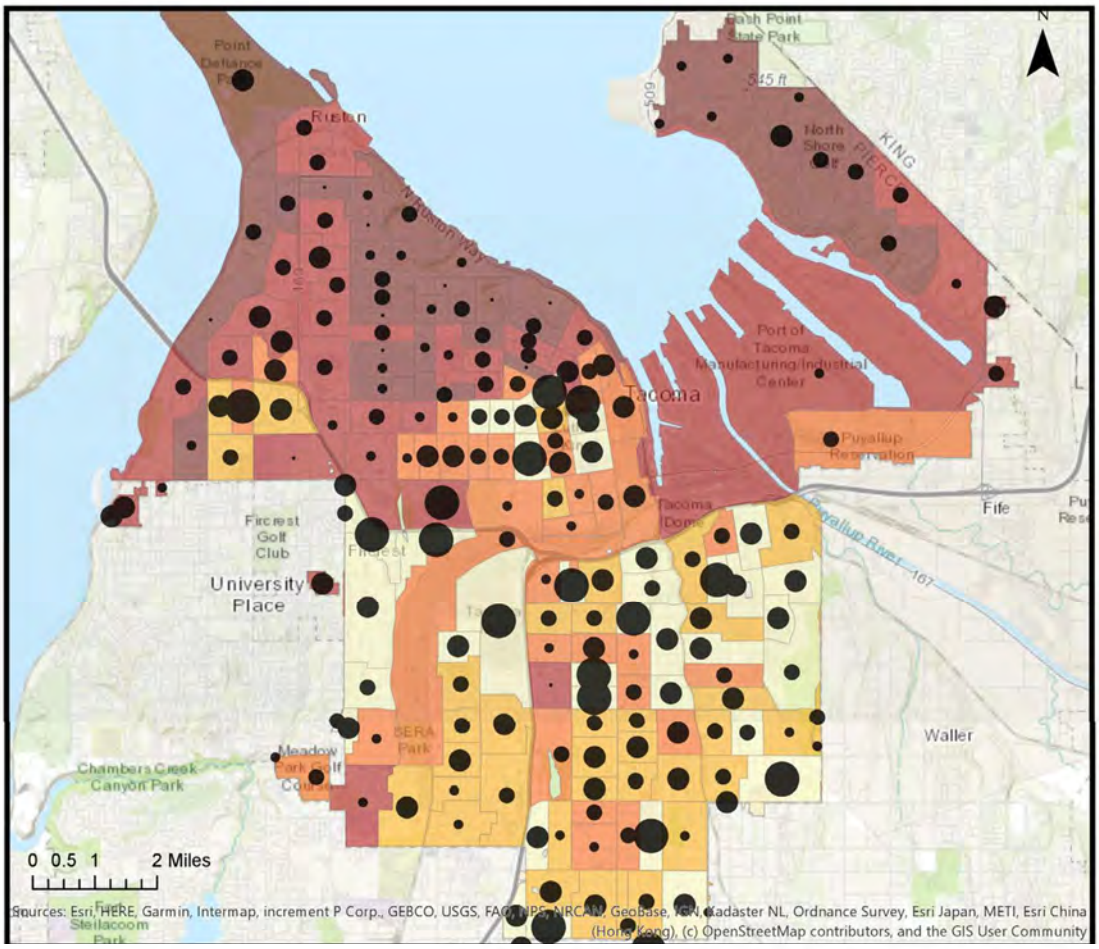
The City of Tacoma recognizes that historic displacements, as well as more recent covenants, redlining, zoning, and other practices, have explicitly or implicitly excluded some groups based on race and income from fair access to housing. This in turn denied those groups equitable access to schools, parks, pathways to building family wealth, and other opportunities they might otherwise have chosen, resulting in multi-generational negative impacts. Tacoma's policies commit to reversing this legacy of inequitable practices by enacting policies, zoning and programs that help to remove barriers where they exist, meet the growing need for diverse housing options, and provide equitable access to opportunities.



Tacoma Redlined Map, 1937 – Mapping Inequality: Redlining in New Deal America, https://dsl.richmond.edu/panorama/redlining

Tacoma's Equity Index (here labeled as Opportunity Index) is an analytical tool incorporating multiple data sources that help shed light on housing access and opportunities in Tacoma. The full analysis and map are available at www.cityoftacoma.org/equityindex.

Households Spending 30%+ on Housing



Councilmanic Districts

Opportunity Index
- Very High
- High
- Moderate
- Low
- Very Low

Tacoma Livability
Percentage of Households Cost-Burdened
- ≤17.630058
- ≤29.475983
- ≤40.594059
- ≤53.371711
- ≤70.188679

The Equity Index represents 20 indicators within four social determinant categories; Accessibility, Economy, Education, and Livability. The census block groups were classified between Very Low and Very High scores.

Opportunity is defined as a situation or condition that places individuals in a position to be more likely to succeed or excel.

Red census blocks represent communities that exceed average score among the indicators. They are labeled as such to help emphasize the disparities within the City.

FIGURE 1. Access to opportunity and the geography of race.

Source: www.cityoftacoma.org/equityindex

Toward a more equitable and antiracist Tacoma

The Home In Tacoma Housing Equity Taskforce studied how Tacoma can achieve equity and antiracism goals through housing actions and made the following conclusions:

Observations:

1. Tacoma's housing growth strategy is not meeting our community's housing needs (for supply, affordability and choice)
2. Tacoma's housing crisis has disproportionate impacts on people of color and others facing economic disadvantages
3. Tacoma's housing policies were initially created without equitable representation
4. People of color have less access to the vital livability, accessibility, economic and educational opportunities that come with housing location
5. People care deeply about their homes and neighborhoods and rely on them as investments
6. Without public and nonprofit sector actions, market-rate housing construction will not be enough to meet affordability needs
7. Increasing Missing Middle housing options is an essential part of a multifaceted solution

Strategies:

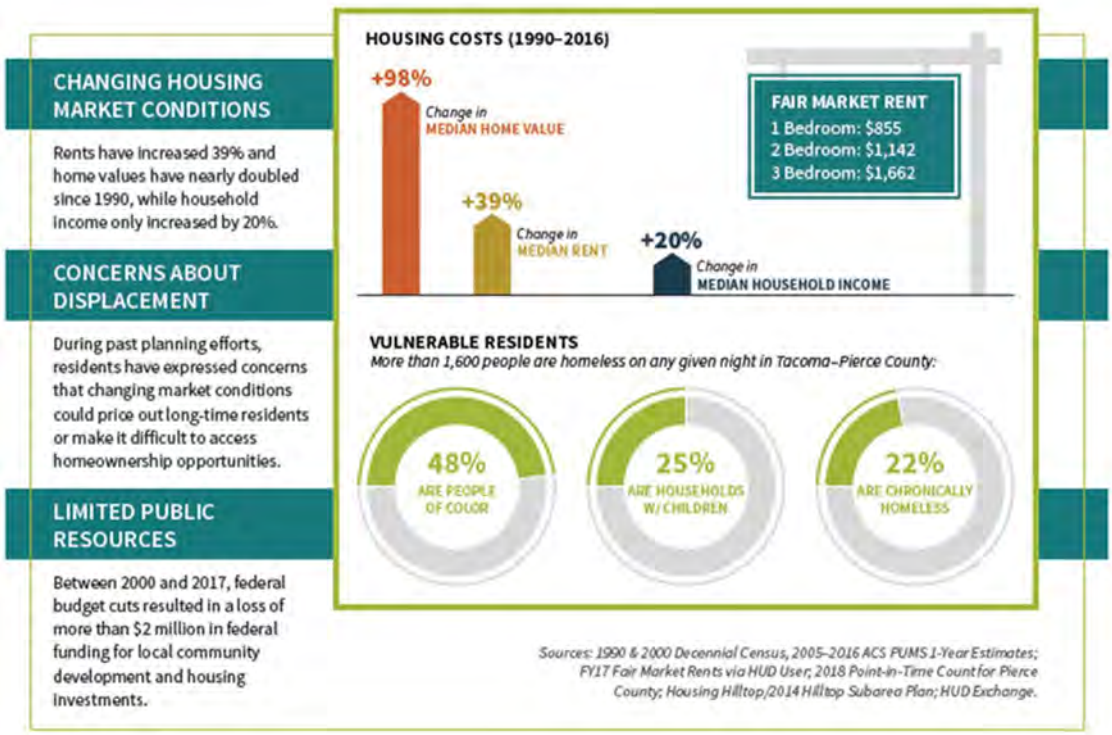
A. Encourage infill of Missing Middle housing types throughout Tacoma's neighborhoods
B. Encourage infill of mid-scale, walkable urban housing near Centers, Corridors and transit
C. Use multiple strategies to produce housing affordable for lower income people
D. Empower people of color and other under-represented groups to fully participate in policymaking
E. Address inequitable access to opportunity in Tacoma neighborhoods
F. Combat displacement for residents, businesses and community anchors
G. Actively address housing inequities resulting from systemic racism

AFFORDABLE HOUSING ACTION STRATEGY

Policy H–6.1 Proactively implement the action strategies of the City's Affordable Housing Action Strategy through a coordinated effort lead by the City of Tacoma in partnership with a broad range of stakeholders.

In 2018 the City of Tacoma developed its Affordable Housing Action Strategy as an urgent response to a changing housing market, increasing displacement pressure among residents, and a widespread need for high-quality, affordable housing opportunities for all.

Policy H—6.2 Proactively implement the actions and strategies identified through the Home In Tacoma Project and the Home In Tacoma Housing Action Plan.



Source: Tacoma's Affordable Housing Action Strategy, 2018