

One Tacoma Comprehensive Plan

and Land Use Regulatory Code

Proposed Amendments for 2023

Public Review Document

Prepared for
Planning Commission Public Hearing
April 5, 2023



City of Tacoma, Planning and Development Services Department
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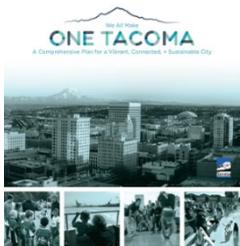
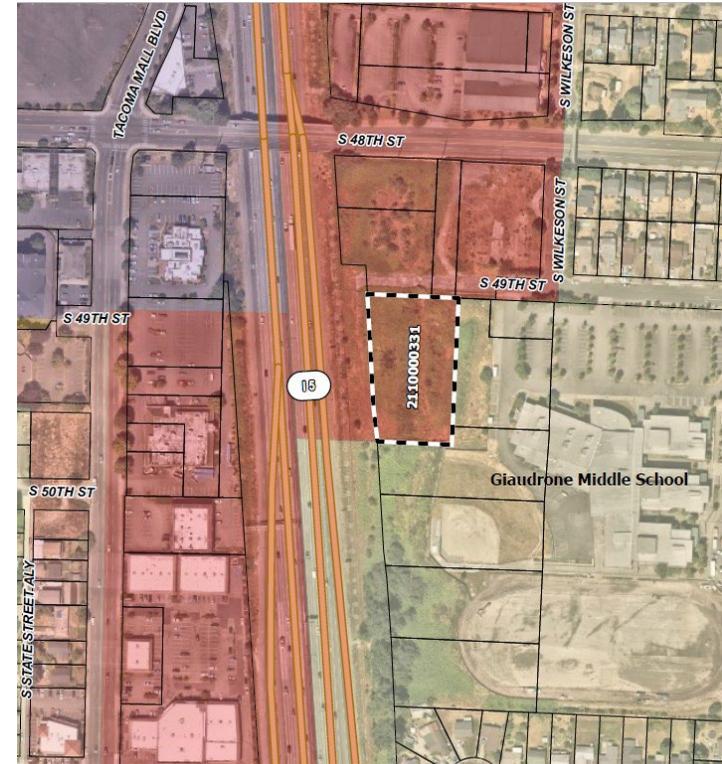
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Mor Furniture Application

PLANNING COMMISSION PUBLIC HEARING NOTICE

Description of the Application	
Applicant	Wesco Management, LLC (parent company of Mor Furniture)
Site Address	1824 S 49 th St, Tacoma, WA
Amendment Application Request	Requested land use designation change on <i>One Tacoma</i> Comprehensive Plan Future Land Use Map - From “Low Scale Residential” to “General Commercial” If land use change is approved, this would enable requests for future site rezone and permit application/s at the subject site, including for potential development of outlet/distribution center.
Staff Contact	Adam Nolan, Associate Planner Email: ANolan@cityoftacoma.org Phone: 253-320-8119



The Comprehensive Plan is the City’s official plan for guiding growth and is the basis for the City’s land use decisions, transportation, and capital investments.

To learn more about the *One Tacoma Plan*, visit www.cityoftacoma.org/OneTacoma.

For more information, contact: Adam Nolan, Associate Planner
Email: anolan@cityoftacoma.org Phone: 253-320-8119

PUBLIC HEARING NOTICE

SUBJECT: 2023 AMENDMENT TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE

Planning Commission Public Hearing (Hybrid)

Wed., April 5, 2023, 5:30 p.m.

Informational Session with Staff (Virtual)

Wed., March 29, 2023, 5:30 p.m.

Visit www.cityoftacoma.org/2023Amendment for information on applications & participation in meetings

How to Provide Comments

1. Testify at the Public Hearing on April 5, 2023; and/or
2. Provide written comments by April 7 2023, 5:00 p.m., via e-mail to planning@cityoftacoma.org

Applications Under Consideration (2023 Amendment)

“Mor Furniture” Land Use Designation Amendment	Commercial Zoning Update Phase I: Neighborhood Commercial Design Standards
Electric Fences	Delivery-only Retail Businesses
Shipping Containers	Minor Plan and Code Amendments

For information on the Mor Furniture application and 2023 amendments, please visit: <https://www.cityoftacoma.org/2023Amendment>



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EXECUTIVE SUMMARY

About This Document

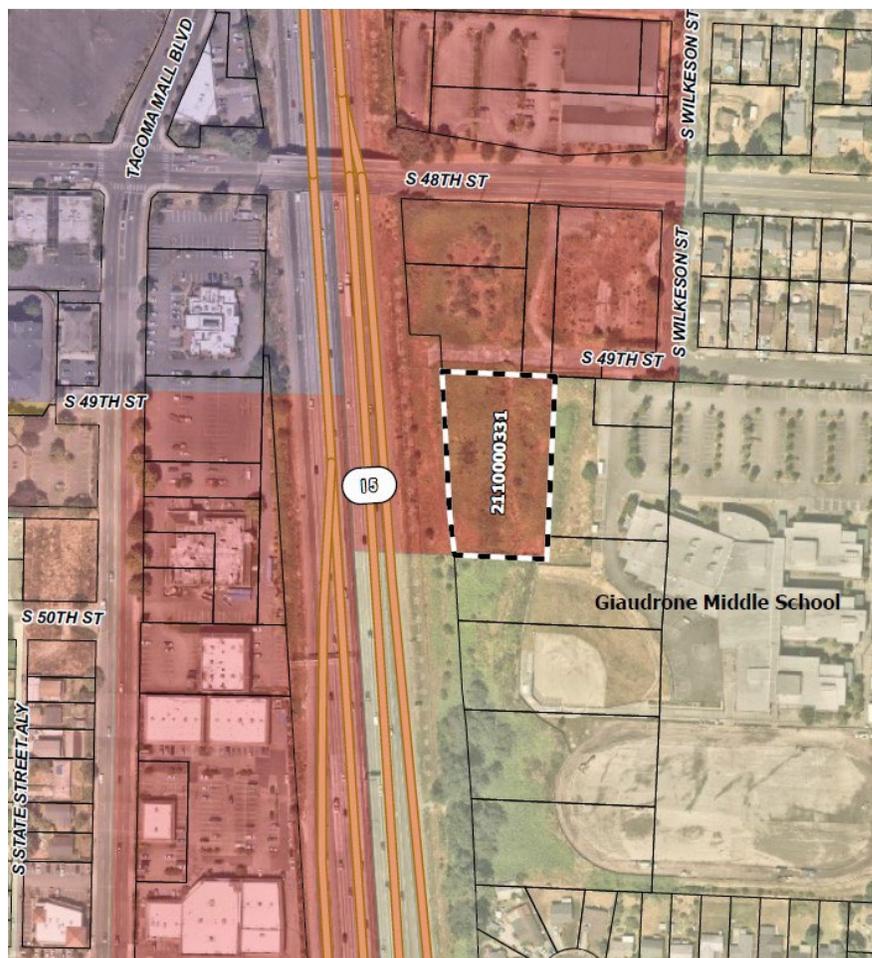
This is the **Public Review Document** prepared for the Planning Commission's public hearing concerning the 2023 Annual Amendment to the *One Tacoma Comprehensive Plan* and the Land Use Regulatory Code ("2023 Amendment").

Applications for 2023 Amendment

The 2023 Amendment includes six applications, as briefly described below. The complete text, staff analyses, and background information associated with these applications are posted online at www.cityoftacoma.org/2023Amendment.

(1) Mor Furniture Land Use Designation Change:

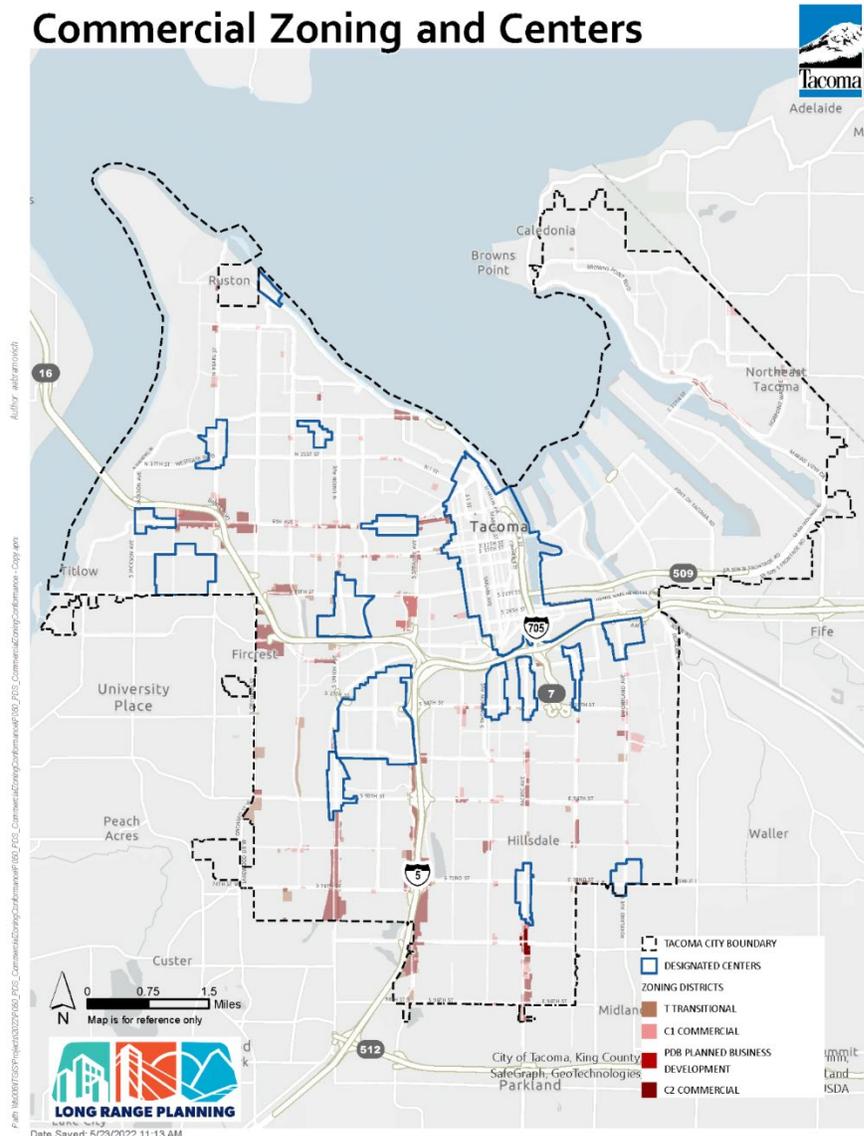
This proposal is to change the Land Use Designation for a 1.24-acre parcel located at 1824 S. 49th Street owned by Wesco Management, LLC from "Low Scale Residential" to "General Commercial." This would allow the applicant to apply for a future site rezone to develop the site as part of a Mor Furniture Outlet Store that would include four applicant-owned Commercial zoned parcels bordering directly to the north of the subject site along S. 48th Street.



Map showing proposed land use change to "General Commercial" at 1824 South 49th Street (Subject Site, black/white border)

- (2) **Electric Fences:** This proposal would apply citywide in C-1 and C-2 Commercial Districts, as well as the CIX Industrial Mixed-Use District and the WR Warehouse Residential District. Local businesses, particularly ones that store vehicles or other equipment outside, are seeking ways to reduce theft and have posed electric fences as a solution. The draft code would permit electric fences with standards focused on safety and maintaining a pleasant pedestrian experience.
- (3) **Shipping Containers:** This proposal would allow shipping containers to be used as an accessory structure in C-1 and C-2 Commercial Districts and on residentially zoned properties that are operating with an approved Conditional Use Permit (such as parks, schools, and churches). The placement of shipping containers would be subject to certain development standards and, depending on size, may require a building permit. The proposal would also broaden the potential use of shipping containers as a temporary structure.
- (4) **Delivery-Only Retail Businesses:** This proposal would apply citywide in zoning districts allowing for retail commercial uses. Staff proposes to address delivery-only food establishments as a commissary kitchen use, and add commissary kitchens as a subset of “Retail” uses in the Tacoma Municipal Code land use tables. This would mean that commissary kitchens are no longer an unlisted use and would be required to meet “Retail” use and development standards (parking, loading, etc.). Additional regulations would add size limitations for commissary kitchens in mixed-use districts and a requirement for an in-person, direct-to-customer sale component for retail establishments located on a designated pedestrian street. These measures would add clarity around delivery-only retail use and standards in Tacoma Municipal Code.
- (5) **Commercial Zoning Update Phase I: Neighborhood Commercial Design Standards:** The commercial zoning update is a City-wide update to our commercial zoning code. Phase I, being implemented as part of the 2023 amendment package, is limited in scope to updates deemed appropriate prior to the expansion of the multi-family tax exemption (MFTE) program to neighborhood commercial nodes. Phase 2, as part of the 2024 Periodic Comprehensive Plan update, will further assess necessary code updates to commercial areas throughout the City. Phase I updates focus on clarifying the applicability of existing standards to more clearly articulate which standards apply to single- and mixed-use multi-family development in the City’s commercial zoning districts (C-1, C-2, PDB, T).

Commercial Zoning and Centers



Map showing Commercial zoning and designated centers.

(6) Minor Plan and Code Amendments:

Proposed by the Planning and Development Services Department, this application compiles 7 minor and non-policy amendments to the *One Tacoma Comprehensive Plan* and the Land Use Regulatory Code, intended to keep information current, correct errors, address inconsistencies, improve clarity, and enhance applicability of the Plan and the Code.

Environmental Review

Based on a review of the subjects addressed in the 2023 Amendment against an environmental checklist, the City has issued a Preliminary Determination of Environmental Nonsignificance (DNS), which is subject to public comments through April 7, 2023. The DNS and the Environmental Checklist has been completed and are included in this document. The City may reconsider or modify the preliminary determination in light of timely comments. Unless modified, the preliminary determination would become final on April 14, 2023.

Public Hearing and Informational Meeting

The Planning Commission will conduct a public hearing on April 5, 2023 to receive public comments on the 2023 Amendment. An informational meeting will be conducted by planning staff on March 29, 2023. Meeting details, information on how to provide comment, and public review documents can be accessed at www.cityoftacoma.org/2023Amendment.

Comprehensive Plan and Land Use Regulatory Code

The *One Tacoma Plan*, adopted in 2015 by Ordinance No. 28335, is Tacoma's comprehensive plan as required by the State Growth Management Act (GMA). As the City's official statement concerning future growth and development, the Comprehensive Plan sets forth goals, policies, and strategies for the health, welfare and quality of life of Tacoma's residents. The *One Tacoma Plan* is a blueprint for the future character of our City. The plan can be viewed online at www.cityoftacoma.org/OneTacoma.

The Land Use Regulatory Code, Title 13 of the Tacoma Municipal Code (TMC), is the key regulatory mechanism that implements the *One Tacoma Plan*. Title 13 contains regulations and procedures for controlling land use, platting, shorelines, environment, critical areas, and historic preservation, among others. The Tacoma Municipal Code can be viewed online at www.cityoftacoma.org/MuniCode.

Annual Amendments

The *One Tacoma Plan* is subject to continuous review, evaluation, and modification to remain relevant and to respond to changing circumstances. The GMA allows the Plan generally to be amended only once each year. Amendments may include adding new Plan elements, modifying existing elements, revising policies or maps, or updating data and information. All proposed modifications are reviewed concurrently to address the cumulative effect of the revisions and to maintain internal consistency among the various plan components and external consistency with regional, county, and adjacent jurisdictional plans. The GMA requires development regulations to be consistent with and to implement the Comprehensive Plan. To maintain this consistency, changes to the *One Tacoma Plan* often are accompanied by similar changes to development regulations and/or zoning classifications.

2023 Amendment Process

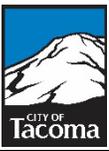
The general timeline and schedule for the 2023 Amendment is as follows:

Timeline	Activity
January-March 2022	Applications accepted (submittal deadline March 31, 2022)
May-September 2022	Assessment of applications by the Planning Commission
July 2022 – March 2023	Technical analysis of applications by the Planning Commission and planning staff, including community outreach and engagement
March-April 2023	Public review of the 2022 Amendment package prior to public hearing
March 29, 2023	Informational Meeting with Planning Staff
April 5, 2023	Planning Commission Public Hearing
April-May 2023	Planning Commission making recommendations to the City Council
May-June 2023	City Council review and adoption

Application 1

Mor Furniture Land Use Designation Change





**2023 ANNUAL AMENDMENT
TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE**

**Application:
Mor Furniture Land Use Designation Change**

**Staff Analysis Report
February 1, 2023**

This application is a request for a land use designation change on the City of Tacoma Future Land Use Map (Figure 2 of the *One Tacoma Plan*) at the subject site from “Low-Scale Residential” designation to “General Commercial”, as part of the 2023 Annual Amendment to the One Tacoma Comprehensive Plan and the Land Use Regulatory Code (“2023 Amendment”). The applicant has stated intent to develop the 1.24-acre parcel to complement development of Commercial Zoned parcels that border directly to the north of the subject site. The applicant’s future development plans would require the subject site be rezoned to C-2 General Community Commercial Zoning District, which is not supported by the current policy. If the amendment request is approved by the City Council, a subsequent site rezone application would be required to consider the reclassification of the site to the C-2 General Community Commercial Zoning District.

Project Summary	
Application ID:	“Mor Furniture” Land Use Designation Change and Rezone
Applicant:	Wesco Management LLC (the parent company of Mor Furniture)
Staff Contact:	Adam Nolan, Associate Planner, anolan@cityoftacoma.org
Location and Size of Area:	1824 S 49th St, Tacoma, WA 98408 (APN 2110000331) Site is approximately 1.24 acres/53,878 SF
Current Land Use and Zoning:	Land Use Designation: Low-Scale Residential Zoning District: R-2 STGPD (Single-Family Dwelling District & South Tacoma Groundwater Protection District)
Neighborhood Council Area:	South End
Project Proposal:	This application is a request for a land use designation change on the City of Tacoma Future Land Use Map (Figure 2 of the <i>One Tacoma Plan</i>) at the subject site from “Low-Scale Residential” designation to “General Commercial.”



1. Area of Applicability



SITE LOCATION:
1.24-acre portion
adjacent to existing
C-2 General
Commercial-zoned
Mor Furniture parcels
lying to the north.

Address:
1824 S 49th St
APN: 2110000331

Map 1. Subject Site (Parcel A), outlined in Yellow, is located just east of I-5 off of S.49th St.



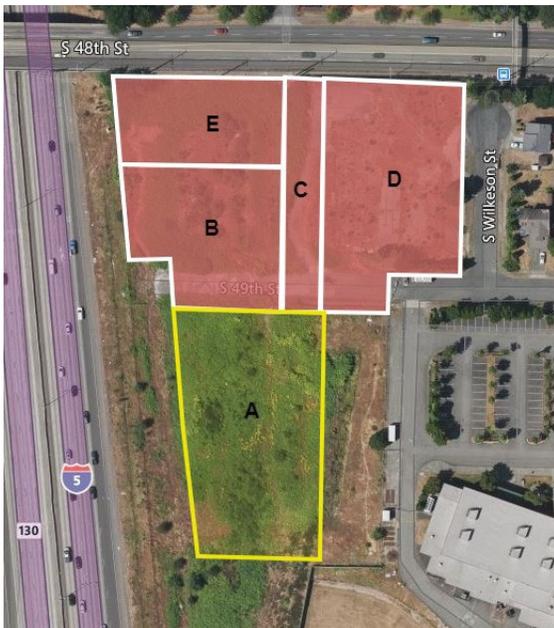
Map 2. Subject Site (Parcel A) location in city of Tacoma.

2. Background

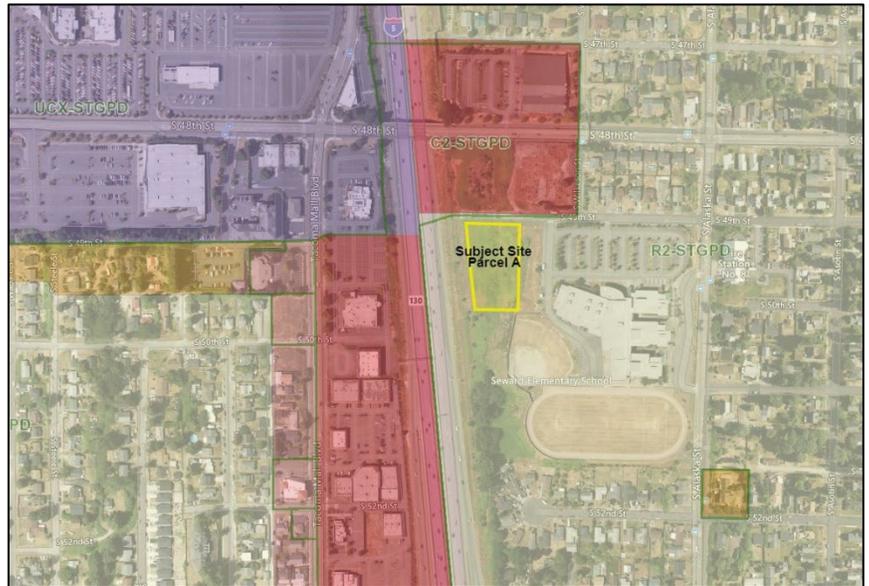
The parcel in question (Parcel A) is located south of S 49th Street and is bordered by Interstate 5 to the west and Gaudrone Middle School properties to the east and south. Wesco Management LLC (the Applicant) purchased the currently vacant and undeveloped Parcel A from Tacoma School District #10 in 2018. The subject site is identified in the *One Tacoma Plan* as part of the City's overall park and recreation system as an educational facility (school), due to previous ownership by the school district. Currently, Parcel A has a Low-Scale Residential land use designation; is zoned R2- STGPD, Single-Family Dwelling District; and is within the South Tacoma Groundwater Protection District (TMC 13.09).

Wesco Management LLC (the Applicant) owns four additional undeveloped parcels, Parcels B, C, D and E (See Maps 3 and 4). Parcels B and E were rezoned to C2 in 1988. Parcels C and D were purchased by Wesco Management from Perinatal Treatment Services and rezoned to C2 General Commercial in 2015 (HEX 2014-11, Ord 28240; nursing home and childcare center were a few prior uses). Additionally, a portion of South 49th Street was vacated in 2015 spanning west of S Wilkerson to border of Interstate 5 (HEX 2014-12, Ord 28239). The subject parcel (Parcel A) is currently incorporated in the grading plan for the adjoining C2 Commercial zoned lots to the north (Parcels B-E) (approved site development plan SDEV17-0146).

The applicant submitted materials with their application stating their intentions to develop a Mor Furniture store on the site of Parcels B, C, D, and E, and vacated portion of South 49th Street. Included in these preliminary plans is development of Parcel A into a Mor Furniture Outlet store that can provide additional parking and services for the Mor Furniture store that the applicant intends to develop on Parcels B-E.



Map 3. Subject Site (Parcel A) outlined in yellow. Applicant-owned Parcels B-E outlined in white.



Map 4. Subject site (Parcel A) currently has Low-Scale Residential land use designation and is zoned R2-STGPD. Subject Site abuts Mor Furniture parcels to the north that are General Commercial land use designation and zoned C2-STGPD.

With these plans stated, the applicant is requesting a land use designation change for Parcel A from Low-Scale Residential to General Commercial. If the amendment request is approved by the City Council, a subsequent site rezone application would be required to consider the reclassification of the site from R-2 Single-Family Dwelling District to C-2 General Community Commercial Zoning District. Zoning decisions must be consistent with the Comprehensive Plan, which identifies a specific relationship between the land use designations in the Plan and the implementing zoning district. The table below summarizes this relationship and the type of character and impact expected in Low Scale Residential and General Commercial areas.

Comprehensive Plan Land Use Designation	Potential Uses and Impacts	Potential Zoning Districts
Low Scale Residential	<ul style="list-style-type: none"> • Range of housing choices • Generally quieter settings of complete neighborhoods • Short to moderate walking distance from parks, schools, shopping, transit, and other neighborhood amenities • Limited vehicular traffic • Target Development Density: 10-25 dwelling units/net acre 	<ul style="list-style-type: none"> • 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
General Commercial	<ul style="list-style-type: none"> • Medium to high intensity commercial uses serving a large community base with a broad range of larger scale uses • Allow for a wide variety of residential development, community facilities, institutional uses, and some limited production and storage uses • Generally located along major transportation corridors, often with reasonably direct access to a highway • Characterized by larger-scale buildings, longer operating hours, and moderate to high traffic generation • Target Development Density: 45–75 dwelling units/net acre 	<ul style="list-style-type: none"> • PDB Planned Development Business District • C-2 General Community Commercial District

Table 1. Land use designations, Low-scale Residential and General Commercial, per the One Tacoma Comprehensive Plan, Urban Form Element

3. Analysis

Staff analysis of this application has been conducted in accordance with TMC 13.02.070.F.2, which requires the following four provisions be addressed, as appropriate:

- A staff analysis of the application in accordance with the elements described in 13.02.070.D;
- An analysis of the consistency of the proposed amendment with State, regional and local planning mandates and guidelines;
- An assessment of the anticipated impacts of the proposal, including, but not limited to: economic impacts, noise, odor, shading, light and glare impacts, aesthetic impacts, historic impacts, visual impacts, and impacts to environmental health, equity and quality.

a. A staff analysis of the application in accordance with the elements described in 13.02.070.D;

TMC 13.02.070.D, subsection 5.d.(1), requires that the following objectives shall be met by applications for the annual amendment:

- Address inconsistencies or errors in the Comprehensive Plan or development regulations;

Staff Response: The application would not address any errors or inconsistencies in the Comprehensive Plan or development regulations.

- Respond to changing circumstances, such as growth and development patterns, needs and desires of the community, and the City’s capacity to provide adequate services;

Staff Response: The application responds to changing circumstances of ownership of the subject parcel, which was surplus by the Tacoma School District. The applicant, Wesco Management LLC (Mor Furniture), purchased the parcel from Tacoma Public Schools in 2018. While the applicant proposed a specific change to “General Commercial” land use and C2-STGPD rezone, staff concurs that given the change in ownership from the School District to a private owner, this is an appropriate time to consider the future land use of the site.

- Maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern; and/or

Staff Response: The Compatibility Analysis (Attachment A) and Map 5 detail the land use and development pattern surrounding the currently vacant/undeveloped subject site; the area includes commercial, institutional, and residential uses. The subject parcel (Parcel A) (Low-Scale Residential; R-2 STGPD) is bordered/constrained on the west by Interstate 5; the Tacoma Public Schools/Giaudrone Middle School institutional uses (Low Scale Residential; R2 STGPD) to the east and south; and the applicant-owned commercial parcels (General Commercial; C2 STGPD) neighboring to the north. The nearest single-family dwellings (Low Scale Residential; R2-STGPD) lie approximately 250 feet northeast (S 49th St and S Wilkeson St) of Parcel A; additional single-family dwellings lie approximately 600 ft to the south of Parcel A and are separated by four school-owned parcels. A few other important considerations include:

- Accessibility: In the current state, Parcel A is not accessible without passing through the applicant’s commercial parcels to the north (Parcels B-E). As noted in the “Background” section of this report, the portion of S 49th Street that could provide access to Parcel A was vacated in 2015 and incorporated into the applicant-owned Parcels B, C, and D. Through informational outreach efforts, staff has received multiple comments regarding safety concerns about vehicle access

through S 49th St., especially with the proximity to Gaudrone Middle School (student safety). The applicant has indicated in their amendment application that accessibility to Parcel A would be from S 48th Street and through the applicant-owned Commercial parcels to the north; S 49th Street would be restricted to emergency vehicle access only.

- **Residential Uses:** Parcel A is located directly along Interstate 5, raising questions and concerns about the potential viability and likelihood of Low Scale Residential land uses being developed at Parcel A in the future, especially regarding air quality concerns. Staff notes that similar concerns arose from the Tacoma Mall Subarea Plan process (concerning Tacoma Mall Regional Growth Center lying across Interstate 5 northwest of Parcel A) with Goal LU-1 of the adopted plan, in part, stating “Limit residential development in close proximity to Interstate-5 due to air quality concerns” (pp. LU8-LU9); this was codified in TMC 13.06.040.J.6 Tacoma Mall Neighborhood Regional Growth Center, Residential Uses Prohibited. Along with this precedent, staff must also consider potential compatibility issues of Low Scale Residential land uses being surrounded by Commercial and Institutional uses.

The surrounding development pattern, and the location and characteristics of Parcel A, indicates that a land use designation change from Low Scale Residential to General Commercial would not be incompatible. The applicant has provided preliminary development plans indicating possible uses for Parcel A and Parcels B-E, but staff must consider the possibilities of different uses that could be developed under General Commercial and their potential impacts.

Staff also notes that this is the first of several steps that the applicant will need to obtain approval for before proceeding to project-level development, and the process in each step provides oversight concerning compatibilities with surrounding uses and development patterns. If the land use designation change to General Commercial was approved, the applicant would need to provide more detailed and concrete plans and impact analyses in seeking a rezone to C2-STGPD to ensure compatibility with neighboring uses and development patterns. If the rezone were approved, then the applicant would have



Map 5. Subject site (Parcel A) has Low-Scale Residential land use designation and is zoned R2-STGPD. The subject site directly borders Gaudrone Middle School parcels to the East and South, and Mor Furniture properties (Commercial, C2) to the north. The area has additional commercial business in vicinity, along with single family dwellings (Low-scale, R2) that abut some commercial properties.

to meet all applicable development code standards and potential impact mitigations in the project-level permitting stages.

- Enhance the quality of the neighborhood.

Staff Response: Staff has no finding on this element, rather staff will note that the key will be conditions imposed on the site-specific rezoning and the applicant’s plan to address possible SEPA findings and proposal to meet and/or exceed the City’s development standards and requirements at the time of specific development proposal. There are further steps that would need to be taken, and this element cannot be adequately assessed at this time.

b. An analysis of the consistency of the proposed amendment with State, regional and local planning mandates and guidelines;

Staff Response: As part of the initial staff assessment report, staff identified specific policies pertinent to the application. Based on those policies, staff does not identify any inconsistencies with State or regional planning mandates and guidelines. Staff notes that the proposal is generally compatible with elements of the *One Tacoma Comprehensive Plan*, including Economic Development, Urban Form, and Design and Development Elements. Staff doesn’t identify any major policy conflicts with this request and these considerations are further evaluated in staff analysis concerning compatibilities (Attachment A) with land uses and the surrounding development pattern, and in the assessment of anticipated impacts (Attachment B).

c. An assessment of the anticipated impacts of the proposal, including, but not limited to: economic impacts, noise, odor, shading, light and glare impacts, aesthetic impacts, historic impacts, visual impacts, and impacts to environmental health, equity and quality.

Staff Response: Staff has conducted an impacts analysis (Attachment B) and outreach to better understand the potential impacts of this proposal. Staff also conducts a non-project action SEPA checklist as part of the annual amendment cycle to consider the potential environmental impacts of the proposals.

The City Council has adopted a policy to consider equity in all Council actions. As a result, potential impacts need to be assessed through an equity lens utilizing the Tacoma Equity Index and other tools, including the historical context of planning in the area. For instance, a 1929 map used by the Home Owners’ Loan Corporation (HOLC) rated the area of subject site (C-20) a “C- Definitely Declining” rating, and residential area (D-7) in close proximity to the subject site a “D-Hazardous” rating (Redlining). It also appears that the area may have been significantly impacted by the building of Interstate 5 and possibly other urban renewal projects. In the current context, data from the Tacoma Equity Index indicates that the area (within 2500 feet of the subject site) falls into “Very Low”, “Low”, and “Moderate” equity thresholds across several of the primary indicators (Livability, Accessibility, Economy, Education, Environmental Health).

Staff notes that, while the applicant did submit preliminary plans for intended development of the subject site, it will be important for the Planning Commission and City Council to consider the potential impacts of the range of uses that could be allowed under General Commercial land use designation. With a change in land use designation and subsequent rezone to Commercial, there will be the potential for a variety of different types of commercial activity now and into the future. The level of analysis conducted related to this specific application and proposed land use can in no way cover all the potential impacts that could arise from the different types of commercial activity that may take place at this site in the future. If the Comprehensive Plan land use designation request is approved, future site rezones and permits would also be subject to compliance with City development standards and SEPA review, and will include public notifications and opportunities to provide comment.

Baseline Assumptions

As a baseline for this analysis, we assume that the subject site (Parcel A) would otherwise be developed under the existing zoning for low scale residential development. The baseline assumes, therefore, that the site would likely generate additional vehicle trips and result in an increase in impervious surface resulting from development under the baseline land use designation. Furthermore, the baseline assumes commercial development on parcels B, C, D and E under the existing C-2 General Commercial zoning. This impacts analysis is focused on the additional impact that may result from the proposed land use designation change for the subject site only. Lastly, while the request is in support of a specific project, we must assume that the future land use will allow for general commercial uses and not exclusively the proposed project.

Overall Assessment

The Impacts Analysis Table (Attachment B) assesses the anticipated impacts of the proposal. This analysis details the City's Applicable Plans and Development Standards, Baseline Conditions for the subject site, and Staff Analysis as they relate to impact criteria (Land Use and Housing, Transportation, etc.). Overall, the staff analysis finds that the impacts of the proposed amendment would likely be addressed adequately through the application of City standards that the applicant would be subject to at the site rezone and permitting stages. Below are a few summary items highlighting some of the key concerns heard through community outreach with further details found in the Impacts Analysis Table.

- **Traffic**

Transportation impacts have been identified as significant concerns in informational meetings conducted so far, especially concerning student safety with the subject site in close proximity to Giaudrone Middle School. Preliminary development plans provided by the applicant indicate that the only public and operational access to the subject site would be from S 48th St and through the applicant's Commercial parcels (Parcels B-E) to the north. Access to subject site through S 48th St would be a likely requirement for proposed projects. Improvements to ensure proper visibility and access along S 48th St for pedestrians, bicyclists, and motorized traffic would also likely be a requirement.

Staff notes that any development of Parcel A will increase traffic in the area to some extent. This requires consideration of potential traffic impacts if Parcel A remains a Low Scale Residential land use as well as if the land use is changed to General Commercial. The location and accessibility challenges of the subject site could potentially indicate that Low Scale Residential land uses could be very car dependent with high trip generation and limited walkability to services and amenities.

The applicant contracted with Jake Traffic Engineering (JTE) to complete a trip generation analysis (Attachment C) that has been reviewed by Public Works-Transportation and Planning staff. The trip generation study analyzed the proposed and additional General Commercial uses alongside single family detached and multifamily housing use scenarios that could be developed under existing Low Scale Residential land use designation. The JTE study found:

- The proposed Mor Furniture Outlet project (General Commercial) is projected to generate fewer trips than development that could occur under current Low Scale Residential/R2-STGPD zoning at subject site.

- The potential addition of five PM peak hour trips to the street grid via the existing Mor Furniture Commercial zoned parcels driveway (Parcels B-E) on 48th would not materially affect traffic operations.
- No apparent issues with traffic safety at intersections and streets near subject site; Conclusions drawn from reviewing incidents tracked in WSDOT accident data portal from 2017 to 2021.
- No apparent conflicts/issues with existing pedestrian, bicycling, and transit infrastructure or level of service.

Staff notes that these are the conclusions reached by JTE through their analysis. No distinction is made between personal-owned vehicles and truck traffic in the trip generation analysis. However, if the proposed land use designation change to General Commercial were to be approved, the applicant would likely be subject to additional traffic study including for truck traffic, turning templates, and other additional analysis at the rezone and permitting stages, and be subject to conditions to help mitigate any impacts that may be identified through SEPA Checklist and City standards.

- **Air Quality**

Staff acknowledges that with the subject site lying directly along Interstate 5, air quality at the subject site is a problem and area of significant concern. Traffic from Interstate 5 is the primary driver of adverse air quality. The subject parcel was sold by Tacoma Public Schools to Wesco Management LLC in 2018. Giaudrone Middle School and parcels border directly east and south of the subject site, so are in close proximity to Interstate 5. In consulting with community members and Tacoma Pierce County Health Department (TPCHD), staff has been made more aware of concerns for student and resident health related to air quality conditions. TPCHD noted that Giaudrone Middle School attendance encircles low- and very low-opportunity neighborhoods and that exposure to PM2.5 from diesel exhaust (proximity to heavily trafficked roadways) can contribute to adverse learning and development outcomes, and increased risk of health hazards and disease. This is also an area lacking in tree canopy that could help mitigate some of the impacts related to air quality.

Air quality impacts on new residential development along Interstate 5 also must be considered. The subject parcel currently has a Low Scale Residential land use designation meaning that residential uses could be developed on this site. With the adoption of the Tacoma Mall Neighborhood Subarea Plan in 2018, the City has established precedent in prohibiting residential uses along Interstate 5 due to air quality concerns, as noted in Goal LU-1 of the subarea plan and codified in TMC 13.06.040.J.6 (See Air Quality Section of Attachment B). Staff also notes that, due to the limitations of accessing the site, any new development of the subject site (residential or commercial) is expected to be highly auto dependent, and this will likely have increased adverse impacts on air quality in the area.

The city does not establish or enforce regulatory standards and monitoring for air quality. Rather, air quality impacts are considered as part of the City’s Environmental Review (SEPA), typically at a project level. Regulatory standards and monitoring are administered at varying degrees from the federal Environmental Protection Agency (EPA), the Washington State Department of Ecology (WA DOE), and the Puget Sound Clean Air Agency (PSCAA). The Clean Air Act requires the EPA to set air quality standards for six common air pollutants. The WA DOE regulates and monitors air toxics pollution throughout the state including implementing programs (Zero Emission Vehicle standards, Clean Car Law, etc.) to address vehicle emissions to reduce pollution and greenhouse gases (GHG), and partners with local clean air agencies to identify and

monitor pollutants that present greatest risk to health. The PSCAA monitors Pierce County (along with King, Kitsap, and Snohomish counties) air pollution and focuses monitoring on fine particle pollution because of its health impacts.

The City has taken several actions in response to climate change, including focus on reducing GHGs. The City Council declared a climate emergency in 2019 (Resolution No. 40509) and in 2021 committed to reducing the City’s municipal carbon footprint (Resolution No. 40776). The 2030 Climate Action Plan also details actions to address GHGs. The Office of Environmental Policy & Sustainability and the Sustainable Tacoma Commission monitor GHG reductions and sustainability efforts made by the City of Tacoma and the community. The Urban Forestry Program also has set goals to increase tree canopy cover in the city including providing tree giveaway and other programs to residents and businesses.

The City also has policy that could help address air quality concerns through its overall growth strategy. The Transportation Master Plan (TMP) identifies goals, strategies, and actions to support multimodal infrastructure including for pedestrian, bicycling, and transit priority networks. The TMP also supports the development of “20-minute neighborhoods” where goods and services can be obtained within short distances by using active transportation modes and reducing reliance on automobile trips that generate GHG emissions. There are also programs available through the City (TPU technical and financial assistance programs) and Pierce County (C-PACER program) that incentivize more environmentally sustainable development.

Future development may also be subject to new standards adopted by the Washington State legislature. This includes Dept. of Ecology adoption of California motor vehicle emission standards (RCW 70A.30.010), including the zero-emission vehicle program, and adoption of rules requiring electric vehicle charging stations for new building that provides on-site parking (RCW 19.27.540). The Washington State Building Code Council also adopted code applying to commercial buildings requiring all-electric (heat pump) space heating and hot water systems.

- **Critical areas**

The subject site is in an identified critical area (aquifer recharge area, South Tacoma Groundwater Protection District). There are no other known critical areas or archaeological, cultural, or historic resources on the subject site based on known mapping. Additional site verifications will be required through any future subsequent permitting, including no net loss of critical areas.

- **Tree Canopy**

Trees and greenspace have been identified as significant concerns in informational meetings conducted so far. The Impacts Analysis Table includes evaluation of City development code and standards to evaluate threshold requirements for landscaping, tree canopy, and street trees. Additional site-specific review is conducted as part of permitting. The City’s site development standards would apply and would likely be an overall net improvement to tree canopy and landscaping on the subject site.

- **Potential Economic Impact**

The request for land use change to General Commercial is generally supportive of economic development policies of the *One Tacoma Comprehensive Plan*. The subject site is currently vacant/undeveloped and commercial development of this subject site would provide access to jobs for local residents, as well as provide a greater degree of products and options for consumers within the city and region.

The applicant has provided documentation (Attachment D) that they believe provides a grounding in city policy to support their amendment application. They also note that Mor Furniture provides in-house employee training/education that encourages skill development promoting high-quality, living wage jobs.

4. Public Outreach

Staff conducted a virtual community informational meeting on October 20, 2022. Notice was mailed out approximately three weeks prior to the meeting to 2088 verified addresses that included occupants and property owners within a 2,500-foot radius from the site. The meeting attendance was low despite additional public outreach efforts (8 attendees).

Staff has also conducted informational meetings with the following: the South End Neighborhood Council, Giadrone Middle School, Tacoma Public Schools Planning/Construction Dept., Safe Streets neighborhood groups, Tacoma Public Library – Moore and South Tacoma Branches, and the Tacoma Pierce County Health Department. Comments received include concerns about traffic, access to the site, air quality, trees and greenspace, landscaping and buffering, noise, South Tacoma Groundwater Protection District, effects on property values, and safety of Giadrone Middle School students.

The Commission is scheduled to conduct a public hearing on the 2023 Amendment in early 2023. Additional public outreach for all the applications for the 2023 Amendment will be conducted prior to and during the public hearing process.

5. Recommendation

Staff recommends that the Planning Commission release this staff report and Exhibits “A” and “B” for public review and comment.

After the public hearing, staff will facilitate the Commission’s review of public comments, decision making, and formulation of recommendations to the City Council, pursuant to TMC 13.02.070.H, as cited below:

H. Findings and recommendations.

1. Upon completion of the public comment period and review of the public testimony, the Planning Commission will make a determination as to whether the proposed amendments are consistent with the following criteria:
 - a. Whether the proposed amendment will benefit the City as a whole, will not adversely affect the City’s public facilities and services, and bears a reasonable relationship to the public health, safety, and welfare; and
 - b. Whether the proposed amendment conforms to applicable provisions of State statutes, case law, regional policies, and the Comprehensive Plan.

2. The Commission will prepare a recommendation and supportive findings to forward to the City Council for consideration.

6. Exhibit

- Exhibit “A” – Mor Furniture Land Use Designation Change Amendment, Future Land Use Map
- Exhibit “B” – Mor Furniture, Amendment to Parks and Recreation Facilities Map

7. Supplemental Information

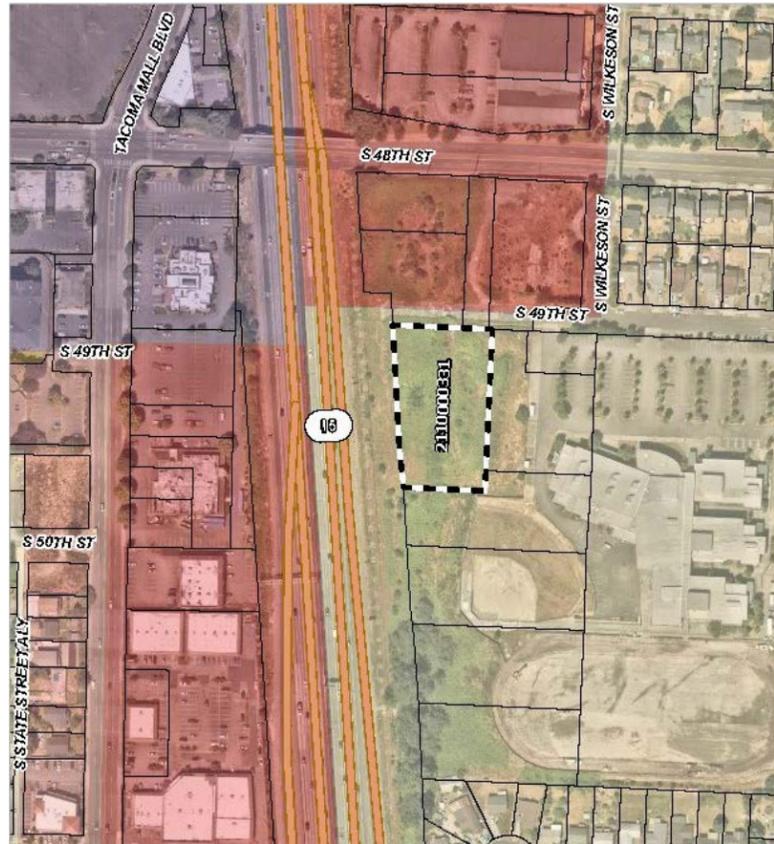
- Attachment A: Compatibility Analysis
- Attachment B: Impact Analysis
- Attachment C: Trip Generation Analysis
- Attachment D: Economic Goals Review

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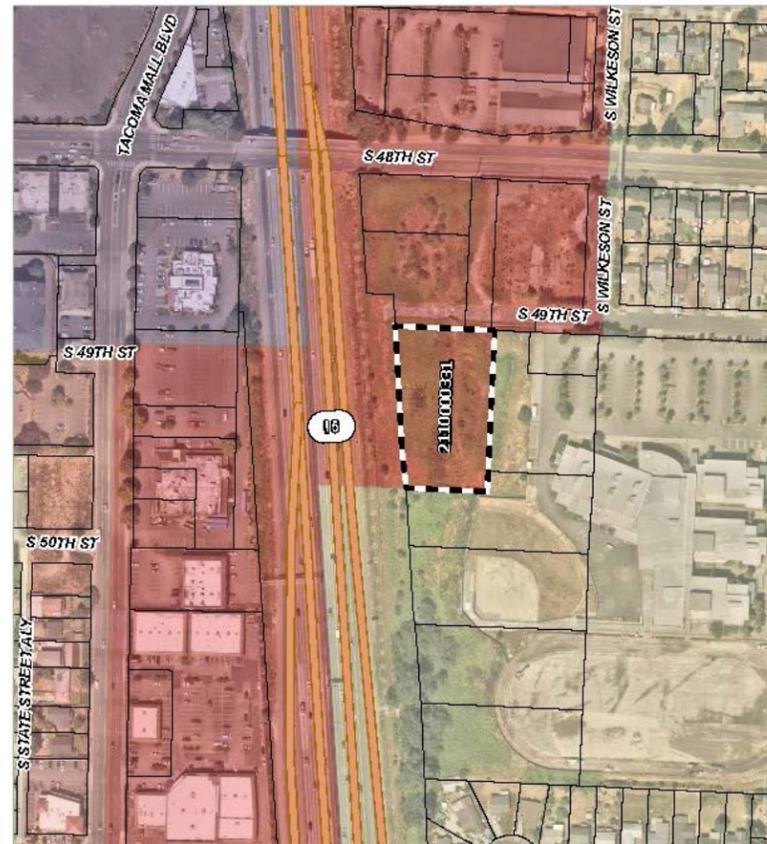
2023 Comprehensive Plan and Land Use Code Amendments Future Land Use Implementation (FLUM)

EXHIBIT A: Mor Furniture Land Use Designation Change

CURRENT LAND USE DESIGNATION: LOW SCALE RESIDENTIAL



PROPOSED LAND USE DESIGNATION: GENERAL COMMERCIAL



Low-Scale Residential Designation Description:

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... 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... 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.

General Commercial Designation Description:

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.

APPLICANT:

Wesco Management LLC. (parent company of Mor Furniture)

SITE LOCATION:

1824 South 49th Street, Tacoma WA

AMENDMENT TYPE:

Comprehensive Plan Future Land Use Map Amendment

WHY IS THIS CHANGE PROPOSED?

The applicant, Wesco Management LLC., submitted an amendment application seeking a land use designation change at the subject parcel located at 1824 South 49th Street. The 1.24-acre subject parcel currently has a Low-scale Residential land use designation. The applicant is requesting a land use designation change for the subject parcel to General Commercial. The applicant submitted preliminary development plans with their amendment application and stated intentions to develop the subject parcel to be a Mor Furniture Outlet store that will accompany a Mor Furniture store they are planning to develop on commercial-zoned parcels that border directly to the north of the subject parcel.

If this amendment application is approved by the City Council, the subject parcel land use designation would be amended in the Comprehensive Plan Future Land Use Map (FLUM) from Low-scale Residential designation to a General Commercial designation. If granted, the land use designation change to General Commercial would enable the applicant to apply for a rezone to PDB Planned Development Business District or C-2 General Community Commercial District.

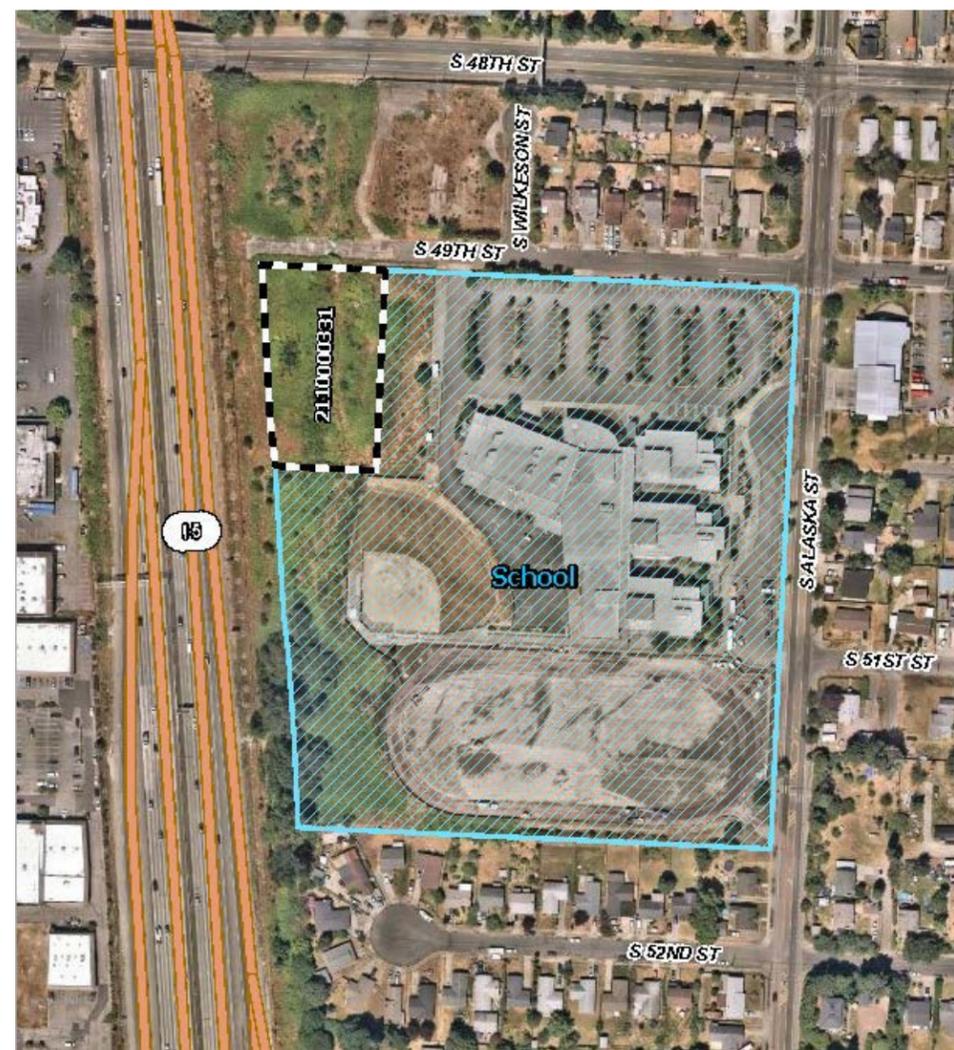
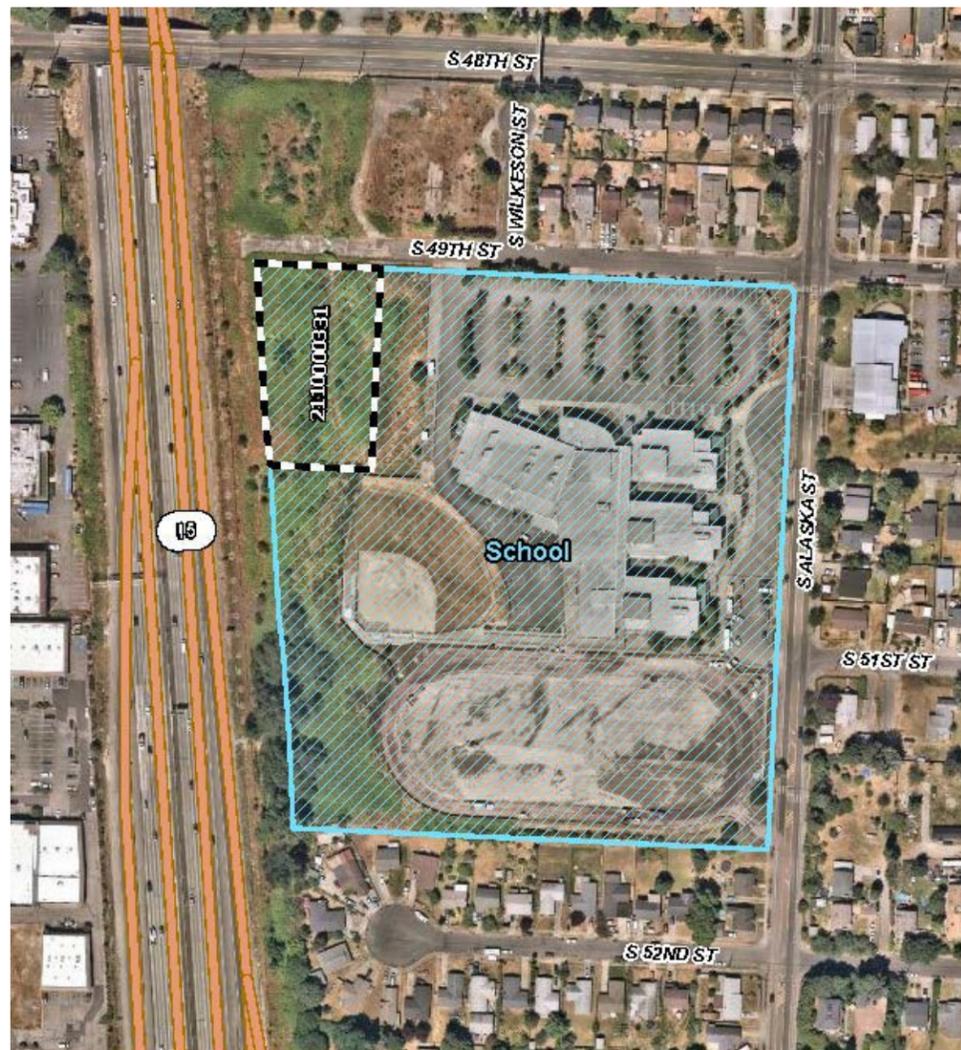
2023 Comprehensive Plan and Land Use Code Amendments Amendment to Parks + Recreation Map

EXHIBIT B: Mor Furniture Land Use Designation Change

**CURRENT: "SCHOOL" DESIGNATION ON
PARKS + RECREATION FACILITIES MAP**

**PROPOSED: REMOVE "SCHOOL"
DESIGNATION ON PARKS + RECREATION
FACILITIES MAP**

**PROPOSED DESIGNATION CHANGE
ON PARKS + RECREATION FACILITIES
MAP**



SUBJECT SITE: 1824 South 49th Street, Tacoma, WA

ACTION REQUESTED: Remove subject site from "Schools" designation on Parks + Recreation Facilities Map (Figure 36) in Element 8: Parks + Recreation of the *One Tacoma Comprehensive Plan*.

WHY IS THIS CHANGE PROPOSED?

The 1.24-acre subject parcel located at 1824 South 49th Street was formerly a surplus parcel owned by Tacoma Public Schools. Public schools within the City of Tacoma are designated as parks and recreation facilities in the Parks and Recreation Element of the *One Tacoma Comprehensive Plan*. The subject parcel assumed private ownership in 2018 when Tacoma Public Schools sold the parcel to Wesco Management LLC.

Due to the change from public to private ownership, and Wesco Management's amendment request to change the subject parcel's land use designation from Low-scale Residential to General Commercial, it is requested that the subject parcel be removed from the "School" facilities designation from the Parks + Recreation Facilities Map.

Tacoma Municipal Code 13.02.070.D requires an analysis of the application against the following objectives:

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

This draft analysis is responding to Objective C above: “Land Use Compatibility.”



North Transition

The parcels to the north are currently designated and zoned for general commercial use. A Mor furniture store could be located on parcels, B, C, D, and E under current zoning and a Macy’s furniture store is located to the north across S. 48th Street.

East Transition

While the middle school is designated as Low-scale Residential, it provides a use and intensity transition between the subject property to the west and the residential areas to the east. This use transition would minimize the sense of impact that could occur if a general commercial use were developed immediately abutting an established residential use pattern.

West Transition

To the west, the subject property abuts I-5, but uses to the west of I-5, both in the Tacoma Mall Regional Growth Center and along Tacoma Mall Boulevard are compatible with the proposed general commercial designation.

School Compatibility

The primary potential conflict with the school relates to impacts on walkability and safe routes to school. See the comments on access below. There are existing undeveloped areas between the subject site and school access and site improvements would require transition areas, landscaping, and other mitigation measures to avoid impacts on the school property.

South Transition

The parcels to the south are owned by the school district. The nearest residential property is 600’ to the south and separated by four school owned parcels.

Access Compatibility

Access to the subject parcel is limited. Based on the current lot configuration and access, the proposed use, consolidated as part of a development site with parcels B, C, D and E provides the opportunity to access the site directly off S. 48th Street, minimizing impacts to the school and pedestrians. It is likely that residential development under the current zoning would be more likely to seek access off S 49th Street, creating more traffic and potential conflict at that location. Additional information will be provided in the Traffic Impact Analysis.





**2023 ANNUAL AMENDMENT
TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE**

Attachment B: Impacts Analysis - Mor Furniture Land Use Designation Request

Analysis Requirements

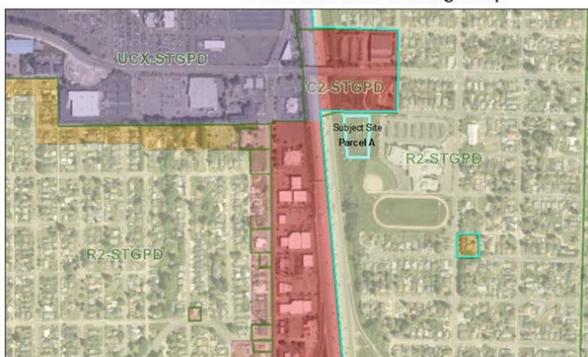
Tacoma Municipal Code 13.02.070.F requires the following analysis of proposed amendments, including as appropriate:

- a) A staff analysis of the application in accordance with the elements described in 13.02.070.D;
- b) An analysis of the consistency of the proposed amendment with State, regional and local planning mandates and guidelines;
- c) An analysis of the amendment options identified in the assessment report;
- d) An assessment of the anticipated impacts of the proposal, including, but not limited to: economic impacts, noise, odor, shading, light and glare impacts, aesthetic impacts, historic impacts, visual impacts, and impacts to environmental health, equity and quality

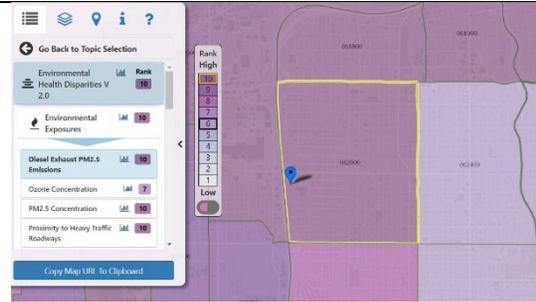
Additional Analysis

Along with information provided in the staff analysis report, staff conducted an Impact Analysis to better understand current conditions and potential impacts related to Wesco Management/Mor Furniture’s application for land use designation change to General Commercial at the subject site (1824 South 49th St.). The Impact Analysis attempts to respond to some of the categories that would be addressed in a SEPA checklist. The analysis is intended to identify potential impacts related to the amendment request and the applicable city plans and development standards that could address potential impacts, especially if this amendment application were to be approved and move into the rezone and permitting stages. Application for rezone and development permits at the subject site would be subject to additional analysis and potential conditions to mitigate any identified impacts to the surrounding area.

Impact Analysis – Mor Furniture Amendment Application

Applicable Plans and Development Standards	Baseline Conditions	Staff Analysis
Land Use and Housing		
<p>TMC Title 13 Land Use Regulatory Code</p> <p>TMC 2.19 Site Development Code</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p style="text-align: center; font-weight: bold;">Land Use and Zoning Map</p>  <p style="font-size: small;"> Zoning Low-Scale Residential Mid-Scale Residential Multi-Family (High Density) Neighborhood Mixed-Use Center General Commercial Neighborhood Commercial Crossroads Mixed-Use Center Downtown Regional Growth Center Tacoma Mall Regional Growth Center Major Institutional Campus Light Industrial Heavy Industrial Parks and Open Space Airport Compatibility Residential Shoreline </p> <p style="font-size: x-small;"> © 2020 City of Tacoma GIS Printed: Jul 14, 2022 10:15:00 AM DART MAP 0 0.05 0.10 0.2 mi 0 0.1 0.2 0.4 km 119,029 * This map is not suitable for analysis or liability! See disclaimer http://www.tacoma.gov </p> </div>		

Parking		
<p>TMC 13.06.090.C Off-street parking areas</p> <p>TMC 13.06.090.D Loading Spaces</p>	<p>Currently the site is vacant and no parking is provided on site.</p>	<p>TMC 13.06.090.C Off-street parking areas details the Off-Street Parking Space Requirements (quantity standards) per applicable zoning district. Further evaluation at project level and permitting will be required to be in accordance with development standards.</p> <p>Typical minimum parking requirements for retail/shopping center/office developments range from 2.5 – 4 parking spaces per 1,000 square feet of building floor area and warehousing uses are required to provide 1 off street parking space per 2,000 square feet of floor area.</p>
Air Quality		
<p>The City of Tacoma does not have development standards related to air quality. The staff report does note some City plans and policy that are intended to help address air quality concerns.</p> <p>Regulatory Hierarchy for air quality policy, regulations, and monitoring: United States Environmental Protection Agency Washington State Dept. Of Ecology Puget Sound Clean Air Agency</p>	<p>The air quality at the subject site is a problem and of concern for the area. The subject site borders Interstate 5 and automobile traffic from the freeway is a primary driver of adverse air quality. According to the Washington State Dept. Of Health Environmental Health Disparities Map shown below, the subject site lies within an area that is in the highest rank (10) for “Diesel Exhaust PM2.5 Emissions” and “PM2.5 Concentration.”</p>	<p>Staff notes that there is established precedent concerning considerations of residential development along Interstate 5 and air quality concerns. This precedent pertains to the Tacoma Mall Neighborhood Regional Growth Center (RGC), and while the subject parcel is not within the Tacoma Mall Neighborhood RGC, it is located across Interstate 5 to the southeast.</p> <p>Goal LU-1 (Mixed-use development) of the Tacoma Mall Neighborhood Subarea Plan</p>



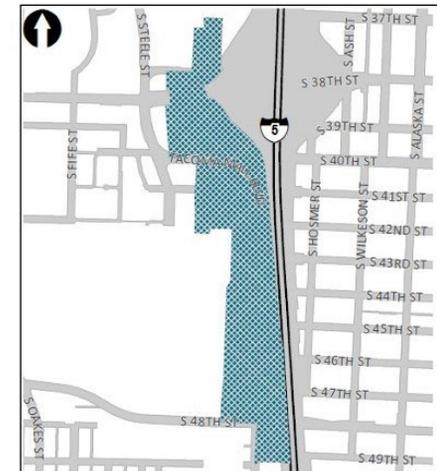
Giaudrone Middle School borders the subject site to the east. The Giaudrone MS attendance boundary encircles low- and very low-opportunity neighborhoods, as identified on the City’s Equity Map. Student and resident health are important concerns, especially in considering adverse health effects from PM2.5 emissions.

Tree canopy is also lacking in the area. The Urban Tree Canopy Assessment (2018) identified 12% urban tree canopy for the U.S. Census block group that the subject site is located within (pg. 19).

(pp. L-U 8 – L-U 9), in part, states “Limit residential development in close proximity to Interstate-5 due to air quality concerns.”

TMC 13.06.040.J.6 Tacoma Mall Neighborhood Regional Growth Center, Residential Uses Prohibited contains a map showing that residential uses are not allowed along Interstate 5 in the RGC.

Figure 4: Tacoma Mall Neighborhood RGC – No Residential Uses



Giaudrone Middle School, adjacent to subject site, is one of nine Tacoma Public Schools (TPS) selected for more targeted air monitoring through the Tacoma Pierce County Health Dept. Urban Air pilot project in partnership with UW Tacoma, TPS, City of Tacoma, and Microsoft.

Earth and Water

Stormwater Management Manual (2021)

South Tacoma Groundwater Protection District Infiltration Policy, ESD17-1 dated Jan. 9, 2017

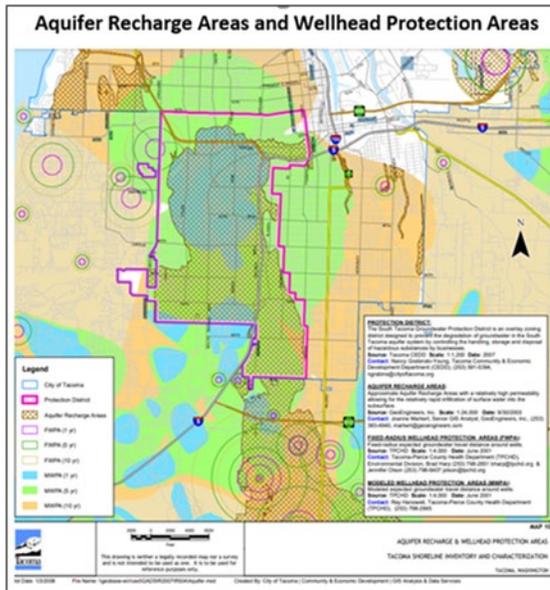
Side Sewer and Sanitary Sewer Availability Manual (2021)

TMC 2.19 Site Development Code

TMC 12.08D Stormwater Management

TMC 13.06.070.D South Tacoma Groundwater Protection District

TMC 13.11 Critical Areas Preservation



The subject site is vacant and currently undeveloped. The site is located within identified critical area of the South Tacoma Aquifer Recharge Area and the Groundwater Protection District. There are no known impervious surfaces on the subject property.

The parcel has been subject to recent applicable permit activity associated with neighboring commercial parcel/s (1821 S 49th St.; 4810 S Wilkeson). This includes:

- LU18-0131 Addendum to Existing Environmental Document associated with permit issued 7/27/2021 (SDEV17-0146)- Addendum for Mor Furniture to address placement of fill on subject site rather than exporting fill offsite. [Closed]
- SDEV18-0469; S 49th St & 4810 S Wilkeson St - Clear Blackberry bushes and trees; Clear brush and debris to clean up commercial property. (Awaiting Resubmittal/Revisions)

A search of the Washington State Dept. of Ecology’s “What’s in My Neighborhood: Toxics Cleanup” map/database did not reveal any known toxic hazards at the site. The site is within the geographic area of the Tacoma Smelter Plume, and the Dept. of Ecology “Dirt Alert” map/database states that “Predicted Arsenic Concentration: Under 20 ppm.”

The subject parcel, being located within an identified Critical Area (aquifer recharge) of the South Tacoma Groundwater Protection District Overlay District, may be subject to additional development and reporting requirements as established in TMC Title 13.06.070.D South Tacoma Groundwater Protection District and TMC 13.11 Critical Areas Preservation.

Tacoma’s Stormwater Management Manual (SWMM) contains the information needed to regulate stormwater management associated with new development, redevelopment, and construction sites in Tacoma. It also contains source control Best Management Practices (BMPs) for existing sites. The SWMM contains information for design and sizing of stormwater facilities, including those that infiltrate. It also has operational BMPs to keep stormwater runoff clean, which helps to ensure contaminants are not transmitted to receiving waters (groundwater or surface water). The SWMM also details the procedures to evaluate and mitigate stormwater capacity issues related to development of a parcel.

Flett Creek is a flow control basin, and if it is determined that a proposed

	<p>The parcel contains slopes that range from 25-40% and >40%. Rated “Very Low” Liquefaction Susceptibility.</p> <p>No identified flood hazard, wetlands, streams, or biodiversity area/corridor.</p> <p>Stormwater and Wastewater utility infrastructure in proximity to serve potential development of parcel.</p> <p>The project is located within the Flett Creek Watershed. The Stormwater Management Manual outlines the stormwater mitigation requirements for each watershed.</p>	<p>development project meets impact thresholds, applicant will be required to address flow control and water quality.</p> <p>As a result of these standards, it is unlikely that the proposed development would have a significant adverse impact on water quality and flow control.</p> <p>There is ongoing/upcoming work that will be conducted by City staff to update the South Tacoma Groundwater Protection District Code and the One Tacoma Comprehensive Plan.</p>
Plants and Tree Canopy		
<p>TMC Title 13 Land Use Regulatory Code</p> <ul style="list-style-type: none"> • TMC 13.06.030.F Commercial District Development Standards • TMC 13.06.090.B Landscaping Standards <p>Urban Forest Manual</p>	<p>The Urban Tree Canopy Assessment (2018) identified 12% urban tree canopy for the U.S. Census block group that the subject site is located within (pg. 19).</p> <p>Tree canopy on site appears to be negligible and there are no mapped or known priority species on site. Additional site-specific review to identify unknown or potential critical areas is conducted as part of permitting.</p>	<p>Overall, staff expects that future development will result in an increase in tree canopy on site based on current conditions and applicable development regulations. Specific landscaping and Tree Canopy requirements will be evaluated at project level and permitting and will be required to be in accordance with standards set in the Urban Forest Manual and other City policies outlined in the TMC.</p> <ul style="list-style-type: none"> • Parking lot overall tree planting requirements: One Small Tree per 700 square feet; one Medium Tree per 1,000 square feet; or, one

		<p>Large Tree per 1,400 square feet of parking lot area.</p> <ul style="list-style-type: none"> • Per TMC 13.06.090.B Landscaping Standards, Commercial Zoning Districts have Overall Site Landscaping Minimums of 10 percent, among other standards. • Site Perimeter Landscaping: A minimum 7-foot-wide site perimeter strip shall be provided on sides without abutting street trees... The perimeter strip shall be covered with a mixture of trees, shrubs, and groundcover plants, as follows: <ul style="list-style-type: none"> (a) At least one Small Tree per 200 sf; one Medium Tree per 300 sf; or one Large Tree per 400 sf of required landscaped area. <p>Finally, of note, under the existing zoning, there are no tree canopy requirements for residential development.</p>
Aesthetics, Light, and Glare		
<p>TMC 13.06.090 Site Development Standards</p> <p>TMC 13.06.100 Building design standards</p> <p>TMC 13.06.100.A Commercial District Minimum Design Standards</p>	<p>The site is currently vacant and undeveloped. There is an existing undeveloped area on the school property to the east that establishes an approximate 100' separation between the subject property and school access. There is approximately 250' separation between subject property and nearest residential property to the northeast (S 49th St & S</p>	<p>Not applicable at this stage of consideration of land use designation change of a vacant/undeveloped parcel.</p> <p>Applicant will be required to meet applicable requirements in project-level stages, including aesthetic requirements</p>

Wilkerson St.); and approximately 600' separation between nearest residential property to the south.



detailed in TMC 13.06.100.A Commercial District Minimum Design Standards.

TMC 13.06.090.I addresses sign standards. With the site in close proximity to residential parcels, additional standards will need to be met per TMC 13.06.090.J Residential transition standards and other applicable requirements. Transition standards include limits on lighting and light trespass as well as the use of landscape buffers to minimize noise, light, and aesthetic impacts on adjacent properties.

Noise-related impacts and mitigations will also be assessed at project-level. Any development would be required to meet the standards detailed in TMC 8.122 Noise Enforcement.

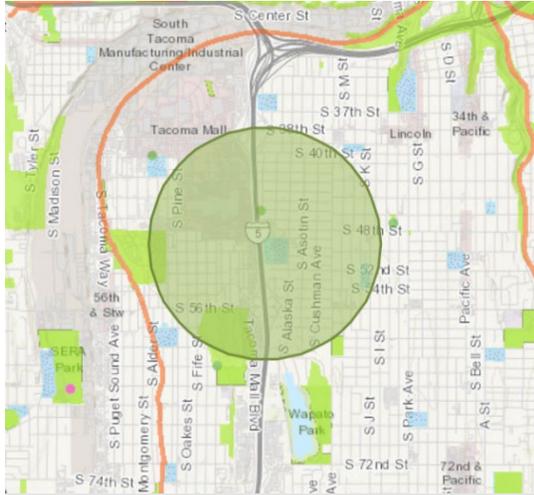
Parks and Recreation

TMC Title 13.06.090 Site Development Standards

- TMC 13.06.090.F Pedestrian and bicycle support standards

The subject site is mapped in the One Tacoma Plan as an educational facility, as it was previously owned by the school district, and is identified as part of the City’s overall park and recreation system.

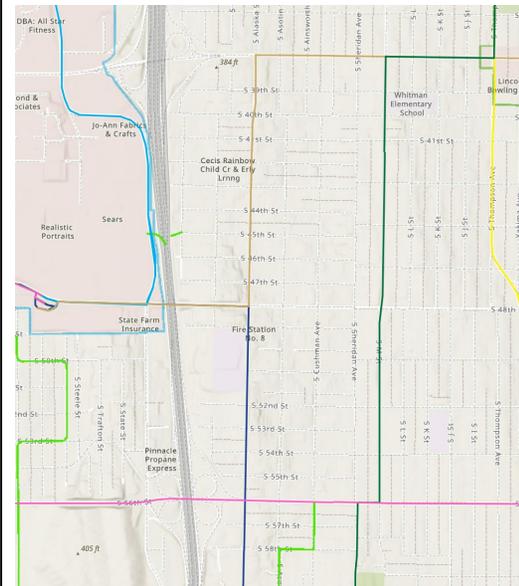
The proposed land use designation change is not anticipated to displace any existing recreational uses. While the parcel is identified as an educational facility as part of the City’s recreation system, the

	<p>The following map depicts a ¼ mile radius from the subject site as compared to the City’s planned park and recreation system. While several facilities are within this walk distance, the majority of sites require crossing I-5 or other busy arterials.</p> 	<p>specific subject site is not improved to provide any recreational value.</p> <p>The dearth of walkable recreation facilities near this site, and impediments to existing sites, likely would result in new residential development under the baseline zoning being more dependent on SOV trips to meet recreational needs.</p>
Historic and Cultural Preservation		
<p>TMC 13.12.570 Archaeological, Cultural, and Historic Resources</p>	<p>No known archaeological, cultural, or historic resources on site.</p> <p>No historic districts or overlays apply to the property.</p>	<p>Per TMC 13.12.570.C Unanticipated Discovery of Archaeological, Cultural and Historic Resources, “All permit applications shall prepare a plan for the possible unanticipated discovery of historic, cultural or archaeological resources, including a point of contact, procedure for stop-work notification, and for notification of appropriate agencies.”</p>

Transportation

<p>TMC 13.06.090.F Pedestrian and bicycle support standards</p> <p>13.06.100 Building design standards (A. Commercial District Minimum Design Standards)</p> <p>TMC 13.12.580 Traffic Impact Assessment</p> <p>Destination 2040: Pierce Transit Long Range Plan Update (2020)</p>	<p>Auto: Several streets in close proximity to subject site are designated arterials per TMC 11.05.490 Arterial streets designated:</p> <ul style="list-style-type: none"> • Auto: South 48th Street from Pacific Avenue to Wapato Street is a minor arterial (protected streets that have a near balanced percentage of long-distance vehicle trips, with local access usage) • South Alaska Street from S 38th Street to 72nd Street is a collector arterial (protected streets that have a low percentage of long-distance vehicle trips) <p>A portion of S 49th Street which serves the subject site has been vacated and is part of parcels B, C, D and E which are zoned for general commercial uses.</p> <p>Transit: The City’s Transportation Master Plan (TMP) identifies S 48th Street (Medium Intensity) and S Alaska Street (Low Intensity) in the future Transit Priority Network.</p> <p>Pierce Transit Route 54 currently serves S 48th Street but proceeds north on S Alaska Street and then east onto S 38th Street. Route 55 serves 48th Street before proceeding south on S Alaska Street. Both routes provide access to the Tacoma Mall. Destination 2040 Pierce</p>	<p>Automobile Trip Generation: Any Future development of the site will result in increased number of trips intersecting with existing and planned bike infrastructure as well as school walking routes. A trip generation analysis, dated December 22, 2022, was conducted by Jake Traffic Engineering (JTE) and concluded that the proposed General Commercial Mor Furniture Store use is projected to generate fewer trips than Low Scale Residential (single and multifamily) uses; potential for five PM peak hour trips to street grid; no documented issues with traffic safety at intersections and streets near subject site; and no documented conflicts with existing pedestrian, bicycle, or transit infrastructure or level of service. If the proposed land use designation change to General Commercial were to be approved, the applicant could then pursue a site rezone and may be subject to additional traffic study requirements and/or conditions for approval to help mitigate any impacts that may be identified through SEPA or City standards.</p> <p>Preliminary site plans indicate that sole access to the site will be from S 48th Street. Emergency vehicle access to the site may be available at South 49th Street.</p>
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Transit Long Range Plan Update (2020) notes Fixed Route Network Restructuring beginning in March 2017 and identified modifications in “Frequency, Span, or Run Time Improvements” for Routes 54 and 55. Routes 54 and 55 are identified as Urban Routes that “serve arterial streets within urbanized areas” and “operate most days of the week, providing somewhat frequent service on weekdays with some night and weekend service.”



Pedestrians: The neighborhoods surrounding the subject site are generally constructed on a grid with adequate route directness and basic pedestrian facilities. However, the subject site and its immediate vicinity lacks

One anticipated impact of development to a commercial use is increased vehicular and truck traffic on roadways within vicinity of the subject parcel. Potential impacts will be assessed at the project-level and subject to TMC Title 13.06.090 Site Development Standards and TMC 13.06.090.F Pedestrian and bicycle support standards.

Pedestrian: The City has site development and design standards that the applicant would need to meet at the permitting/development stages of the project, including TMC 2.22.040 “Off-site improvements shall be required for all New Construction” proportional and related to development.

Bicycle: The City’s current plans include future bike facilities at this location and planning studies to evaluate improvements to the I-5 crossing to help facilitate increased active transportation safety and options.

Transit: The Pierce Transit Stream System Expansion Study includes an alternative alignment on S 48th Street adjacent to this development.

Under the baseline zoning, the site could be developed for residential uses. However, residents at this subject site

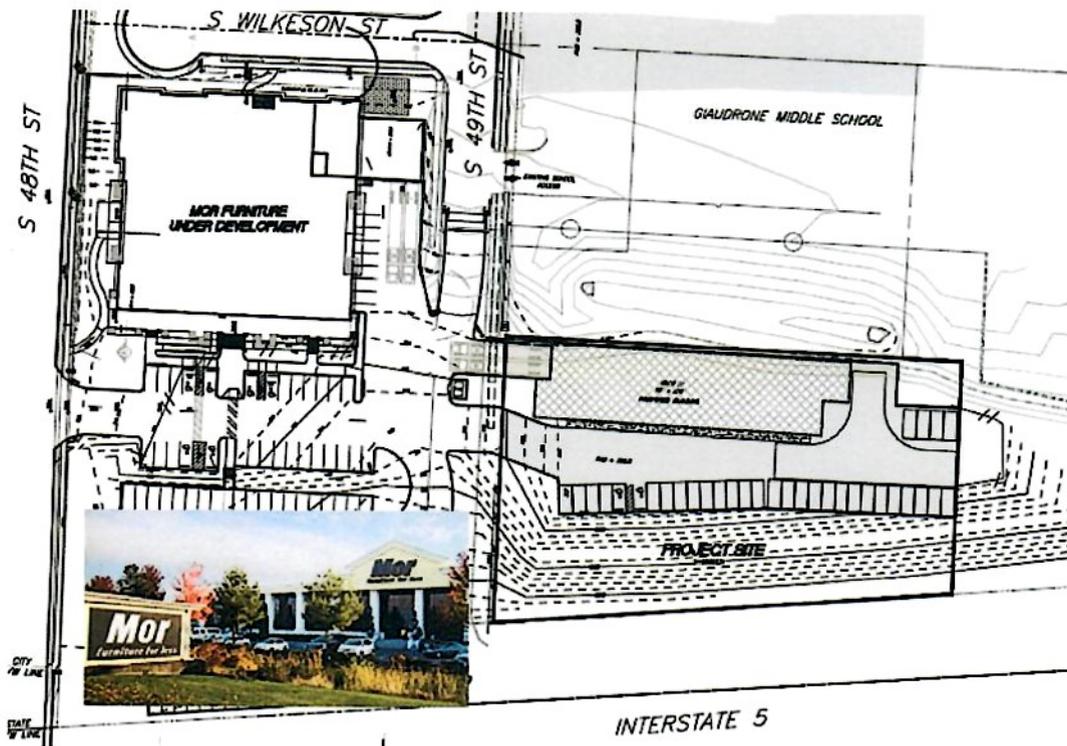
	<p>pedestrian connections to the surrounding neighborhoods due to the middle school, I-5, and commercial properties to the north.</p> <p>Bicycles: S 48th Street and S Alaska Street are identified as bicycle priorities in the Bicycle Priority Network per the TMP. The section of S Alaska Street (Collector or Nonclassified Arterial) in vicinity to the subject site does have bicycle lanes. The section of S 48th Street (Minor Arterial) in vicinity to the subject site does not have bicycle-specific infrastructure. The TMP identifies proposed bicycle lanes on S 48th Street as part of Short-Term Bicycle Network Recommendations.</p> <p>Vision Zero: The Tacoma Vision Zero identifies section of S 48th Street in vicinity of the subject site as a High Risk Network for multiple modes, including as Pedestrian and Bicycle Corridors.</p> <p>According to the City of Tacoma Equity Index, the subject site is within an area rated in the lowest quintile for Average Road Quality in the City of Tacoma.</p> <p>Interstate 5 crossing study over/under S 48th Street overpass tentatively expected to begin Summer 2023.</p>	<p>would likely be more auto-dependent due to the lack of immediate connectivity and walkable destinations.</p>
--	--	---



Tacoma

**MOR FURNITURE REZONE
TRANSPORTATION MEMORANDUM**

December 22, 2022



JTE . Jake Traffic Engineering, Inc.

Mark J. Jacobs, PE, PTOE, President

2614 39th Ave SW - Seattle, WA 98116 - 2503

Tel. 206.762.1978 - Cell 206.799.5692

E-mail jaketraffic@comcast.net





December 22, 2022

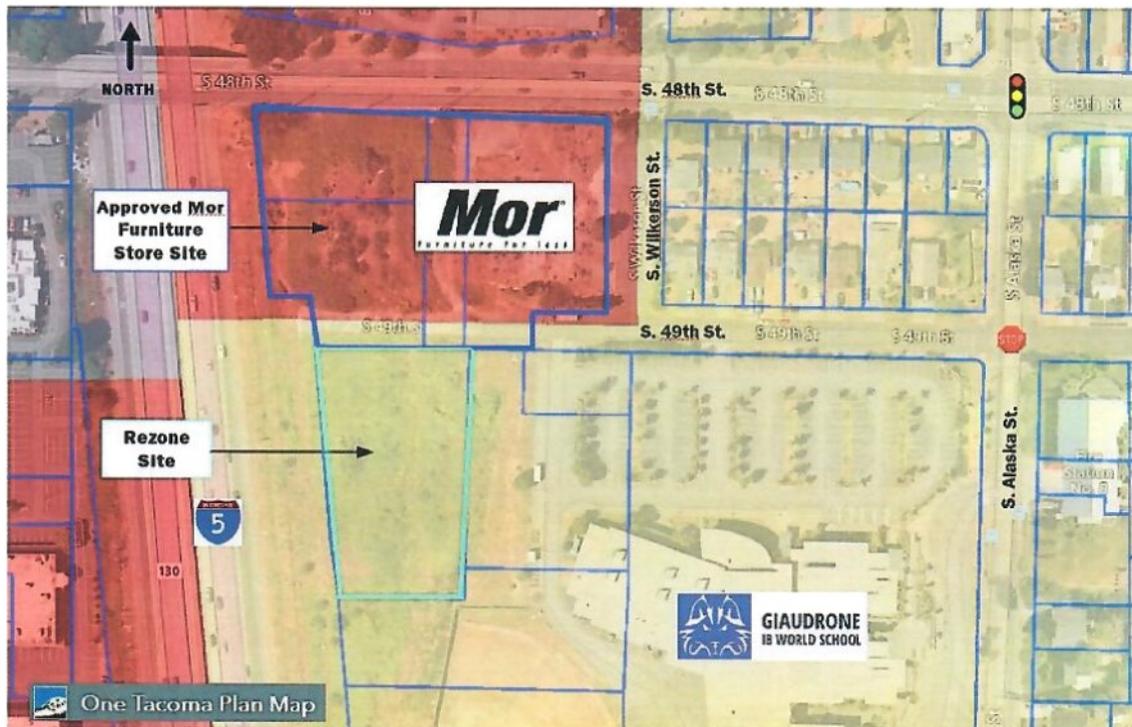
CITY OF TACOMA
 Attn: Jennifer Kammerzell, Assistant Division Manager
 747 Market Street
 Tacoma, WA 98402

Re: Mor Furniture Rezone – Tacoma
 Transportation Memorandum

Dear Ms. Kammerzell,

I have prepared this Traffic Memorandum - in response to our correspondence that the Technical E-mail sent to the City on 10.04.2022 be provided in a more formal format with additional narrative.

The proposed project is a 10,175 sf commercial building to provide storage of furniture supplies for the Mor Furniture facility located to the north. Access to the project is proposed via a connection through the Mor Furniture Site. An aerial of the site obtained from Tacoma GIS, augmented, is below:



CITY OF TACOMA
Attn: Jennifer Kammerzell, Assistant Division Manager
December 22, 2022
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The project proposal is to rezone the site from R-2 to C-2 that the City requested traffic generation data be provided for the site based on the Proposed Use, potential uses under the proposed Zoning and the existing Zoning.

I understand that the R2 zoning allows 1 SFD and 1 ADU per parcel and presuming the parcel were to be subdivided into three the following:

My 10.24.2022 Technical E-mail provided the site Trip Generation, discussed traffic operations and conducted a safety inspection.

Project Description

A copy of the preliminary Site Plan prepared by Larson and Associates dated 03.31.2022. The plan depicts the commercial building, 33 parking stalls including two accessible stalls and access via the Mor Furniture Store that is underdevelopment. In addition a gated emergency access via S. 49th St. is also depicted.

Site Zoning

I understand from correspondence with the project team the following:

The existing zoning is R-2, single family residential.

1. *Using the max available pad area (27000 sf) the largest possible development would be:*
 - a. *5000 SF min lot size, assume 4 lot split with fire lane.*
 - i. *(1) two family residence with accessory buildings (ADU & garages) each lot (4 total)*
 - ii. *Staffed residential homes, short term rentals (2 guest rooms) , group homes with max 6 unrelated adults*
 - b. *Parking required: 4 two family homes, 2 cars ea dwelling = 16 parking spaces required (TMC 13.06.090 C Table 1)*
 - c. *35' max building height*

The proposed zoning is C-2, General Commercial, maximum possible intensity:

1. *Max floor area per zoning code = 45000 sf, max height 45'*
2. *Using max available pad area (27000SF), retail use over podium parking is max density*
 - a. *Assume 216000 SF parking available +-(80% pad area)*
 - b. *Max possible is a 30 stall double loaded parking lane under podium (60 spaces net)*
 - c. *Floor area limited by parking (60 spaces)*
 - i. *Office parking: 3/1000SF = 20,000SF offices*
 - ii. *Dining parking: 6/1000SF = 10,000SF restaurant*
 - iii. *Retail parking > 15000SF: 4/1000 SF = 24000SF retail*

The proposed use of the property is warehouse with light retail.

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Attn: Jennifer Kammerzell, Assistant Division Manage
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1. Proposed ~~10,000~~ 10,175 SF building net, with 33 parking stalls on grade and a fire lane.
 - a. Warehouse required parking is $1/2000SF = 5$ spaces required for 100% warehouse
 - b. Retail $<15000SF$ required parking is $2.5/1000 = 25$ spaces required for 100% retail.

City staff provided information on 11.18.2022 document from the "Urban Form" chapter of the One Tacoma Comprehensive Plan. Note that for Low-Scale Residential, the target development density is 10-25 dwelling units/net acre. From this information I understand that the existing zoning could accommodate up to 10 – SFDU's or 20-multifamily units.

Site Traffic Generation

Definitions

A vehicle trip is defined as a single or one direction vehicle movement with either the origin or destination (exiting or entering) inside the proposed development.

Traffic generated by development projects consists of the following types:

Pass-By Trips:	Trips made as intermediate stops on the way from an origin to a primary trip destination.
Diverted Link Trips:	Trips attracted from the traffic volume on a roadway within the vicinity of the generator but which require a diversion from that roadway to another roadway in order to gain access to the site.
Captured Trips:	Site trips shared by more than one land use in a multi-use development.
Primary (New) Trips:	Trips made for the specific purpose of using the services of the project.

Site Trip Generation

The Institute of Transportation Engineers Trip Generation 11th Edition provides trip generation data for a variety of Land Use Codes (LUC's). Review of the ITE data indicates the proposed use would be Furniture Store and the other C-2 zoning uses, albeit extremely unlikely, could be Commercial Office, a Restaurant or Retailing uses. The ITE LUC's for these uses are 890, 710, 932 and 822, respectively. The existing zoning land, R2, allows for Single Family Detached housing, LUC 210 and Multifamily (Low-Rise housing , LUC 220. All site trips made by all vehicles for all purposes, including commuter, visitor, and service and delivery vehicle trips are included in the ITE trip generation values.

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 Attn: Jennifer Kammerzell, Assistant Division Manager
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Table 1 below depicts the site traffic generation.

TABLE 1 - VEHICULAR TRIP GENERATION MOR FURNITURE FACILITY - TACOMA TRANSPORTATION MEMORANDUM										
Time Period	Size (X)	TG Rate	Enter %	Enter Trips	Exit %	Exit Trips	Total (T)	Pass-by %*	Pass-by Trips	Net Total
Proposed Zoning (C-2 General Commercial) and Use: Furniture Store (ITE LUC 890; 10,175 sf)										
Weekday	10,175	6.3	50%	32	50%	32	64	-	-	-
AM peak hour	10,175	0.26	71%	2	29%	1	3	-	-	-
PM peak hour	10,175	0.51	47%	2	53%	3	5	53%	3	2
Proposed Zoning (C-2 General Commercial) and Office Use: General Office Building (ITE LUC 710; 20,000 sf)										
Weekday	20,000	10.84	50%	108	50%	108	217	-	-	-
AM peak hour	20,000	1.52	88%	27	12%	4	30	-	-	-
PM peak hour	20,000	1.44	17%	5	83%	24	29	-	-	-
Proposed Zoning (C-2 General Commercial) and Restaurant Use: High-Turnover (Sit-Down) Restaurant (ITE LUC 932; 10,000 sf)										
Weekday	10,000	107.2	50%	536	50%	536	1072	-	-	-
AM peak hour	10,000	9.57	55%	53	45%	43	96	-	-	-
PM peak hour	10,000	9.05	61%	55	39%	35	91	43%	39	52
Proposed Zoning (C-2 General Commercial) and Retail Use: Strip Retail Plaza (<40k) (ITE LUC 822; 24,000 sf)										
Weekday	24,000	54.45	50%	653	50%	653	1307	-	-	-
AM peak hour	24,000	2.36	60%	34	40%	23	57	-	-	-
PM peak hour	24,000	6.5	50%	78	50%	78	156	34%	53	103
Existing Zoning (R-2 Residential): Single Family Detached Housing - General Urban/Suburban (ITE LUC 210; 10-units)										
Weekday	(10)	9.43	50%	(47)	50%	(47)	(94)	-	-	-
AM peak hour	(10)	0.7	26%	(2)	74%	(5)	(7)	-	-	-
PM peak hour	(10)	0.94	63%	(6)	37%	(3)	(9)	-	-	-
Existing Zoning (R-2 Residential): Multifamily Housing (Low-Rise)- General Urban/Suburban (ITE LUC 220; 20-units)										
Weekday	(20)	6.74	50%	(67)	50%	(67)	(135)	-	-	-
AM peak hour	(20)	0.4	24%	(2)	76%	(6)	(8)	-	-	-
PM peak hour	(20)	0.51	63%	(6)	37%	(4)	(10)	-	-	-
Delta Difference: Proposed Zoning and Use - Existing Zoning (presuming SFDU)										
Weekday	-	-	-	(15)	-	(15)	(30)	-	-	-
AM peak hour	-	-	-	0	-	(4)	(4)	-	-	-
PM peak hour	-	-	-	(3)	-	(1)	(4)	-	-	-

Where X = number of units or sf and T = Trips; parenthesis (xx) denote negative values
 * - Pass-by rates per ITE, local Agency data and Traffic Engineering Experience, residential trips are typically considered new
 thus for analysis no pass-by to account for service/delivery type trips is taken
 Trip rates per the Institute of Transportation Engineers Trip Generation Manual 11th Edition
 Note: Due to rounding some values may not add up

The proposed use development project is projected to generate fewer trips than what could occur under the existing zoning for the subject project site.

Traffic Operations

I conducted S. 48th St. Mor Furniture Traffic Impact Analysis dated 02.03.2014. This report Per correspondence with the City studied the following intersections:

1. S. 48th St./Tacoma Mall Boulevard
2. S. 48th St./Lacey's Furniture Store driveway
3. S. 48th St./S. Alaska St.

CITY OF TACOMA
Attn: Jennifer Kammerzell, Assistant Division Manage
December 22, 2022
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The City also requested the following items be incorporated into the traffic report.

- *The proposed driveway access onto South 48th and its on-site circulation and connection with the residential roadway of South 49th on the south side of the site will need to be assessed for potential neighborhood/school cut-through potential.*
- *Please indicate the likely truck delivery entry/exit routes and access to/from the site, especially with respect to the above cut-through scenario (i.e., likely sensitivity of the surrounding neighborhood)*
- *In your discussion of the proposed operation/channelization of the center lane/median, please include operations, queue expectations, two-stage left-turn impacts, etc. in addition to any proposed re-channelization (diagrammatic is fine) that would be implemented by the developer to facilitate their desired access plan*
- *Your discussion of trip generation for the site should consider the likelihood that a Saturday afternoon is probably its peak demand (as would be for the Macy's driveway on the north)—therefore, you may be able to perform a quick supplemental analysis of opening year conditions for an **estimated** Saturday afternoon scenario (approximation of Saturday demand on 48th is acceptable using, or basing from, the weekday PM peak period).*

The projected 2019 Traffic Operations at the study intersections I studied in my 2014 report were LOS 'C and better. The potential addition of five PM peak hour trips to the street grid via the Mor Furniture driveway on S. 48th St. would not materially affect traffic operations.

Safety Inspection

Incident data was reviewed using the WSDOT accident data portal available online at <https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/>. This portal was used to review incidents in the site vicinity for the years 2017 to 2021. The WSDOT data is attached.

Inspection of the data does not indicate any apparent issue the intersections and streets near the site.

Note: A fatal incident occurred at the S. 49th St at S. Asotin intersection to the east in 2019. One other property damage incident occurred in 2018 at the intersection. Google Streetview inspection of the intersection (July 2021 data) showed the intersection as uncontrolled with no apparent sight obstructions. The incident history at the intersection indicates it is operating satisfactorily.

Pedestrian/Transit/Bicycle (General)

Sidewalks exist on the streets in the site area. A traffic control signal at the S. 48th St at S. Alaska St. provides marked crosswalks and pedestrian activated crossing. Additionally a pedestrian overcrossing structure exists across S. 48th St. at the S. Wilkerson St. alignment.

The site is served by Pierce Transit. Review of the System Map, 12.12.2022, identifies that the site is served by two routes 54 and 55. More information on transit is available at:

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Attn: Jennifer Kammerzell, Assistant Division Manage
December 22, 2022
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No other traffic mitigation should be necessary. Please contact me at 206.762.1978 or email us at jaketraffic@comcast.net if you have any questions.



Sincerely,

Mark J. Jacobs, PE, PTOE, President
JAKE TRAFFIC ENGINEERING, INC

12.22.2022

MJJ: mjj

APPENDIX

From: Kammerzell, Jennifer [mailto:JKammerzell@cityoftacoma.org]
Sent: Monday, November 14, 2022 5:53 PM
To: Mark J Jacobs, PE, PTO
Cc: 'Scott Clark'; 'Grant Middleton'; 'Mike Zeller'; 'Chuck Jackson'; 'Rick Haux Jr'; Nolan, Adam
Subject: RE: 2022.061 - Mor Furniture Storage Building - Tacoma (8346)

Hi Mark – Apologies for the delay. I'm available tomorrow at 4:30, Thursday 10-11 or Friday after 1:30p. Let me know and I can set up a Teams call to walk thru what you provided below. I recognize this is for the rezone only, but want to anticipate what might come up as part of the review and also provide the applicant with possible mitigation that comes up from the site SEPA too.

Jennifer Kammerzell
Interim Transportation Division Manager
City of Tacoma - Public Works Dept.
(253) 591-5511
jkammerzell@cityoftacoma.org
Pronouns: she/her

From: Mark J Jacobs, PE, PTO <JakeTraffic@comcast.net>
Sent: Monday, November 14, 2022 3:01 PM
To: Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>
Cc: 'Scott Clark' <SClark@rrlarson.com>; 'Grant Middleton' <gmiddleton@rrlarson.com>; 'Mike Zeller' <mzeller@morfurniture.com>; 'Chuck Jackson' <cejackson@cox.net>; 'Rick Haux Jr' <rhjr@morfurniture.com>
Subject: RE: 2022.061 - Mor Furniture Storage Building - Tacoma (8346)

Jennifer

Are you available to discuss sometime this week except Wednesday after 1100? AM's tend to work best for me.

Thank you

Mark
206.762.1978 o
206.799.5692 c

From: Mark J Jacobs, PE, PTO [mailto:JakeTraffic@comcast.net]
Sent: Wednesday, November 09, 2022 10:18 AM
To: 'jkammerzell@CityofTacoma.org'
Cc: 'Scott Clark'; 'Grant Middleton'; 'Mike Zeller'; 'Chuck Jackson'; 'Rick Haux Jr'
Subject: RE: 2022.061 - Mor Furniture Storage Building - Tacoma (8346)

Jennifer

Can we set up a time to discuss, say Thursday or Friday AM around 9ish?

Thank you

Mark

From: Mark J Jacobs, PE, PTO [<mailto:JakeTraffic@comcast.net>]
Sent: Monday, October 24, 2022 3:54 PM
To: 'jkammerzell@CityofTacoma.org'
Cc: 'Scott Clark'; 'Grant Middleton'; 'Mike Zeller'; 'Chuck Jackson'; 'Rick Haux Jr'
Subject: 2022.061 - Mor Furniture Storage Building - Tacoma (8346)

Jennifer

Per our correspondence mid September I have requested the maximum potential development for the site with the rezone. I conducted TG for the proposed rezone scenarios and for what the project Applicant is actually proposing, see below and attached.

**TABLE 1 - VEHICULAR TRIP GENERATION (PRELIMINARY)
MOR FURNITURE FACILITY - TACOMA
TRANSPORTATION MEMORANDUM**

Time Period	Size (X)	TG Rate	Enter %	Enter Trips	Exit %	Exit Trips	Total (T)	Pass-by %*	Pass-by Trips	N
Proposed Zoning (C-2 General Commercial) and Use: Furniture Store (ITE LUC 890; 10,175 sf)										
Weekday	10,175	6.3	50%	32	50%	32	64	--	--	
AM peak hour	10,175	0.26	71%	2	29%	1	3	--	--	
PM peak hour	10,175	0.51	47%	2	53%	3	5	53%	3	
Proposed Zoning (C-2 General Commercial) and Office Use: General Office Building (ITE LUC 710; 20,000 sf)										
Weekday	20,000	10.84	50%	108	50%	108	217	--	--	
AM peak hour	20,000	1.52	88%	27	12%	4	30	--	--	
PM peak hour	20,000	1.44	17%	5	83%	24	29	--	--	
Proposed Zoning (C-2 General Commercial) and Restaurant Use: High-Turnover (Sit-Down) Restaurant (ITE LUC 932; 10,000 sf)										
Weekday	10,000	107.2	50%	536	50%	536	1072	--	--	
AM peak hour	10,000	9.57	55%	53	45%	43	96	--	--	
PM peak hour	10,000	9.05	61%	55	39%	35	91	43%	39	
Proposed Zoning (C-2 General Commercial) and Retail Use: Strip Retail Plaza (<40k) (ITE LUC 822; 24,000 sf)										
Weekday	24,000	54.45	50%	653	50%	653	1307	--	--	
AM peak hour	24,000	2.36	60%	34	40%	23	57	--	--	
PM peak hour	24,000	6.5	50%	78	50%	78	156	34%	53	
Existing Zoning (R-2 Residential): Single Family Detached Housing- General Urban/Suburban (ITE LUC 220; 4-units)										
Weekday	(4)	9.43	50%	(19)	50%	(19)	(38)	--	--	
AM peak hour	(4)	0.7	24%	(1)	76%	(2)	(3)	--	--	
PM peak hour	(4)	0.94	63%	(2)	37%	(1)	(4)	--	--	
Delta Difference: Proposed Zoning and Use - Existing Zoning										
Weekday	--	--	--	13	--	13	26	--	--	
AM peak hour	--	--	--	1	--	-1	0	--	--	
PM peak hour	--	--	--	0	--	1	1	--	--	

Where X = number of units or sf and T = Trips; parenthesis (xx) denote negative values

* - Pass-by rates per ITE, local Agency data and Traffic Engineering Experience, residential trips are typically considered new thus for analysis no pass-by to account for service/delivery type trips is taken

Trip rates per the Institute of Transportation Engineers Trip Generation Manual 11th Edition

Note: Due to rounding some values may not add up

The proposed use as a Furniture Store Storage would generate about 26 more daily trips (not adjusted for pass-by) than the existing residential zoning. During the PM peak hour one added trip at access but fewer net new to the street grid.

Site access would be via the Mor Furniture Store site that is under development that accesses S. 48th Street. A gated EVA only to S. 49th Street is also noted on the Site Plan.

The projected 2019 Traffic Operations at the I/S's I studied in my 2014 were LOS 'C and better. Review of the City's web site for new TMC data showed the City incorporated the data in the TIA to the public domain.

I inspected the 2017 to 2021 Incidents using the WSDOT portal; no apparent safety issue is noted.

Summary

The proposed use rezone would not generate significant traffic volumes, only about five PMPHT's, and when compared to the existing zoning the delta difference in peak hour traffic is negligible. I have noted the TG for the potential other uses with the rezone to C-2 that are not likely to occur at this location that is not conducive to the other potential uses. The proposed Mor Furniture Store storage use of the site would be a good use for the site with minimal traffic affect.

What additional information does the City need?

Thank you

Mark

Mark J. Jacobs, PE, PTOE
JAKE TRAFFIC ENGINEERING, INC
2614 39th Ave. SW
Seattle, WA 98116 - 2503
206.762.1978 o
206.799.5692 c

From: Chuck Jackson [<mailto:cejackson@cox.net>]
Sent: Friday, September 16, 2022 2:19 PM
To: 'Rick Haux Jr'; 'Mark J Jacobs, PE, PTO'
Cc: 'Scott Clark'; 'Grant Middleton'; 'Mike Zeller'
Subject: RE: 2022.0616 - Mor Furniture Storage Building - Tacoma (8346)

The existing zoning is R-2, single family residential.

1. Using the max available pad area (27000 sf) the largest possible development would be:
 - a. 5000 SF min lot size, assume 4 lot split with fire lane.
 - i. (1) two family residence with accessory buildings (ADU & garages) each lot (4 total)
 - ii. Staffed residential homes, short term rentals (2 guest rooms) , group homes with max 6 unrelated adults
 - b. Parking required: 4 two family homes, 2 cars ea dwelling = 16 parking spaces required (TMC 13.06.090 C Table 1)
 - c. 35' max building height

The proposed zoning is C-2, General Commercial, maximum possible intensity:

1. Max floor area per zoning code = 45000 sf, max height 45'
2. Using max available pad area (27000SF), retail use over podium parking is max density
 - a. Assume 216000 SF parking available +/- (80% pad area)
 - b. Max possible is a 30 stall double loaded parking lane under podium (60 spaces net)
 - c. Floor area limited by parking (60 spaces)
 - i. Office parking: 3/1000SF = 20,000SF offices
 - ii. Dining parking: 6/1000SF = 10,000SF restaurant
 - iii. Retail parking > 15000SF: 4/1000 SF = 24000SF retail

The proposed use of the property is warehouse with light retail.

1. Proposed 10000 SF building net, with 33 parking stalls on grade and a fire lane.
 - a. Warehouse required parking is 1/2000SF = 5 spaces required for 100% warehouse

b. Retail <15000SF required parking is 2.5/1000 = 25 spaces required for 100% retail.

Let me know if this works for what Jennifer is requesting.

Thanks,

Chuck

Charles Jackson Architect

760 744-6014

From: Rick Haux Jr [<mailto:rhjr@morfurniture.com>]

Sent: Friday, September 16, 2022 10:29 AM

To: Mark J Jacobs, PE, PTO

Cc: Scott Clark; Grant Middleton; Chuck Jackson; Mike Zeller

Subject: Re: 2022.0616 - Mor Furniture Storage Building - Tacoma (8346)

[INTERNAL EMAIL]

My understanding is and outlet store

So light retail and storage and the building size is 10k ft

Chuck please confirm

Thanks Rick

Sent from my iPhone

On Sep 16, 2022, at 10:12 AM, Mark J Jacobs, PE, PTO <JakeTraffic@comcast.net> wrote:

[EXTERNAL EMAIL]

Scott

I had a conversation with Jennifer at the City yesterday.

What need from the team is:

1. Existing zoning and what could be built on the site max
2. Proposed zoning and what could be built on the site, most intense use
3. Clarification on what the proposal is to be used for

Contact me with any questions.

Thank you

Mark

206.762.1978 o

206.799.5692 c

Scott

Please send me a pdf of the preliminary site plan.

Thank you

Mark

From: Scott Clark [mailto:SClark@rrlarson.com]
Sent: Wednesday, November 23, 2022 9:22 AM
To: Mark J Jacobs, PE, PTO
Cc: ANolan@CityofTacoma.org
Subject: RE: 2022.061 - Mor Furniture TIA - Low scale residential densities

Good morning, Mark.

Please make the 10 unit scenario SFRs, and the 20 unit scenario multi-family. Thanks, Mark; happy holidays!!

Best regards,
Scott Clark
Principal Planner
Secretary
Office: 253-474-3404
Cell: 253-625-3340



From: Mark J Jacobs, PE, PTO <JakeTraffic@comcast.net>
Sent: Wednesday, November 23, 2022 8:07 AM
To: Scott Clark <SClark@rrlarson.com>
Cc: ANolan@CityofTacoma.org
Subject: 2022.061 - Mor Furniture TIA - Low scale residential densities

Scott

Would all the scenarios you noted be SFDU values? The ITE LUC for SFDU is 210 (I inadvertently typed in 220; the Trip Generation rates used are for SFDU)

Gobble Gobble

Mark
206.762.1978 o
206.799.5692 c

From: Scott Clark [mailto:SClark@rrlarson.com]
Sent: Tuesday, November 22, 2022 4:23 PM
To: Mark J Jacobs, PE, PTO
Subject: FW: Mor Furniture TIA - Low scale residential densities

Good afternoon, Mark.

Agreed, I understand they are not expecting a full blown TIA. Consistent with that end, the preliminary "MorFurnitureStorage-Tacoma-Technical-email.pdf" (attached) you produced proposes to compare potential ADT between future SFR development and other future commercial development options.

I believe what Nolan was indicating is that the "MorFurnitureStorage-Tacoma-Technical-email.pdf" table is comparing the potential future development of 4 DUs (ITE LUC 220; 4-units) to other potential future commercial development. Although 4-units on this site may be a possibility, due to a number of factors, if this site was developed residentially it is likely to be developed with more than 4 DUs. In fact, according to City policies (see excerpt Nolan provided; attached) this site should accommodate 10 to 25 DUs/acre. At 1.24 acres, that's 12 -to- 31 DUs for this site. Given the City's directive of 10 to 25 DUs and including a reduction for access, could you please simply add two more residential scenarios to compare to? The second at (ITE LUC 220; 10-units); and, the third at (ITE LUC 220; 20-units)?

Best regards,
Scott Clark
Principal Planner
Secretary
Office: 253-474-3404
Cell: 253-625-3340



From: Mark J Jacobs, PE, PTO <JakeTraffic@comcast.net>
Sent: Friday, November 18, 2022 4:55 PM
To: 'Nolan, Adam' <ANolan@cityoftacoma.org>; Scott Clark <SClark@rrlarson.com>
Cc: 'Kammerzell, Jennifer' <JKammerzell@cityoftacoma.org>
Subject: RE: Mor Furniture TIA - Low scale residential densities

Nolan

I am not conducting a TIA, I am providing Trip Generation information for the site.

Thank you

Mark

From: Nolan, Adam [<mailto:ANolan@cityoftacoma.org>]
Sent: Friday, November 18, 2022 1:39 PM
To: Scott Clark
Cc: Kammerzell, Jennifer; Mark J Jacobs, PE, PTO
Subject: Mor Furniture TIA - Low scale residential densities

Hello Scott,

I am following up on our conversation earlier today concerning the TIA that Mark Jacobs is working on for the Mor Furniture land use designation change amendment application. See the attached document from the "Urban Form" chapter of the One Tacoma Comprehensive Plan. Note that for Low-Scale Residential, the target development density is 10-25 dwelling units/net acre.

This information can also be found on page 8 here:

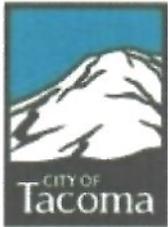
chrome-

extension://efaidnbmnnnibpcajpcgiclfndmkaj/https://cms.cityoftacoma.org/Planning/OneTacomaPlan/1-2UrbanForm.pdf

Please reach out if you have any other questions.

Thanks,

Adam



Adam Nolan (*he/him*)

Associate Planner, Long-Range Planning
Planning & Development Services, City of Tacoma

747 Market Street, Room 345

Tacoma, WA 98402

(253) 320-8119

[Take our survey!](#)



Summary Reports - Total Crashes

Search

Report Year: 2021

Location: City of Tacoma

Jurisdiction: (All)

Under 23 U.S. Code 148 and 23 U.S. Code 407, safety data, reports, surveys, schedules, list compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such report, surveys, schedules, lists, or data.

Most Severe Injury per Crash		Crashes
Fatal		23
Suspected Serious Injury		103
Suspected Minor Injury		360
Possible Injury		1,045
No Apparent Injury		3,438
Total Crashes		4,969

Report Category

Report Year: 2021

Location: Region: (All) County: (All) City: Tacoma

Jurisdiction: (All)

Run Report

Map Legend

- Fatal
- Suspected Serious Injury
- Suspected Minor Injury
- Possible Injury
- No Apparent Injury





Summary Reports - Total Crashes

Report Year: 2020
Location: City of Tacoma
Jurisdiction: (All)

Under 23 U.S. Code 148 and 23 U.S. Code 407, safety data, reports, surveys, schedules, list compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such report, surveys, schedules, lists, or data.

Data Charts Notes

Table with 2 columns: Injury Type, Crashes. Rows include: Most Severe Injury per Crash (Fatal: 19, Suspected Serious Injury: 71, Suspected Minor Injury: 262, Possible Injury: 892, No Apparent Injury: 2,649), Total Crashes (3,893).

Report Category: Summary Reports, Report Name: Total Crashes

Select Report Parameters: Report Year: 2020, Region: (All), County: (All), City: Tacoma, Location: (All), Jurisdiction: (All)

Run Report

Map Legend: Fatal (red), Suspected Serious Injury (orange), Suspected Minor Injury (yellow), Possible Injury (green), No Apparent Injury (blue)





Summary Reports - Total Crashes

Report Year: 2019
Location: City of Tacoma
Jurisdiction: (All)

Under 23 U.S. Code 148 and 23 U.S. Code 407, safety data, reports, surveys, schedules, list compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such report, surveys, schedules, lists, or data.

Data Charts Notes

Most Severe Injury per Crash	Crashes
Fatal	18
Suspected Serious Injury	75
Suspected Minor Injury	297
Possible Injury	1,084
No Apparent Injury	3,264
Total Crashes	4,738

Report Category: Summary Reports | Report Name: Total Crashes

Select Report Parameters

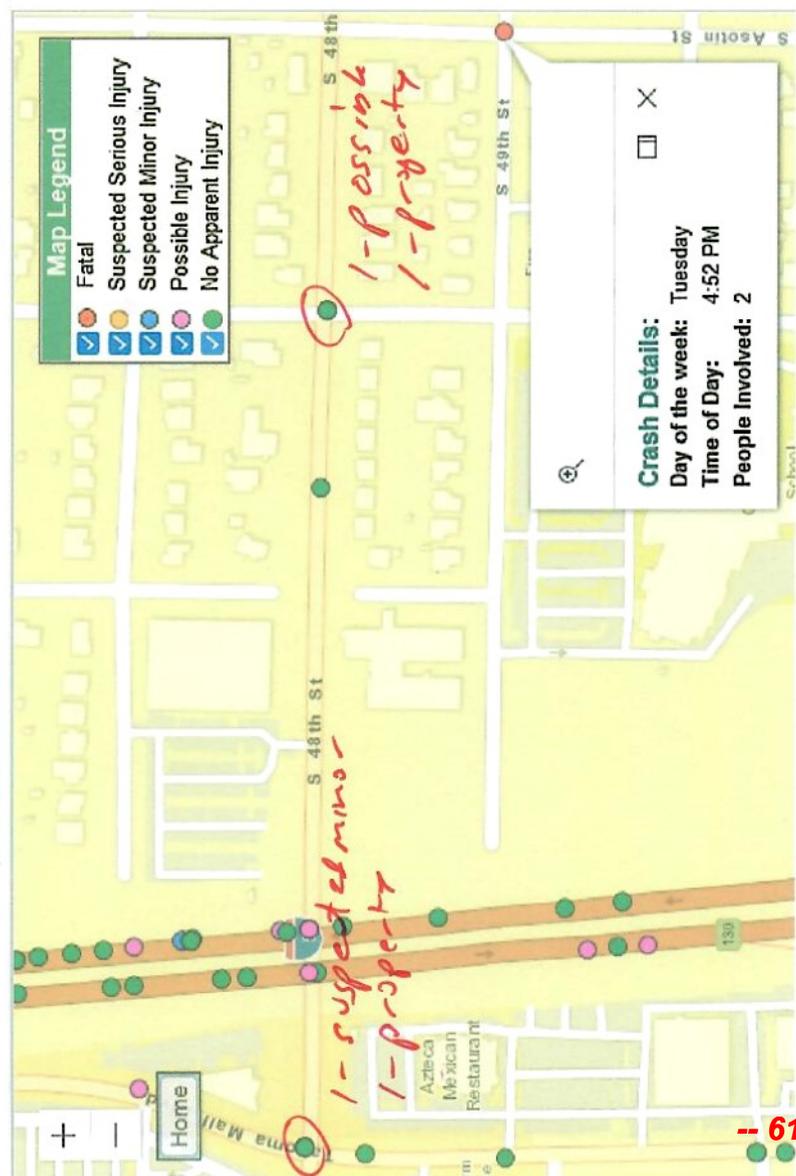
Report Year: 2019 | Location: Region: (All) | Jurisdiction: (All)

County: (All) | City: Tacoma

Run Report

Map Legend

- Fatal
- Suspected Serious Injury
- Suspected Minor Injury
- Possible Injury
- No Apparent Injury





Portal FAQs Feedback

Search

Report Category

Summary Reports

Report Name

Total Crashes

Select Report Parameters

Report Year: 2018

Location

Region: (All)

County: (All)

City: Tacoma

Jurisdiction

(All)

Run Report



Summary Reports - Total Crashes

Report Year: 2018

Location: City of Tacoma

Jurisdiction: (All)

Under 23 U.S. Code 148 and 23 U.S. Code 407, safety data, reports, surveys, schedules, list compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such report, surveys, schedules, lists, or data.

Data

Charts

Notes

Most Severe Injury per Crash	Crashes
Fatal	15
Suspected Serious Injury	77
Suspected Minor Injury	337
Possible Injury	1,148
No Apparent Injury	3,643
Total Crashes	5,220





Portal FAQs Feedback

Search

Summary Reports - Total Crashes

Report Year: 2017
Location: City of Tacoma
Jurisdiction: (All)

Under 23 U.S. Code 148 and 23 U.S. Code 407, safety data, reports, surveys, schedules, list compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such report, surveys, schedules, lists, or data.

Data | **Charts** | **Notes**

Most Severe Injury per Crash	Crashes
Fatal	12
Suspected Serious Injury	85
Suspected Minor Injury	343
Possible Injury	1,160
No Apparent Injury	3,675
Total Crashes	5,275

Report Category

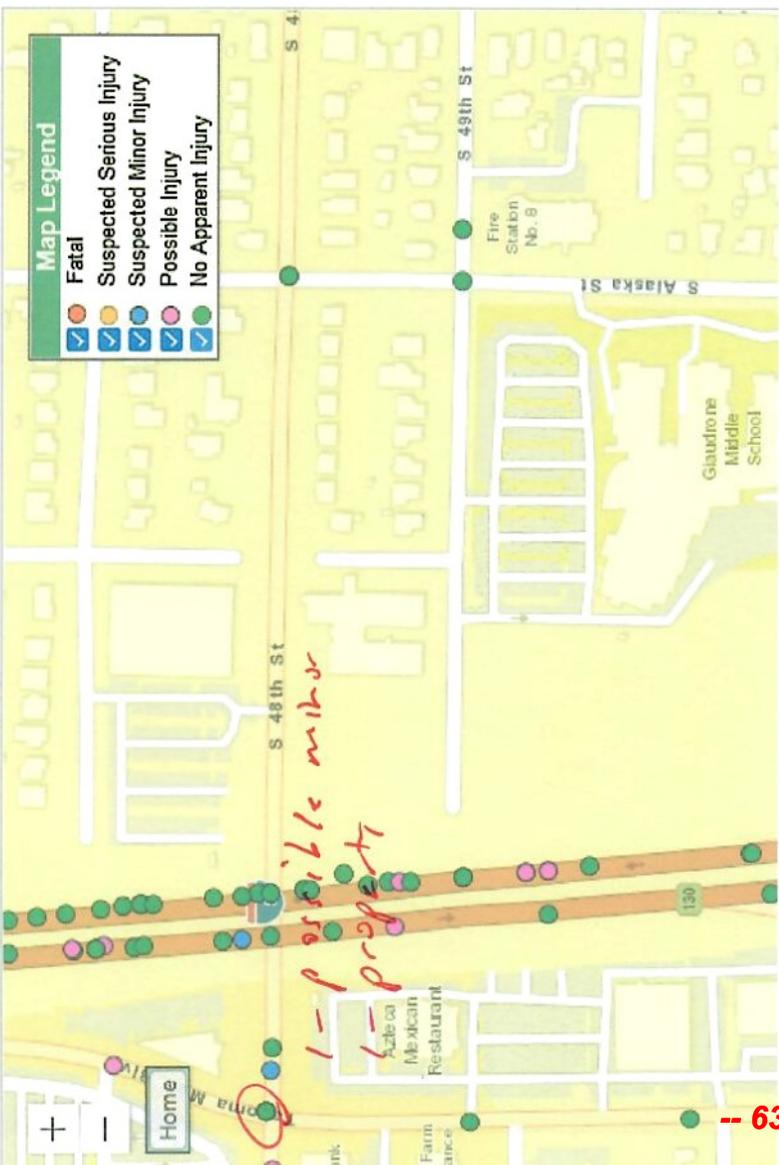
Summary Reports | Total Crashes

Report Year: 2017

Region: (All) | **Jurisdiction:** (All)

County: (All) | **City:** Tacoma

Run Report

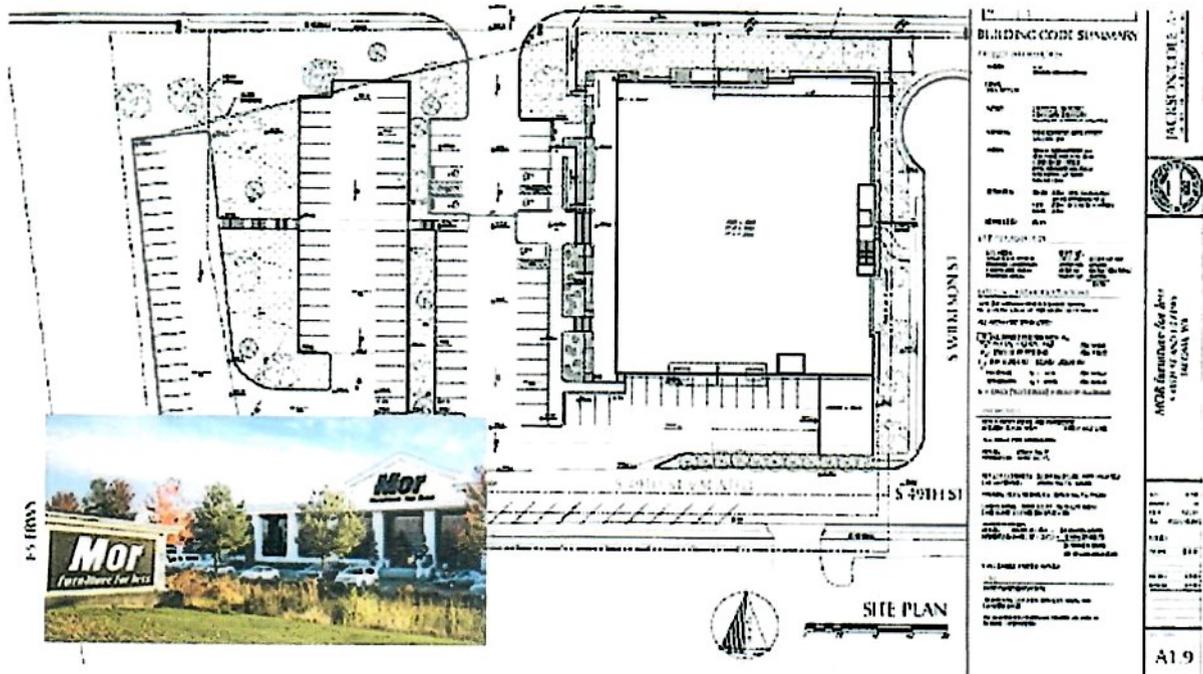




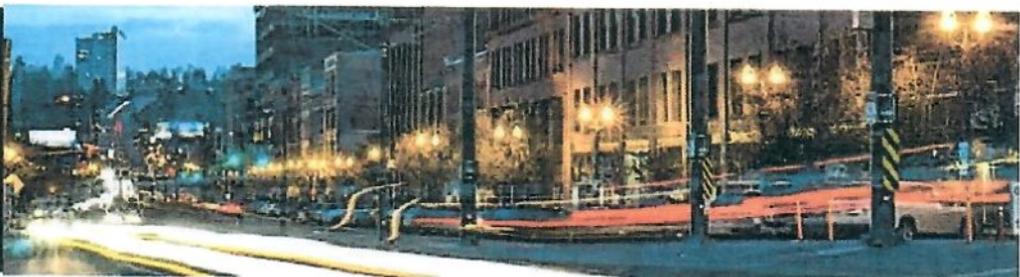
Tacoma

SOUTH 48TH STREET MOR FURNITURE TRAFFIC IMPACT ANALYSIS

February 3, 2014



JTE . Jake Traffic Engineering, Inc.
 Mark J. Jacobs, PE, PTOE, President
 2614 39th Ave SW - Seattle, WA 98116 - 2503
 Tel. 206.762.1978 - Cell 206.799.5692
 E-mail jaketraffic@comcast.net





February 3, 2014

Michael Zeller, Director of Facilities
MOR FURNITURE FOR LESS, INC.
8996 Miramar Rd. Ste 300
San Diego, CA 92126

Re: S. 48th St. Mor Furniture – Tacoma
Traffic Impact Analysis

Dear Mr. Zeller,

I am pleased to present this Traffic Impact Analysis for a proposed 44,990 sf Mor Furniture store on the south side of S. 48th St. just east of SR – 5 in Tacoma. Primary access to the site is proposed via a driveway on S. 48th St. aligned with the Macy Furniture Store access on the north side of the street.

Correspondence with the City of Tacoma staff identified that the following intersections be studied in this report

1. S. 48th St./Tacoma Mall Boulevard
2. S. 48th St./Lacey's Furniture Store driveway
3. S. 48th St./S. Alaska St.

The City also requested the following items be incorporated into the traffic report.

- *The proposed driveway access onto South 48th and its on-site circulation and connection with the residential roadway of South 49th on the south side of the site will need to be assessed for potential neighborhood/school cut-through potential.*
- *Please indicate the likely truck delivery entry/exit routes and access to/from the site, especially with respect to the above cut-through scenario (i.e., likely sensitivity of the surrounding neighborhood)*
- *In your discussion of the proposed operation/channelization of the center lane/median, please include operations, queue expectations, two-stage left-turn impacts, etc. in addition to any proposed re-channelization (diagrammatic is fine) that would be implemented by the developer to facilitate their desired access plan*
- *Your discussion of trip generation for the site should consider the likelihood that a Saturday afternoon is probably its peak demand (as would be for the Macy's driveway on the north)– therefore, you may be able to perform a quick supplemental analysis of opening year conditions for an *estimated* Saturday afternoon scenario (approximation of Saturday demand on 48th is acceptable using, or basing from, the weekday PM peak period).*

I have field reviewed the site and surrounding street system. The general format of this report is to describe the proposed project, identify existing traffic conditions (baseline), project future traffic conditions and identify Agency street/road improvements (future

Michael Zeller, Director of Facilities
MOR FURNITURE FOR LESS, INC.
February 3, 2014
Page -10-

The SSD was measured to a 2 ft. high object "vehicle tail light" standards. The 2 ft. object height is per the American Association of State Highway and Transportation Officials (AASHTO).

The results of the field measurements are summarized in Table 2. Table 2 shows the stopping and entering sight distance standards per the identified MPH at the proposed access. The stopping and entering sight distance were obtained from the American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets, 2001 Fourth Edition "Exhibit 3-1. Stopping sight distance wet pavement" and "Exhibit 9-55. Design Intersection Sight Distance - Case B1 - Left Turn from stop".

South 48th Street has a posted 30 MPH speed limit that correlates into a 35 MPH design speed per City criteria. The proposed access on S. 48th Street is aligned with the existing Macy Furniture Store access and has sufficient sight lines for a 35 MPH design speed. Further no safety issue is noted at the existing Macy Access.

AGENCY TRAFFIC IMPACT MITIGATION REQUIREMENTS

The City will require that the project site access and circulation be constructed in conformance to City requirements.

SUMMARY, CONCLUSIONS AND RECOMMENDATIONS

This report analyzed the traffic and parking impact of the proposed S. 48th St. Mor Furniture located on the south side of S. 48th Street just east of SR - 5. The proposed project is a 44,990 sf Mor Furniture Access with primary access on S. 48th Street aligned with the Macy Access.

Existing traffic data was obtained at the street intersections identified for analysis. Future horizon year traffic volumes were derived using a growth factor of 2 percent per year. Level of service analyses were performed for existing and projected future horizon traffic volumes during the weekday PM peak hour. The evaluation of the traffic impact of the proposed project included adding project generated traffic (Saturday peak hour traffic used to ensure a conservative review) to the future traffic volume projections and calculating the level of service. The "with" project traffic operations were then compared to the "without" project operations. The comparison of traffic operations "with" and "without" the project identified that the project would not cause a significant adverse affect on the operation of the study intersections. In addition, sight lines and safety inspection were conducted at the study intersections and no apparent deficiencies were noted.

Based on my analysis I recommend that S. 48th St. Mor Furniture be allowed with the following traffic impact mitigation measures.

Michael Zeller, Director of Facilities
MOR FURNITURE FOR LESS, INC.
February 3, 2014
Page -11-

- Construct site in accordance with applicable City requirements.

If you have any questions you can contact me at 206.762.1978 or email me at jaketraffic@comcast.com.



MJJ: mjj

EXPIRES 4/3/2014

Very truly yours,

Mark J. Jacobs, PE, PTOE, President
JAKE TRAFFIC ENGINEERING, INC.

02.03.2014

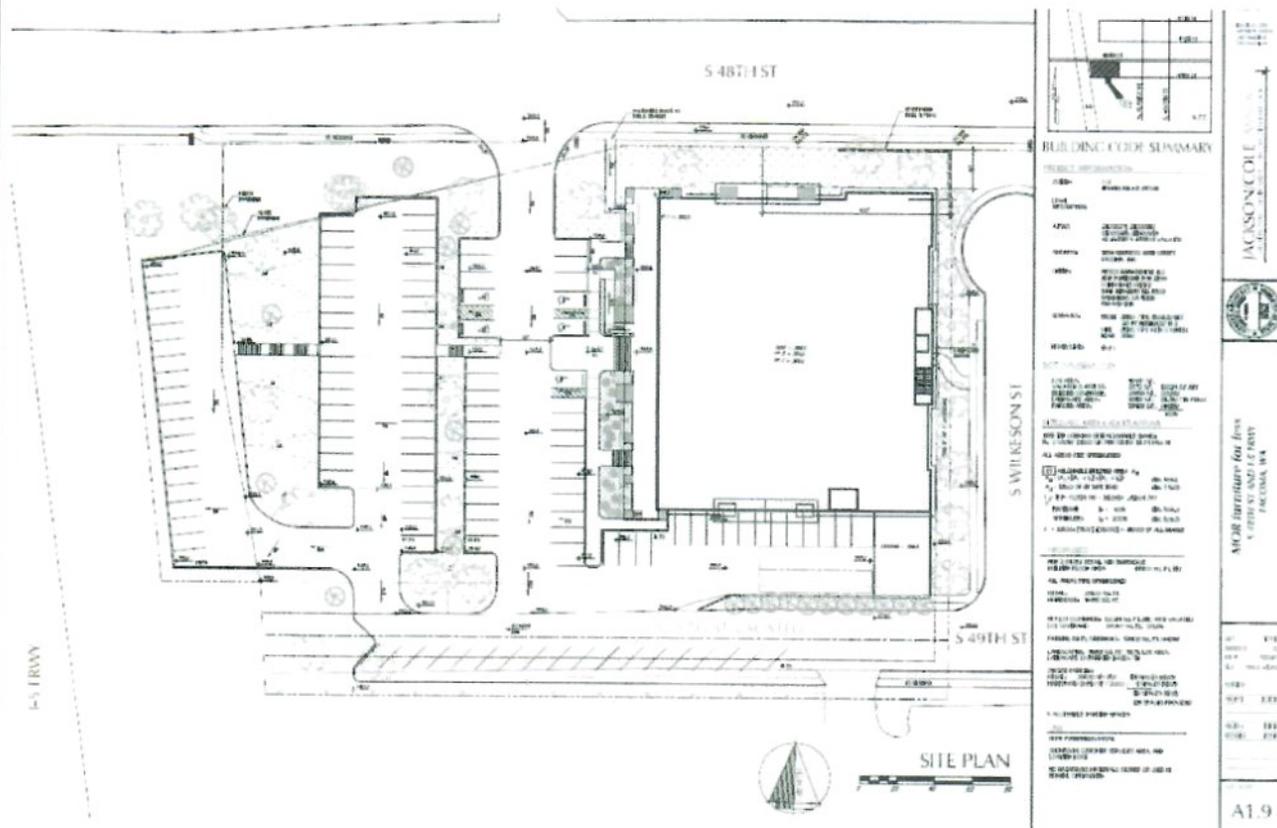
PM PEAK HOUR LEVEL OF SERVICE				
TABLE 1				
S. 48TH ST. MOR FURNITURE - TACOMA TRAFFIC IMPACT ANALYSIS				
INTERSECTION	APPROACH	EXISTING	2018 W/O PROJECT	2019 W/ PROJECT
1. S. 48 th St./Tacoma Mall Boulevard	Overall	C (30.2)	C (32.5)	C (32.8)
2. S. 48 th St./Macy's - Mor (future) access	SB EBLT NB WBLT	B (11.2) A (8.4) - -	B (11.4) A (8.6) - -	B (14.8) A (9.1) C (20.6) A (8.6) <i>Note: Saturday peak turning traffic used</i>
3. S. 48 th St./S. Alaska St.	Overall	C (23.9)	C (24.3)	C (24.4)

Number shown in parenthesis is the average control delay in seconds per vehicle for the intersection as a whole or approach movement, which determines the LOS per the Highway Capacity Manual.

Project: S. 48th St. Mor Furniture – Tacoma
 Location: South side of S. 48th St. e/o SR - 5



NORTH



Note: An 8.5 x 11" copy of the Site Plan is included with this report

JTE, Inc.
 FIGURE 2

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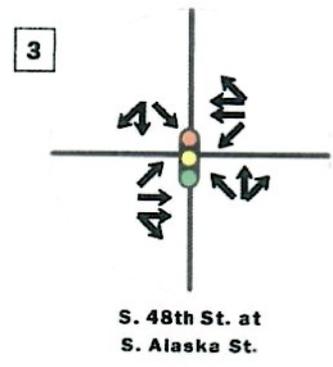
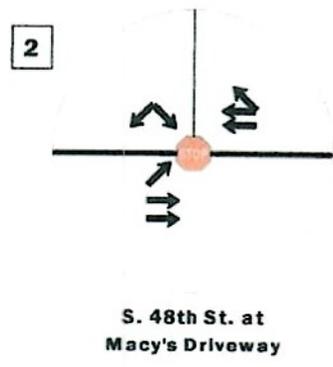
S. 48TH ST. MOR FURNITURE – TACOMA
 TRAFFIC IMPACT ANALYSIS

SITE PLAN



- ↑
NORTH
-
- LEGEND**
- Approach Lane & Direction
 - STOP Stop Sign
 - Traffic Signal
 - x Analysis I/S #
 - X-L's # of Travel Lanes
 - XX MPH Posted Speed Limit

Image obtained from
Pierce County Public GIS



JTE, Inc.
FIGURE 3

Reprint in Color Only

**S. 48TH STREET MOR FURNITURE - TACOMA
TRAFFIC IMPACT ANALYSIS**

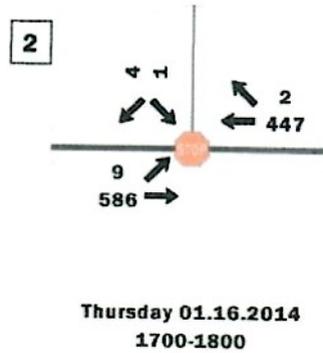
EXISTING STREET CONDITIONS



LEGEND

- PM Peak Hour Trip & Direction
- Stop Sign
- Traffic Signal
- [x] Analysis I/S #
- X-L's # of Travel Lanes
- XX MPH Posted Speed Limit

Image obtained from
Pierce County Public GIS



JTE, Inc.
FIGURE 4

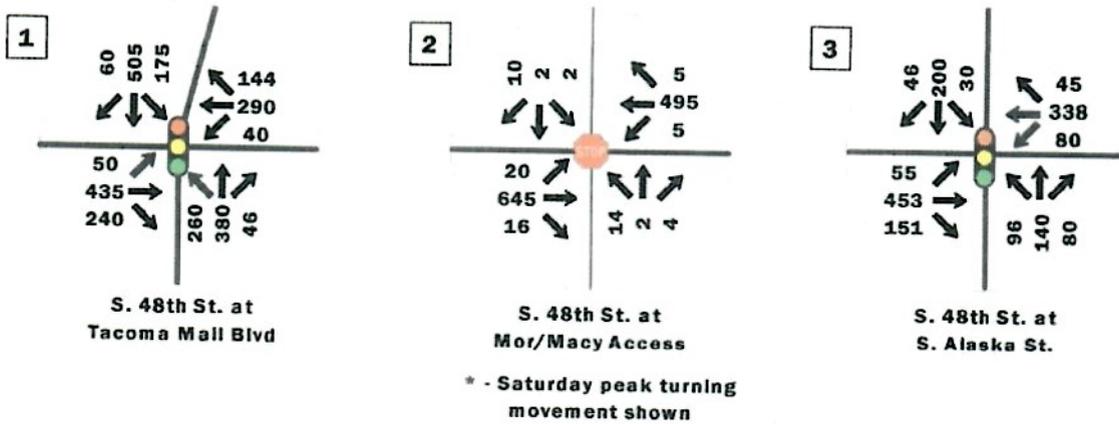
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**S. 48TH STREET MOR FURNITURE - TACOMA
TRAFFIC IMPACT ANALYSIS**

EXISTING PM PEAK HOUR TRAFFIC



Image obtained from
Pierce County Public GIS



JTE, Inc.
FIGURE 7

Reprint in Color Only

**S. 48TH STREET MOR FURNITURE - TACOMA
TRAFFIC IMPACT ANALYSIS
PROJECTED 2019 PM PEAK HOUR TRAFFIC VOLUMES
WITH THE PROJECT**

Tacoma Economic Goals

Comprehensive Plan Economic Goals Consistency Review Mor Furniture Land Use Designation Amendment

City of Tacoma GOAL EC–1: Diversify and expand Tacoma’s economic base to create a robust economy that offers Tacomans a wide range of employment opportunities, goods and services.

CONSISTENT: Approval of the Mor Furniture Land Use Designation change to Commercial will expand Tacoma’s economic base by promoting additional economic development opportunities that offer Tacomans additional employment opportunities, as well as additional access to furniture goods and services.

GOAL EC–2: Increase access to employment opportunities in Tacoma and equip Tacomans with the education and skills needed to attain high-quality, living wage jobs.

CONSISTENT: Approval of the Mor Furniture Land Use Designation change will increase access to commercial employment opportunities in Tacoma. Mor Furniture provides in-house employee training/education that encourages skill development promoting high-quality, living wage jobs for Tacomans.

GOAL EC–3: Cultivate a business culture that allows existing establishments to grow in place, draws new firms to Tacoma and encourages more homegrown enterprises.

CONSISTENT: The approval of the Mor Furniture Land Use Designation change to Commercial is responsive to the business community, which directly fosters and cultivates a business culture that the City wants business to grow in place. Approval will allow Mor Furniture to grow in place and expand on their initial vision, which is an encouragement to other entrepreneurial enterprises and new businesses wishing to locate in Tacoma.

GOAL EC–4: Foster a positive business environment within the City and proactively invest in transportation, infrastructure and utilities to grow Tacoma’s economic base in target areas.

CONSISTENT: Being responsive to the business community on requests like this fosters a positive business environment within the City. The approval of the Mor Furniture Land Use Designation change will directly support new commercial development in an undeveloped area of the City that is directly abutting the Commercially zoned Mor property.

GOAL EC-5: Create a city brand and image that supports economic growth and leverages existing cultural, community and economic assets.

CONSISTENT: Approval of the Mor Furniture Land Use Designation change to Commercial will expand Tacoma's economic base, which will be consistent with the City's efforts in establishing a City brand and image that is supportive of economic growth. Approval of this request will leverage the existing economic assets of the immediate area, which in this case includes the Tacoma Mall commercial retail area that is physically connected to commercial retail activities along South 48th Street immediately east of I-5.

GOAL EC-6: Create robust, thriving employment centers and strengthen and protect Tacoma's role as a regional center for industry and commerce.

CONSISTENT: Approval of the Mor Furniture Land Use Designation change to Commercial will strengthen the Tacoma Mall employment center. Approval will allow development that supports the needs of Mor Furniture, which is consistent with the City's efforts to retain, grow and attract business within the Tacoma Mall regional business center.

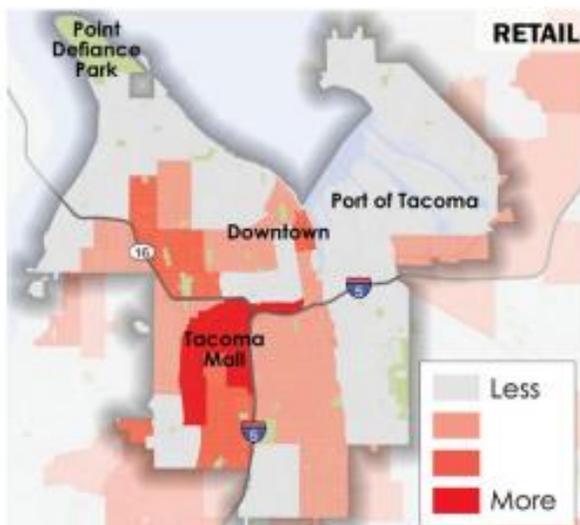


FIGURE 27. Employment Concentration by Major Industry, City of Tacoma, 2013

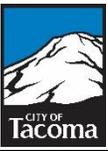
The above maps illustrate the relative concentrations of employment by industry within Tacoma. The darker the color, the more concentrated employment is in that particular industry.

Source: Puget Sound Regional Council, 2014

Application 2

Electric Fences





**2023 ANNUAL AMENDMENT
TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE**

**Application:
Electric Fence Development Standard Amendments**

**Staff Analysis Report
March 1, 2023**

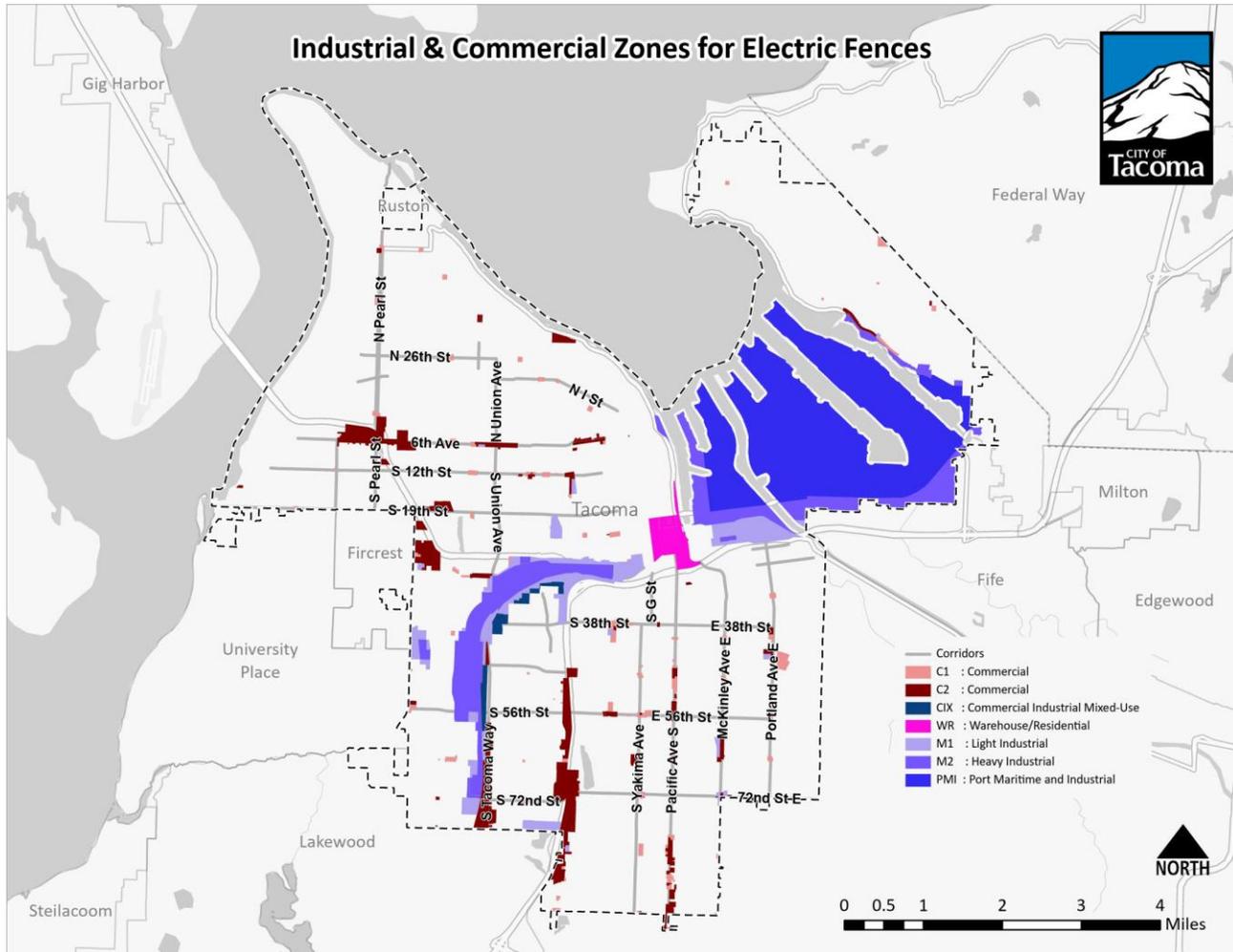
An application to amend appropriate sections of the Tacoma Municipal Code (TMC) to allow electric fences in multiple zoning districts, subject to certain standards. Currently, electric fences are allowed only in the City's Industrial Districts.

Project Summary	
Project Title:	Electric Fences
Applicant:	City of Tacoma
Location and Size of Area:	Citywide, in Commercial Districts (C-1 and C-2), CIX Commercial Industrial Mixed-Use District, and WR Warehouse Residential District. (Already allowed in M-1, M-2, and PMI)
Neighborhood Council Area:	Citywide
Staff Contact:	Jana Magoon, Land Use Division Manager, jmagoon@cityoftacoma.org
Staff Recommendation:	Staff proposes: <ul style="list-style-type: none"> • Allow fence up to 10 feet in height; • In C-1 and C-2 Districts, prohibit between front of building and street; • In C-1 and C-2, require electric fence to be setback 5 feet from all property lines; • Electric fence shall not interfere with required landscaping; • Require a non-electric fence around electric fence: and • Prohibit electric fence in and around critical areas (except not applicable to the South Tacoma Groundwater Protection District).
Project Proposal:	See Exhibit "A"



1. Area of Applicability

Citywide, in Industrial and Commercial areas.



2. Background

The City of Tacoma has seen a spike in applications for electric fences throughout the city. This is due to the rise in theft and other safety issues that has added expense to local businesses. However, electric fences are currently only allowed in Industrial Districts. Multiple business owners have contacted City Councilmembers seeking alternative ways to reduce further losses. On November 30, 2021, the City Council passed Resolution No. 40881, requesting that the Planning Commission explore development standards that could facilitate the construction of electric fences in commercial areas of the City of Tacoma. On May 10, 2022, the City Council passed Substitute Resolution No. 40955, adjusting the timeline for the study from 2022 Amendment cycle to 2023 Amendment cycle and providing the following additional suggestions for the Commission's consideration:

- (a) Businesses have raised concerns of increased theft and safety issues that have added severe expenses, hence the sense of urgency in the community for the regulatory review of this issue;
- (b) There are great concerns about equity, health, and safety regarding expansion of electric fences into areas outside the industrial zones that must be properly addressed; and
- (c) the Commission's review should include, but not be limited to, compatibility of the design and installation of electric fences with the surrounding environment, costs to businesses of permitting and installation of electric fences, site-by-site decisions or district-wide permissions, the applicability of conditional use permits, and the applicability of areas where commercial uses are present or allowed.

Existing Fence Regulations include:

TMC 13.06.090.K.1.b In Commercial, Mixed Use, and Downtown Districts:

- Barbed and razor wire allowed ONLY when not visible to public street or adjacent residential use
- Chain link is PROHIBITED between front of building and public street, except when necessary to protect a critical area or around a recreational use.
- Electrified fencing is PROHIBITED
- MAXIMUM height of a fence between front of building and public street is limited to 3 feet in height; EXCEPT a decorative fence may be allowed up to 8 feet in height provided at least 50% of the fence is transparent AND a minimum 5-foot landscaped area "softens" the view of fence. Fences required by Washington State Liquor Control Board are exempt from 3-foot height limit provided the area between 3 feet and 7 feet is 50% transparent.
- MAXIMUM height of a fence in the Street Level Residential Transition Area is 5 feet.
- MAXIMUM height of a fence along alley is limited to 3 feet in height; EXCEPT when fence design allows that the area between 3 feet and 7 feet is at least 20% transparent.

3. Analysis

Staff analysis of this application has been conducted in accordance with TMC 13.02.070.F.2, which requires the following four provisions be addressed, as appropriate:

- A staff analysis of the application in accordance with the elements described in 13.02.070.D;
- An analysis of the consistency of the proposed amendment with State, regional and local planning mandates and guidelines;
- An analysis of the amendment options identified in the assessment report; and

- An assessment of the anticipated impacts of the proposal, including, but not limited to: economic impacts, noise, odor, shading, light and glare impacts, aesthetic impacts, historic impacts, visual impacts, and impacts to environmental health, equity and quality.

a. A staff analysis of the application in accordance with the elements described in 13.02.070.D;

TMC 13.02.070.D, subsection 5.d.(1), requires that the following objectives shall be met by applications for the annual amendment:

- Address inconsistencies or errors in the Comprehensive Plan or development regulations;
Staff Response: This requested code change does not address inconsistencies or errors in the Comprehensive Plan or development regulations.
- Respond to changing circumstances, such as growth and development patterns, needs and desires of the community, and the City’s capacity to provide adequate services;
Staff Response: The City has seen a spike in applications for electric fences throughout the city of Tacoma. This is due to the rise in theft and other safety issues that has added expense to local businesses.
- Maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern; and/or
Staff Response: Historically, electric fences have been considered unsightly and dangerous. In addition, over the years, the Land Use Code has been modified to limit type, location, and height of fences in commercial and mixed-use districts. Appropriate development standards are critical if electric fences are allowed in commercial districts. In particular, potential conflicts between electric fences and residential development (which is allowed in C-1 and C-2 Commercial Districts, CIX Mixed Use District, and WR Warehouse Residential District) should be minimized.
- Enhance the quality of the neighborhood.
Staff Response: The purpose of this change is to reduce vandalism and theft of certain properties, which can be construed as an enhancement to the neighborhood. However, appropriate development standards will be an important element of this proposal if quality of neighborhood will be protected.

b. An analysis of the consistency of the proposed amendment with State, regional and local planning mandates and guidelines;

Staff has identified the following pertinent policies for the Planning Commission’s review of the proposal for consistency with the Comprehensive Plan. Staff notes that the proposal is generally compatible with the following goals and polices contained within the One Tacoma Comprehensive Plan. Provided appropriate development regulations are adopted, the expansion of electric fences into commercial and downtown areas will be consistent with applicable policies.

Urban Form:

- **Goal UF–10.6:** Encourage public street and sidewalk improvements along Avenues to support the vitality of business districts, create distinctive places, provide a safe and attractive pedestrian environment, and contribute to creating quality living environments for residents.
- **Policy UF–13.10:** - Maintain and enhance the existing commercial areas while preserving the unique features of these neighborhoods.
- **Policy UF–13.38:** Support the development of Pacific Avenue as a growing business and employment center and enhance streetscapes to improve pedestrian safety and promote the corridor as a civic footprint.

Design + Development:

- **Goal DD–8:** Promote development practices that contribute to a sense of safety and reduction in opportunities for crime.
- **Goal 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.
- **Goal DD–1.12:** Encourage building and site design approaches that help prevent crime.
- **Policy DD–5.3:** Promote building and site designs that enhance the pedestrian experience in centers and corridors, with windows, entrances, pathways, and other features that provide connections to the street environment.
- **Policy DD–8.3:** Promote an understanding of the benefits of CPTED among design, development, and investment interests.
- **Policy DD–8.4:** Promote natural sightlines and visibility through the design and placement of features on sites in ways to provide opportunities for people to observe the space, uses, activities, and people around them.

c. An assessment of the anticipated impacts of the proposal, including, but not limited to: economic impacts, noise, odor, shading, light and glare impacts, aesthetic impacts, historic impacts, visual impacts, and impacts to environmental health, equity and quality.

As part of the annual amendment cycle, staff conducts an environmental review, including a non-project action SEPA checklist, to consider the potential environmental impacts of the proposals. In addition, the City Council has adopted a policy to consider equity in all Council actions. As a result, potential impacts need to be assessed through an equity lens utilizing the Tacoma Equity Index and other tools, including the historical context of planning in the area.

Over the years, the Land Use Code has been modified to limit type, location, and height of fences in commercial, downtown, and mixed-use districts. Landscaping is also required in certain instances to soften the appearance of the fence. Limiting fence height and type is a CPTED practice that allows natural sightlines and visibility. This practice, along with landscaping, also facilitates high quality pedestrian scale development at the public right of way.

However, theft and vandalism has become a greater concern in recent years. Staff note that small, locally owned businesses are less able to absorb the cost of property theft and other crime on their property. The

recent increase in property crime, vandalism, and thefts targeting businesses threaten our local economy. The fence code should be updated to support our local businesses.

Regarding impacts to the natural environment, electric fences create a hazard to wildlife that utilize the City's critical areas. Consideration should be given to use of electric fences around/adjacent to critical areas.

4. Public Outreach

The Commission is scheduled to conduct a public hearing on the 2023 Amendment in early 2023. Additional public outreach for all the applications for the 2023 Amendment will be conducted prior to and during the public hearing process.

5. Recommendation

Staff recommends releasing a draft code that includes the following:

- In all districts where allowed, an electric fence may be constructed up to 10 feet tall.
- In C-1 and C-2 Commercial Districts, the electric fence should be prohibited between front of building and public street (same as cyclone).
- In C-1 and C-2 Commercial Districts, electric fences must be setback 5 feet from all property lines
- Electric fence shall not interfere with required landscape buffer and/or perimeter strip and/or street trees, when applicable. (enhanced pedestrian experience)
- In districts, require a secondary fence be constructed between the electric fence property line. (safety)
- Electric Fences are prohibited around or adjacent to a critical area (except not applicable to the South Tacoma Groundwater Protection District). (restricts movement of wildlife)

Below are alternatives that Planning Commission could consider after Public Comment:

- Fence color. In Commercial Districts, the secondary fence should be transparent and should be black in color. (safety and enhanced pedestrian experience - less visible)
- Set forth distance between electric and non-electric fence
- Set maximum AND minimum height requirement
- Prohibit electric fences (as is currently the case) in Warehouse Residential regardless of location.
- Restrict allowance for certain Variances
- Limit the allowance of electric fences to certain uses
- When no building on site, what are appropriate limitations for fence location

6. Exhibit

- Exhibit "A" – Electric Fences, Draft Code

7. Supplemental Information

- Attachment "A" - Electric Fences, Frequently Asked Questions

###



2023 ANNUAL AMENDMENT
TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE

Exhibit A:

Electric Fences - Draft Code

TACOMA MUNICIPAL CODE 13.06.090.K

K. Fences and Retaining Walls.

1. Applicability. These fence and retaining wall regulations apply to all zoning districts. Regulations within specific zones are set forth below.

2. Purpose. [The purpose of fence and retaining wall regulations is to implement the Comprehensive Plan polices that seek to enhance the pedestrian experience while also reducing opportunity for crime.](#)

3. [The Director may attach any reasonable conditions found necessary to make proposed fencing or retaining walls compatible with its environment, to carry out the goals and policies of the City's Comprehensive Plan, and/or to provide compliance with other criteria or standards set forth in the City's Land Use Regulatory Codes.](#)

4. Fencing.

[a. Residential Districts](#)

[\(1\) Fencing Type Limitations](#)

[\(a\) Barbed or razor wire. The use of barbed or razor wire is prohibited.](#)

[\(b\) Electrified fences are prohibited](#)

[\(c\) Chain link. Chain link is permitted; except](#)

[\(i\) In the case of a 4-plex, multi-family, or single-family attached \(townhouse\) development, chain link or similar wire fencing is prohibited between the front of a building and a public street, except for wetland preservation and recreation uses; and](#)

[\(ii\) chain link, with or without slats, is prohibited for required screening.](#)

[\(2\) Fence and Wall Height](#)

[\(a\) In the case of single-family attached \(townhouse\), the maximum height of free-standing walls, fences, or hedges between any public street and building shall be 3 feet. Exception: Decorative fences up to 8 feet in height may be allowed between a public street and any residential use provided such fence is at least 50 percent transparent and features a planting strip at least 5 feet wide with Type C or D landscaping to soften the view of the fence and contribute to the pedestrian environment.](#)

[\(b\) See TMC 13.06.090.M for fence limitation specific to Building Transition. In the case of conflicts, the most restrictive section will apply.](#)

[b. Commercial Districts, MUCs, and Downtown](#)

(1) Fencing Type Limitations.

(a) Barbed or razor wire. The use of barbed or razor wire is limited to those areas not visible to a public street or to an adjacent residential use.

(b) Chain link. Chain link or similar wire fencing is prohibited between the front of a building and a public street, except for wetland preservation and recreation uses.

(c) Electrified. Electric fences are allowed in Commercial Districts, the Commercial Industrial Mixed-Use District, and Warehouse Residential District, subject to the following standards. Electric Fences are not subject to the height standards in subsection (2) below. These standards shall not apply to underground or invisible pet fences that are used to contain small domestic animals.

(i) Location

(a) Electric fences shall be prohibited between the front of a building and the adjacent public street.

(b) Electric fences shall be prohibited adjacent to any R District, any residential use, or residential mixed-use, except in the case when an electric fence is in place prior to the residential use or residential mixed-use.

(c) Except for the South Tacoma Groundwater Protection District, electric fences shall not be around or adjacent to a critical area as defined in TMC 13.01.110.C.

(ii) Standards

(a) Electric fences shall be limited to a height of 10 feet.

(b) Electric fences shall be setback a minimum of 5 feet from all property lines.

(c) An electric fence shall be surrounded by a decorative, non-electric, transparent fence. This fence shall be no lower than 6 feet and no taller than 7 feet.

(iii) Electrification

(a) The energy source (energizer) for electric fences must be provided by a storage battery not to exceed 12 volts DC. The storage battery may be charged by a solar panel. The solar panel may not be augmented by a trickle charger.

(b) The electric charge produced by the fence upon contact shall not exceed energizer characteristics set forth in in the International Electrotechnical Commission (IEC) Standards.

(iv) Warning Signs

(a) Electric fences shall be clearly identified with warning signs that read "Warning - Electric Fence" at intervals of 50 feet or less. Signs shall also contain imagery or symbols of, or similar to, the International Organization for Standardization (ISO) warning symbol for electric hazard to alert individuals that the fence is electrically charged (e.g. lightning bolts).

(2). Fencing and Wall Height Standards.

(a) The maximum height of free-standing walls, fences, or hedges between any public street and building shall be 3 feet.

(b) Decorative fences up to 8 feet in height may be allowed between a public street and any residential use provided such fence is at least 50 percent transparent and features a planting strip at least 5 feet wide with landscaping pursuant to the requirements of TMC 13.05.502 to soften the view of the fence and contribute to the pedestrian environment.

(c) Fences required by the Washington State Liquor Control Board shall also be exempt from the maximum height limitation, provided any portion of the fence between 3 and 7 feet above grade is at least 50 percent transparent.

(d) Fences shall not exceed 5 feet in height in required Street Level Residential Transition Areas.

(e) Fences along alleys are allowed provided fences greater than 3 feet in height are at least 20% transparent between 3 and 7 feet above grade. If no transparency is provided, the maximum height of such fence shall be 3 feet.

(f) Exception. In Downtown Districts, fences greater than 3 feet in height are allowed if the portion of the fence between 3 and 7 feet above grade is at least 20 percent transparent.

c. Industrial Districts

(1) Fence Type Limitations

(a) Barbed or razor wire. The use of barbed or razor wire is limited to those areas not adjacent residential use.

(b) Chain link. Chain link or similar wire fencing is permitted.

(c) Electrified. Electric fences are allowed in all Industrial Districts subject to the following standards. These standards shall not apply to underground or invisible pet fences that are used to contain small domestic animals.

(i) Location

(a) Electric fences shall be prohibited adjacent to any R District, any residential use, or residential mixed-use.

(b) Electric fences shall not be around or adjacent to a critical area as defined in TMC 13.01.110.C.

(ii) Standards

(a) Electric fences shall be limited to a height of 10 feet.

(b) An electric fence shall be separated from property line by a non-electric fence a minimum of 6 feet tall.

(iii) Electrification

(a) The energy source (energizer) for electric fences must be provided by a storage battery not to exceed 12 volts DC. The storage battery may be charged by a solar panel. The solar panel may not be augmented by a trickle charger.

(b) The electric charge produced by the fence upon contact shall not exceed energizer characteristics set forth in in the International Electrotechnical Commission (IEC) Standards.

(iv) Warning Signs

(a) Electric fences shall be clearly identified with warning signs that read "Warning - Electric Fence" at intervals of 50 feet or less. Signs shall also contain imagery or symbols of, or similar to, the International Organization for Standardization (ISO) warning symbol for electric hazard to alert individuals that the fence is electrically charged (e.g. lightning bolts).



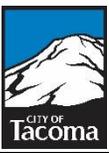
**2023 ANNUAL AMENDMENT
TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE**

Attachment A: Electric Fences - FAQ (From November 16, 2022 - Planning Commission Presentation)	
FAQ	Staff Response
What type of uses are most interested in installing electric fences?	Car repair and business that store equipment or vehicles outside.
Why are owners asking for a 10-foot-tall fence?	It is believed that 10-foot is minimum height to keep people from getting over the fence.
What voltage runs through the fence?	7000 Volts pulse through fence every 1.5 seconds
Is it dangerous to touch an electric fence?	Touching an electric fence should not cause serious harm. It will produce a shock that will be remembered. Tacoma Power suggested watching the following video. https://www.youtube.com/watch?v=hoBXpXzaYYc .
Are there regulations governing electrical fences?	The International Electrotechnical Commission (IEC) provide safety standards for electric fences. These are not regulations; but best practices. The Organization for Standardization (ISO) provide standards for warning signs. The draft code references these standards.
Is the entire fence electrified or just the upper 3 feet?	The lower portion, chain link, is not electrified it is often "enhanced" with electric wires at regular intervals.
Under current code, can a company request a Variance?	Yes, we are processing one at this time at 9249 Pacific Avenue. It is a used car sales lot in the C-2 Commercial District.

Application 3

Shipping Containers





**2023 ANNUAL AMENDMENT
TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE**

**Application:
Shipping Container Development Standard Amendments**

**Staff Analysis Report
March 1, 2023**

An application to amend appropriate sections of the Tacoma Municipal Code (TMC) to allow shipping containers in multiple zoning districts, subject to certain standards. Currently, shipping containers are allowed only in the City's Industrial Districts or as temporary uses in other districts.

Project Summary	
Project Title:	Shipping Containers
Applicant:	City of Tacoma
Location and Size of Area:	Citywide, in C-1 and C-2 Commercial Districts; Also uses operating with a Conditional Use Permit in Residential Districts or with a valid Temporary Use Permit (Already allowed in Industrial Districts)
Neighborhood Council Area:	Citywide
Staff Contact:	Jana Magoon, Land Use Division Manager, jmagoon@cityoftacoma.org
Staff Recommendation:	<p>Staff propose:</p> <ul style="list-style-type: none"> • In Commercial Districts, shipping containers should be permitted, subject to regulations. • In Residential Districts, Shipping Container should be allowed in conjunction with a Conditional Use provided development regulations are met. • In All Districts, expand the temporary use provision to support expanded temporary use of shipping containers. • Except in Industrial District, shipping containers must not be stacked • Except in Industrial Districts, shipping containers must be located behind the main building and screened with either a fence or landscaping. • Except in Industrial Districts, shipping containers must be setback 5 feet from all property lines
Project Proposal:	See Exhibit "A"



1. Area of Applicability

Citywide in Commercial areas and in Residential Districts (only with a permitted Conditional Use)

2. Background

In 2012 alone, the US Department of Transportation statistics indicate more than five million shipping containers sat dormant. Further, the reprocessing or melting down of shipping containers require a minimum of 8,000 kWh of energy. Maybe for this reason, shipping containers have gained popularity as a construction material for various uses. Historically, shipping containers have been considered unsightly and undesirable but developers have started using creative techniques to help shipping containers blend with surrounding areas. On June 8, 2021, the City Council passed Resolution No. 40794, requesting that the Planning Commission review the use and allowed locations for shipping containers as a type of accessory structure. On May 10, 2022, the Council passed Substitute Resolution No. 40955, adjusting the timeline for the study from 2022 Amendment cycle to 2023 Amendment cycle and providing the following additional suggestions for the Commission's consideration:

- (a) The Commission should focus more on issues relating to using shipping containers as innovative housing solutions, and also shipping containers for storage and other uses specifically in commercial districts, and
- (b) The Commission's review of development standards should ensure that shipping containers for residential use provide value-added accommodations and are safe to live in.

It is noted that Substitute Resolution No. 40955 also acknowledges the Planning Commission's recommendation that "evaluating shipping containers as innovative housing options be considered in coordination with Home in Tacoma Project Phase 2." As set forth in the resolution, the focus of the Commission's work during the 2023 Amendment cycle should be on the "proposed land use code amendments pertaining to the use of shipping containers for storage and other uses.

Since Council first directed Planning Commission to review changes to code for shipping containers, staff have been asked to consider shipping containers for specific uses, such as growing and storing food in residential districts. And Planning Commission has indicated that shipping containers could be utilized as accessory uses on sites with valid Conditional Use Permits, such as schools and parks.

3. Analysis

Staff analysis of this application has been conducted in accordance with TMC 13.02.070.F.2, which requires the following four provisions be addressed, as appropriate:

- A staff analysis of the application in accordance with the elements described in 13.02.070.D;
- An analysis of the consistency of the proposed amendment with State, regional and local planning mandates and guidelines;
- An analysis of the amendment options identified in the assessment report; and
- An assessment of the anticipated impacts of the proposal, including, but not limited to: economic impacts, noise, odor, shading, light and glare impacts, aesthetic impacts, historic impacts, visual impacts, and impacts to environmental health, equity and quality.

a. A staff analysis of the application in accordance with the elements described in 13.02.070.D;

TMC 13.02.070.D, subsection 5.d.(1), requires that the following objectives shall be met by applications for the annual amendment:

- Address inconsistencies or errors in the Comprehensive Plan or development regulations;
Staff Response: This requested code change does not address inconsistencies or errors in the Comprehensive Plan or development regulations.
- Respond to changing circumstances, such as growth and development patterns, needs and desires of the community, and the City’s capacity to provide adequate services;
Staff Response: In 2012 alone, the US Department of Transportation statistics indicate more than five million shipping containers sat dormant. Further, the reprocessing or melting down of shipping containers require a minimum of 8,000 kWh of energy. Maybe for this reason, shipping containers have gained popularity as a construction material for various uses.
- Maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern; and/or
Staff Response: Historically, shipping containers have been considered unsightly but developers have started using creative techniques to help shipping containers blend with surrounding areas. If the appropriate development standards are included in the scope of this project, allowing shipping containers will be compatible with existing and proposes land uses and the surrounding development pattern.
- Enhance the quality of the neighborhood.
Staff Response: The purpose of this change is to allow creative use of shipping containers as an accessory structure on commercial properties. However, appropriate development standards will be an important element of this proposal if quality of neighborhood will be protected.

b. An analysis of the consistency of the proposed amendment with State, regional and local planning mandates and guidelines;

Staff has identified the following pertinent policies for the Planning Commission’s review of the proposal for consistency with the Comprehensive Plan. Staff notes that the proposal is generally compatible with the following goals and polices contained within the One Tacoma Comprehensive Plan. Provided appropriate development regulations are adopted, the expansion of electric fences into commercial and downtown areas will be consistent with applicable policies.

Urban Form:

- **Policy UF–13.10:** Maintain and enhance the existing commercial areas while preserving the unique features of these neighborhoods.

Design + Development:

- **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-4.1:** Preserve and enhance the quality, character, and function of Tacoma's residential neighborhoods.
- **Policy DD-5.14:** Promote building design that is compatible with the existing and/or desired character of the area.
- **Policy DD-7.1:** Encourage rehabilitation and adaptive reuse of buildings, especially those of historic or cultural significance, to conserve natural resources, reduce waste, and demonstrate stewardship of the built environment.
- **Policy DD-7.3:** Encourage use of technologies, techniques, and materials in building design, construction, and removal that results in the least environmental impact over the life cycle of the structure.
- **Policy DD-7.4:** Encourage use of natural, resource-efficient, recycled, recycled content, and non-toxic building materials and energy-efficient building practices.

c. An assessment of the anticipated impacts of the proposal, including, but not limited to: economic impacts, noise, odor, shading, light and glare impacts, aesthetic impacts, historic impacts, visual impacts, and impacts to environmental health, equity and quality.

As part of the annual amendment cycle, staff conducts an environmental review, including a non-project action SEPA checklist, to consider the potential environmental impacts of the proposals. In addition, the City Council has adopted a policy to consider equity in all Council actions. As a result, potential impacts need to be assessed through an equity lens utilizing the Tacoma Equity Index and other tools, including the historical context of planning in the area.

Shipping containers have been prohibited in residential zoning districts for at least 30 years. The prohibition was expanded to Commercial Districts after 2020. It is assumed this is because of visual impacts. Shipping containers in their natural form appear inconsistent with many of the City's policies related to "excellence" in architecture, compatible building design, and consistency with neighborhood character. On the other hand, as developers and jurisdictions seek ways to reduce waste, the reuse of shipping containers is more appealing. To this end, it seems reasonable to allow shipping containers provided they are appropriately screened. It should be noted that, regardless of our Land Use Regulations, meeting building code for certain adaptive reuse can be prohibitive. Specifically, depending on use, energy code is very difficult to meet and, depending on size, a permanent foundation may be required.

Discussions of using shipping containers for housing will happen at a later date.

4. Public Outreach

The Commission is scheduled to conduct a public hearing on the 2023 Amendment in early 2023. Additional public outreach for all the applications for the 2023 Amendment will be conducted prior to and during the public hearing process.

5. Recommendation

Staff recommends drafting code that includes the following:

- Shipping containers should be permitted, subject to regulations, in Commercial Districts, on sites with a Conditional Use Permit, and as a temporary use.
- In Residential Districts, Shipping Containers should be allowed in conjunction with a Conditional Use provided development regulations are met.
- In All Districts, expand the temporary use provision to support expanded temporary use of shipping containers.
- Except for Industrial Districts, shipping containers must be located behind the main building.
- Except in Industrial Districts, shipping containers must be located behind the main building and screened with either a fence or landscaping.
- Except for Industrial Districts, shipping container cannot be stacked.
- Except in Industrial Districts, shipping containers must be setback 5 feet from all property lines.

Additional regulations that may be considered by the Planning Commission after Public Comment:

- Limit on the number shipping containers allowed on each site

6. Exhibit

- Exhibit "A" – Shipping Containers, Draft Code

###



2023 ANNUAL AMENDMENT
TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE

Exhibit A:

Shipping Containers – Draft Code

Tacoma Municipal Code (TMC) 13.06.020 Residential Districts.

A. Applicability. The following tables compose the land use regulations for all districts of Section 13.06.020.

* * * * *

G. Accessory building standards.

* * * * *

9. Except as noted below, commercial shipping and/or storage containers shall not be a permitted type of accessory building in any residential zoning district.

a. ~~Such~~ Shipping and/or storage containers may be allowed as a temporary use, subject to the limitations and standards in Section 13.06.080.P.

b. Shipping and/or storage containers may be allowed on a site with a valid Conditional Use Permit, subject to the following standards:

(1) On sites less than 5 acres, shipping container shall not be located between the building and street right-of-way. On corner lots, this applies to front and side.

(2) On sites less than 5 acres, on corner lots, shipping container shall be setback further than the side wall of the main building.

(3) Shipping containers shall be screened from any Residential District when adjacent to or across street and/or alley from the Residential District. The shipping container must be screened by a minimum 6-foot tall solid wood fence and/or landscaping.

(4) Shipping containers cannot be stacked

(5) Shipping containers must meet, at a minimum, the setbacks of the main building

(6) If any of these standards cannot be met, a shipping container may be located as a Temporary Use for a reduced time and subject to the standards for a Temporary Use. See TMC 13.06.080.P

* * * * *

TMC 13.06.030 Commercial Districts

A. Applicability. The following tables compose the land use regulations for all districts of Section 13.06.030.

* * * * *

E. District use restrictions.

* * * * *

4. District use table.

* * * * *

Footnotes:

* * * * *

~~3. Commercial shipping containers shall not be an allowed type of accessory building in any commercial zoning district. Such storage containers may be allowed as a temporary use, subject to the limitations and standards in Section 13.06.080.P~~

* * * * *

F. District Development Standards

* * * * *

3. Setbacks

a. Applicability. See TMC 13.100.A for setbacks applicable to shipping containers.

* * * * *

TMC 13.06.080.P Temporary Use

* * * * *

2. Purpose.

The Purpose of this section is to allow listed temporary uses which:

- a. Are not contrary to the various purposes of this chapter;
- b. Will not impede the orderly development of the immediate surrounding area, as provided for in the Comprehensive Plan and the zoning district in which the area is located; and
- c. Will not endanger the health, safety, or general welfare of adjacent residences or the general public.

* * * * *

4. Temporary structure standards.

* * * * *

d. Temporary storage.

Temporary storage units are transportable units designed and used primarily for temporary storage of building materials, household goods, personal items and other materials for use on a limited basis.

Temporary storage can also include storage of food (including the growth of food items). Temporary storage units, where allowed, shall be subject to the following standards:

(1) Temporary storage units shall be allowed in the following instances:

(a) As part of an active construction project or active moving process; or

[\(b\) In conjunction with a Conditional Use, to support the Conditional Use; or](#)

[\(c\) To support an agricultural use, such as growing food. Food shall not be sold from the site.](#)

(2) In residential zoning districts, the maximum duration of temporary storage shall be 180-days in any two-year period, with up to one 60-day extension allowed at the discretion of Planning and Development Services.

(3) In commercial, mixed-use or industrial zoning districts, temporary storage units shall be:

(a) removed within 30 days after final inspection of the project; or

(b) [if being used in conjunction with a Conditional Use](#), a maximum of 180-days in a two-year period, with up to one 60-day extension allowed at the discretion of Planning and Development Services

(4) Temporary storage units shall be placed in the least conspicuous location available to minimize disturbance to any adjoining properties and shall be located in accordance with all applicable building, health and fire safety ordinances and regulations. Units shall provide a minimum 5-foot setback from all exterior property lines and shall not be located within required buffer areas. Units shall not block, impair, or otherwise unduly inconvenience pedestrian or vehicular traffic patterns, emergency access, access points to the site, parking lots, or adjacent uses.

(5) Such use is of a temporary nature not involving permanent installations, including structures, utilities, and other improvements, unless such improvements are to be used in conjunction with a permanent structure, plans for which have been approved by Planning and Development Services. This provision shall not be construed to prohibit the installation of utilities necessary to serve the temporary use or the requiring of improvements necessary to eliminate or mitigate nuisances or adverse environmental impacts resulting from the temporary use.

(6) Such temporary building shall not be required to comply with the standard locational, bulk and area requirements or the design, landscaping, parking and other standards found in Sections 13.06.090.100.

(7) Planning and Development Services shall have full discretion to stipulate additional limitations or conditions on such temporary use to ensure that it does not unduly affect the health, safety, or general welfare of adjacent properties or residences or the general public.

TMC 13.06.100.A Design Standards

1. General Applicability. The design standards of this section are required to implement the urban design goals of the Comprehensive Plan of the City of Tacoma. The building design standards apply to all new development as outlined below, except as follows:

* * * * *

j. Accessory Structure - Shipping containers are exempt from all sections except Subsection 9 below.

2. Zoning District Applicability. The following requirements apply to C1, C2, T, and PDB zoning districts...

* * * * *

9. Accessory Structure - Shipping Container

a. Shipping Containers are allowed as an accessory structure in all Commercial Districts subject to the standards set forth below:

(1) Shipping container shall not be located between the building and street right-of-way. On corner lots, this applies to front and side.

(2) On corner lots, shipping container shall be setback a minimum of 5-feet from all property lines and further than the side wall of the main building, whichever is greater.

(3) Shipping containers shall be screened from any Residential District when adjacent to or across an alley from the Residential District. In this case it must be screened by a minimum 6-foot tall solid wood fence and/or landscaping.

(4) Shipping containers may not be placed within a shopping center as defined in TMC 13.01.060.S.

(5) See TMC 13.06.080.P for regulations specific to shipping containers as a temporary use.

Application 4

Delivery-Only Retail Businesses





**2023 ANNUAL AMENDMENT
TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE**

**Application:
Code Amendments Regulating Delivery-only Businesses
of Food and Other Consumables**

**Staff Analysis Report
March 1, 2023**

This application, “Code Amendments Regulating Delivery-only Businesses of Food and Other Consumables” (Delivery-only retail businesses) is being considered as part of the 2023 Annual Amendment to the *One Tacoma* Comprehensive Plan and Land Use Regulatory Code (“2023 Amendment”). The intent of this application is to seek appropriate amendments to the Tacoma Municipal Code, Title 13 to include definitions and development/performance standards specific to delivery-only retail business uses.

Project Summary	
Application ID:	Delivery-Only Retail Businesses
Applicant:	Planning and Development Services Department
Staff Contact:	Adam Nolan, Associate Planner, anolan@cityoftacoma.org
Location and Size of Area:	Citywide
Current Land Use/Zoning	Various
Neighborhood Council	Citywide
Staff Recommendation:	<p>Staff proposes:</p> <ul style="list-style-type: none"> • To add commissary kitchens as a subset of “Retail” uses in the Tacoma Municipal Code land use tables. The use would be required to meet “Retail” use and development standards; • Additional Requirement setting limitation on commissary kitchen building size to 6000 square feet in a mixed-use district; • Additional Requirement of in-person, direct to customer sale component for retail establishment located on a designated pedestrian street; and • That the Planning Commission accept public comment and begin to develop recommendations to the City Council.
Project Proposal:	See Exhibit “A”, attached



1. Area of Applicability

Citywide - in various zoning districts and geographical areas that allow retail commercial uses.

2. Background

The City of Tacoma has received recent requests to locate “delivery-only” retail businesses within the City. In the process of evaluating development proposal/s, it has been determined that Tacoma Municipal Code does not have a clear use definition or category for classifying delivery-only retail businesses; this also means there are currently no siting and development standards for this use.

Delivery-only retail businesses, a relatively new model, are generally food establishments and/or grocery businesses that are pickup/delivery-based (often through third-party online order/delivery services) and automobile-oriented. Delivery-only retail businesses are similar to retail uses except that there is no in-person dining or customer component. These characteristics (and lack of definition and standards in TMC for this use) have created tensions in determining how to define and regulate this use, including considerations of where this use is appropriately sited, and in considering potential on- and off-site impacts generated by this use.

To further illustrate this, a Director’s Interpretation/Determination was issued regarding the CloudKitchens’ proposal to redevelop a 6750 square foot site (3726 South G St.) that would house up to twenty separate delivery-only food establishments. The site is in a Neighborhood Commercial Mixed-Use Center (NCX) and along a Pedestrian Street. It was determined that unless conditioned properly, the proposed business did not operate in a manner similar to any use allowed outright in NCX districts. Delivery-only retail businesses, lacking an in-person customer component are also in conflict with the City’s Pedestrian Street use restrictions; in general, uses which are permitted are required to have a public-facing component (e.g., office or service area) at sidewalk level. Along with detailing conditions required for the CloudKitchens’ in further consideration of their development proposal, the Director’s Interpretation/Determination also noted that until the TMC can be amended to include an adequate definition of ghost kitchens or other delivery-only retail businesses, any establishment of such a business will be required to pursue an Official Determination and is likely to include similar operating conditions.

Staff has consulted with the Tacoma Pierce County Health Department (TPCHD) about how they handle operational permitting and food safety related to delivery-only businesses. TPCHD utilizes the Washington State Retail Food Code in this work and permits commissary kitchens that can then lease space to individual food establishments (including catering, food trucks, wholesale, and delivery-only businesses). Delivery-only retail businesses would be required to operate out of a commissary kitchen and get a food establishment permit. If the business was only housing delivery-only retail businesses and not actually making food (such as CloudKitchens example), then it would be considered a commissary and need to obtain a commissary permit.

Staff proposes to categorize delivery-only retail businesses as “commissary kitchens,” and further proposes through this amendment application to (See Exhibit A for proposed code changes):

- Add commissary kitchens as a subset of “Retail” uses in the Tacoma Municipal Code land use tables. The use would be required to meet “Retail” use and development standards;
- Add Additional Requirement in mixed-use land use table setting limitation on commissary kitchen building size to 6000 square feet in mixed-use districts; and

- Add Additional Requirement of in-person, direct to customer sale component for retail establishment located on a designated pedestrian street.

3. Analysis

Staff analysis of this application has been conducted in accordance with TMC 13.02.070.F.2, which requires the following four provisions be addressed, as appropriate:

- A staff analysis of the application in accordance with the elements described in 13.02.070.D;
- An analysis of the consistency of the proposed amendment with State, regional and local planning mandates and guidelines;
- An assessment of the anticipated impacts of the proposal, including, but not limited to: economic impacts, noise, odor, shading, light and glare impacts, aesthetic impacts, historic impacts, visual impacts, and impacts to environmental health, equity and quality.

a. A staff analysis of the application in accordance with the elements described in 13.02.070.D;

TMC 13.02.070.D, subsection 5.d.(1), requires that the following objectives shall be met by applications for the annual amendment:

- Address inconsistencies or errors in the Comprehensive Plan or development regulations;

Staff Response: The application addresses inconsistencies in the Comprehensive Plan and development regulations by proposing to define and regulate delivery-only retail business with the intended results of providing clarity to City policy and development regulations.

- Respond to changing circumstances, such as growth and development patterns, needs and desires of the community, and the City’s capacity to provide adequate services;

Staff Response: Delivery-only retail businesses do respond to changing circumstances and the City’s capacity to provide adequate services. Delivery-only retail businesses are still a relatively new model that illustrate some changing circumstances or character of the food and restaurant industry, entrepreneurship, consumer behaviors, and food access. Proliferation of the delivery-only retail business model was further fueled by the COVID-19 pandemic.

City of Tacoma staff have received requests to locate delivery-only retail businesses within the City. The City lacks a clear categorical definition and development/performance standards for delivery-only retail businesses. This lack of clarity can be a potential barrier to economic development and increased food access, as well as make evaluation of development proposals for this use more burdensome on City staff and operations.

- Maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern; and/or

Staff Response: It is noted that delivery-only retail businesses use does not currently meet compatibility standards of similar commercial land uses. Lack of clarity on defining and regulating this use increases the possibility of conflicts with surrounding land uses and development patterns, as well as various city policy and goals. The proposal intends to address this by providing a definition and development/performance standards for delivery-only retail business.

- Enhance the quality of the neighborhood.

Staff Response: As delivery-only retail businesses are citywide and applicable to zoning districts that allow Commercial uses, assessment of how uses enhance quality of neighborhoods is not applicable in this case. Nonetheless, delivery-only retail business uses may enhance goals around food access, employment opportunities, entrepreneurship, economic development, and other goals.

b. An analysis of the consistency of the proposed amendment with State, regional and local planning mandates and guidelines;

Staff Response: As part of the initial staff assessment report, staff identified specific policies pertinent to the application. Based on those policies, staff does not identify any inconsistencies with State or regional planning mandates and guidelines. Staff notes that this application is an attempt to define and regulate a currently unlisted use in the TMC, and in doing so, ensure broad compatibility with the *One Tacoma Comprehensive Plan* elements. This proposal appears to be consistent with goals and policies detailed in the Urban Form, Design and Development, and Economic Development elements of the Comprehensive Plan.

c. An analysis of the consistency of the proposed amendment with State, regional and local planning mandates and guidelines;

Staff Response: This application seeks to provide some regulatory clarity and consistency that would be helpful in better planning for and mitigating the potential impacts of delivery-only retail uses. Delivery-only retail businesses are automobile-oriented and oftentimes on-demand transactions mitigated through third-party ordering and delivery services. There is no in-person customer component, only possibility of order pickup/delivery. Impacts from delivery-only retail businesses also need to be considered in terms of ranges of the scale of operations or number of food establishments at the site. Below are some considerations of potential impacts:

- **Trip Generation, Parking, and Loading**

Planning staff has consulted with Public Works – Transportation staff. With this use being fairly new, there is not a great deal of data available concerning trip generation, air quality, and parking/loading impacts. Trip generation for more traditional restaurant, retail, or commercial establishments can generally be estimated based on dining/occupancy capacities and/or limitations on food offerings and kitchen space. Delivery-only retail businesses may have multiple food establishments/restaurants operating from a single site and are generally on-demand transactions. This makes it difficult to estimate trip generation, especially since there will be a range of scale of delivery-only retail business operations that could exist. One general assumption is that the more delivery-only food establishments at a site, the greater the trip generation and other associated impacts. Greater trip generation will have potential impacts on surrounding businesses and neighborhoods. Consideration of conflicts with pedestrian and multi-modal goals, policy, and infrastructure also need to be considered.

There are also anticipated impacts with parking and loading to meet the demand of greater trip generation. Pickup/delivery drivers generally use their own personal vehicles from delivery-only retail businesses and will utilize parking/loading near the sites. The different zoning districts have varying levels of required

parking/loading for retail uses, and these considerations and potential impacts need to be taken into account when determining appropriate zoning districts or additional regulations for siting these uses in the City.

- **Air Quality**

With this use being automobile-oriented, it is anticipated that there will be impacts on air quality. These are additional considerations that can be applied in considering parking/loading standards and applicable zoning districts and regulations.

The City has policy that could help address air quality concerns through its overall growth strategy. The Transportation Master Plan (TMP) identifies goals, strategies, and actions to support multimodal infrastructure including for pedestrian, bicycling, and transit priority networks. The TMP also supports the development of “20-minute neighborhoods” where goods and services can be obtained within short distances by using active transportation modes and reducing reliance on automobile trips that generate GHG emissions. There are also programs available through the City (TPU technical and financial assistance programs) and Pierce County (C-PACER program) that incentivize more environmentally sustainable development.

- **Economic Impact**

This application request is generally supportive of economic development policies of the *One Tacoma Comprehensive Plan*. Delivery-only retail businesses are a relatively new model, but there are already some smaller-scale examples in Tacoma. These examples demonstrate that delivery-only retail businesses can provide entrepreneurship opportunities, including providing essential affordable start-up space for small business food establishments, lower overhead/operating costs, concept testing, avenues for scaling-up, and an incubator/innovation role. The use will also provide employment opportunities with potential multipliers (food distribution, etc.).

- **Food Access and Safety**

Planning staff consulted with TPCHD staff concerning food access and safety. Delivery-only retail businesses can have food access and equity implications. Delivery-only retail businesses may play a role in providing greater food accessibility in Tacoma, especially in neighborhoods that currently have lower food access opportunities. Additionally, there can be greater oversight on food and operational safety by providing opportunities for delivery-only retail businesses to be permitted to operate out of commissary kitchens. This can also have broader public safety oversight implications by providing safe, regulated spaces to operate as opposed to people utilizing their home kitchens as food establishments/restaurants.

4. Public Outreach

Planning staff conducted outreach to numerous internal and external stakeholders. TPCHD staff provided insights into their permitting, food safety, and operational policies/standards. A few commissary Kitchen owner/operators in Tacoma were also consulted with to gather a better understanding of siting, infrastructure, and operational characteristics of delivery-only retail businesses. City of Tacoma Public Works – Transportation Department was consulted about potential impacts related to transportation infrastructure, goals, and policies.

The Commission is scheduled to conduct a public hearing on the 2023 Amendment in early 2023. Additional public outreach for all the applications for the 2023 Amendment will be conducted prior to and during the public hearing process.

5. Recommendation

Staff proposes to categorize delivery-only retail businesses as “commissary kitchens,” and further proposes through this amendment application to:

- Add commissary kitchens as a subset of “Retail” uses in the Tacoma Municipal Code land use tables. The use would be required to meet “Retail” use and development standards;
- Add Additional Requirement in mixed-use land use table setting limitation on commissary kitchen building size to 6000 square feet in mixed-use districts; and
- Add Additional Requirement of in-person, direct to customer sale component for retail establishment located on a designated pedestrian street.

Staff recommends that the Planning Commission release this staff report and Exhibit “A” for public review and comment.

After the public hearing, staff will facilitate the Commission’s review of public comments, decision-making, and formulation of recommendations to the City Council, pursuant to TMC 13.02.070.H, as cited below:

H. Findings and recommendations.

1. Upon completion of the public comment period and review of the public testimony, the Planning Commission will make a determination as to whether the proposed amendments are consistent with the following criteria:
 - a. Whether the proposed amendment will benefit the City as a whole, will not adversely affect the City’s public facilities and services, and bears a reasonable relationship to the public health, safety, and welfare; and
 - b. Whether the proposed amendment conforms to applicable provisions of State statutes, case law, regional policies, and the Comprehensive Plan.
2. The Commission will prepare a recommendation and supportive findings to forward to the City Council for consideration.

6. Exhibit

- Exhibit “A” – “Delivery Only Retail Businesses”- Proposed Code Changes

###



**2023 ANNUAL AMENDMENT
TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE**

“Delivery Only Retail Businesses”- Proposed Code Changes

March 1, 2023

1. Amendment to Retail Definition:

“Retail.” Establishments engaged in retail sales of goods, including, but not limited to, the retail sale of merchandise not specifically listed under another use classification. This classification includes, but is not limited to, department stores, clothing stores, bank branches, furniture stores, pawn shop, pharmacies, and businesses retailing the following goods as examples: toys, hobby materials, food and beverages sales (including catering [and commissary kitchens](#)), hand-crafted items, jewelry, cameras, photographic supplies, electronic equipment, records, sporting goods, kitchen utensils, hardware, appliances, art, antiques, art supplies and services, baseball cards, coins, comics, paint and wallpaper, carpeting and floor covering, medical supplies, office supplies, bicycles, and new automotive parts and accessories (excluding service and installation).

2. Amendment to Retail Definition to establish size limitation for Commissary Kitchens in mixed-use centers.

Insert into “Additional Regulations” in Table 13.06.040 for retail uses within mixed-use districts:

[*Commissary Kitchens are limited to 6,000 SF of net building area and exterior display or storage of equipment is prohibited.](#)

3. Amendment to Retail Ground floor uses on Pedestrian Streets

Insert into “Additional Regulations” in Table 13.06.040 for retail uses within mixed-use districts:

[*Retail uses are required to primarily conduct in-person, direct customer sales along the designated pedestrian street storefront.](#)

Application 5

Commercial Zoning Update Phase I: Neighborhood Commercial Design Standards





**2023 ANNUAL AMENDMENT
TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE**

**Application:
Commercial Zoning Update Phase I:
Neighborhood Commercial Design Standards**

**Staff Analysis Report
March 1, 2023**

This application proposes to update the City’s commercial zoning code classifications (C-1, C-2, T, PDB) to better conform with goals and policies contained within the *One Tacoma* Comprehensive Plan. The update will address inconsistencies between the Comprehensive Plan goals and policies with existing zoning standards, such as issues that arise with implementing a more pedestrian-oriented design approach as well as areas where more intensive development abuts lower density residential areas.

Specifically, as part of Phase I of the project, staff will conduct a comprehensive review of the design standards for projects which include residential development in commercial areas included in the Multi-Family Property Tax Exemption Program’s (MFTE) expansion to include “neighborhood commercial nodes,” along transit.

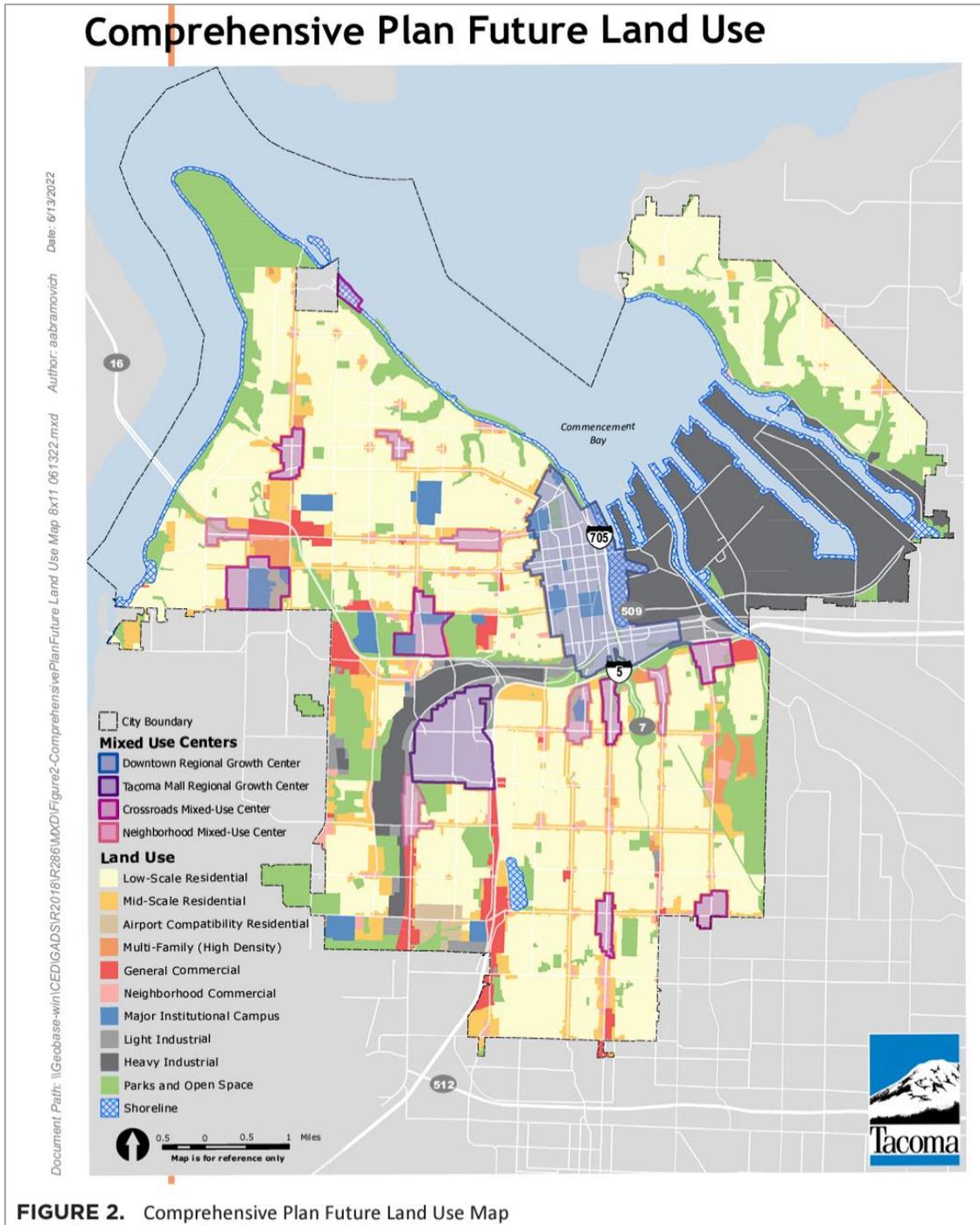
Project Summary	
Application ID:	Commercial Zoning Update
Applicant:	Planning and Development Services Department
Staff Contact:	Wesley Rhodes, Senior Planner, wrhodes@cityoftacoma.org
Location:	Citywide, in commercial zones (C-1, C-2, T, and PDB)
Neighborhood Council Area:	Citywide
Staff Recommendation:	Staff proposes to update the City’s code to provide better clarity as to the district, site development, and building design standards that would apply to projects seeking to utilize the multi-family tax exemption (MFTE) program in neighborhood commercial areas. Most updates are clarifications as to the applicability of existing standards.
Project Proposal:	See Exhibit “A”, attached



1. Area of Applicability

The overall project, which consists of two phases, is Citywide in commercially zoned areas outside of Centers.

Specifically, for phase I, City staff conducted a review of the design standards for residential development within the City’s neighborhood commercial areas.



2. Background

Prior Planning Commission Action:

- September 7, 2022: Assessment and Determination
- January 4, 2023: Comment and Direction
- February 15, 2023: Release for Public Review

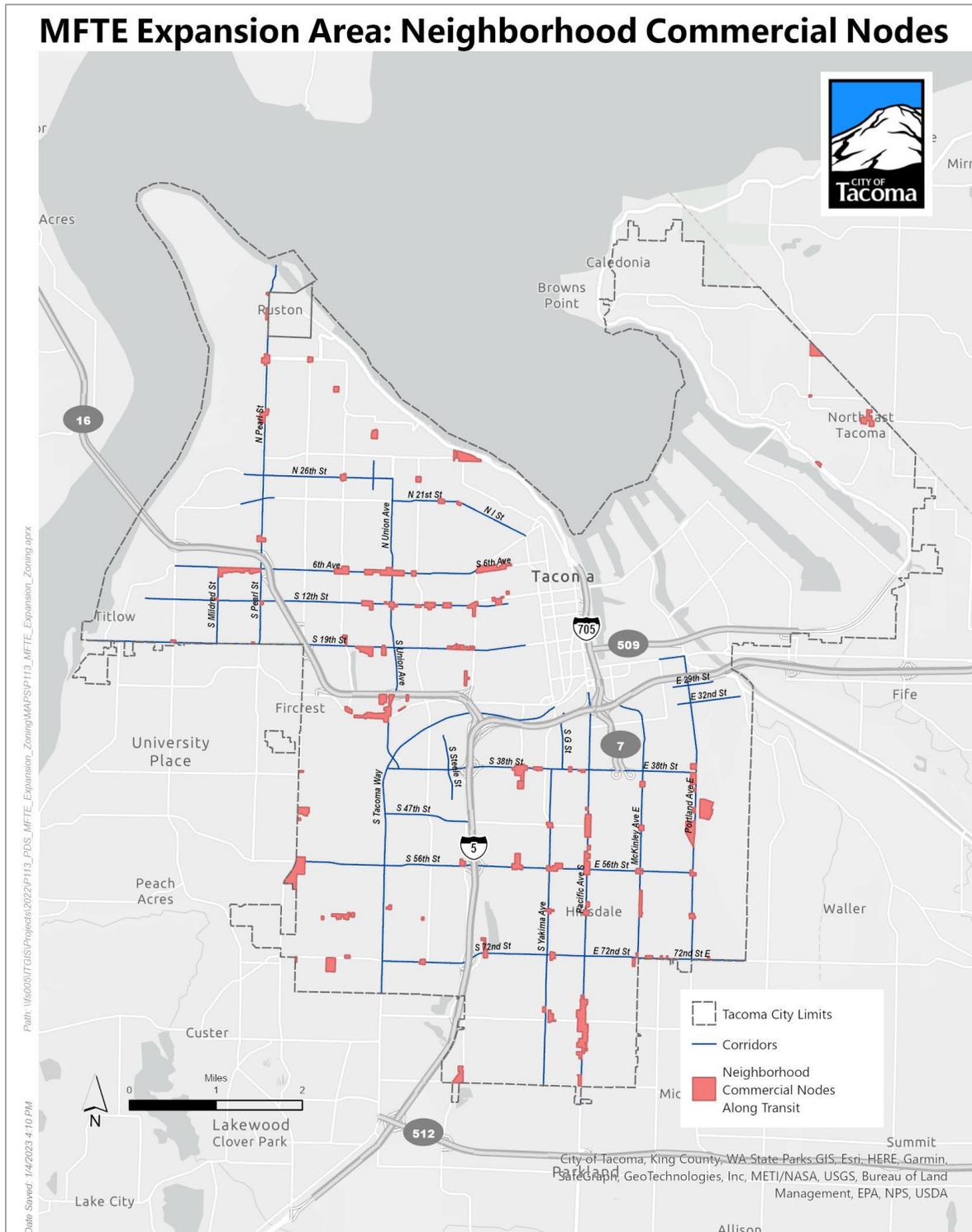
The overall project is planned for two phases. What is currently advancing for public review is the code updates as part of Phase 1: Neighborhood Commercial Design Standards. This review is in response to City Council direction to conduct a comprehensive review of residential design standards in neighborhood commercial nodes prior to the expansion of the multi-family tax exemption (MFTE) program to those areas.

Phased Approach		
	Plan	Code
Phase 1 (2023 Amendment Cycle)	Create Commercial Pattern Area Typology, Policy Gap Assessment, Implementation Framework	MFTE Expansion Area design standards update
Phase 2 (2024 Periodic Update)	Adopt Commercial Typologies and associated policies	Adopt the implementing zoning districts

Ordinance No. 28798

On December 14, 2021, the City Council passed Ordinance No. 28798 which expanded the "...12-year and 20-year MFTE to residential target areas of Neighborhood Commercial Nodes along transit and existing mid-scale residential on corridors as defined through the Home in Tacoma Program ("HIT") process...."

Where a "neighborhood commercial node" was defined as being neighborhood commercial future land use, along existing transit, and at least 20,000 square feet.



Furthermore, the ordinance stated the “...12-year and 20-year MFTE in TMC 6A.110 shall not become available in the neighborhood commercial nodes until a comprehensive review and update of the design standards for projects which include residential development in those commercial areas is completed....”

In order to ensure that the expansion of housing incentives to commercial areas would not negatively impact the city’s ability to also encourage continued commercial activity in these areas, the ordinance also required “...projects in residential target areas of Neighborhood Commercial Nodes along transit and existing mid-scale residential on corridors, which are located on a corner, must include at least 30 percent of the first floor as commercial space, built per commercial building code and subject to the design standards of the applicable zoning district....”

Staff has conducted a comprehensive review and presents its findings and recommendations in Section 3 Analysis.

3. Analysis

It is imperative that both the Comprehensive Plan and the Code are properly maintained. Staff analysis of this application has been conducted in accordance with TMC 13.02.070.F.2, which requires the following four provisions be addressed, as appropriate:

- a) A staff analysis of the application in accordance with the elements described in 13.02.070.D;
- b) An analysis of the consistency of the proposed amendment with State, regional and local planning mandates and guidelines;
- c) An analysis of the amendment options identified in the assessment report; and
- d) An assessment of the anticipated impacts of the proposal, including, but not limited to: economic impacts, noise, odor, shading, light and glare impacts, aesthetic impacts, historic impacts, visual impacts, and impacts to environmental health, equity and quality.

a. A staff analysis of the application in accordance with the elements described in 13.02.070.D;

TMC 13.02.070.D, subsection 5.d.(1), requires that the following objectives shall be met by applications for the annual amendment:

- Address inconsistencies or errors in the Comprehensive Plan or development regulations;
Staff Response: The application addresses inconsistencies in the Comprehensive Plan and development regulations by proposing to clarify the application of design standards for residential development in neighborhood commercial areas.
- 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;
Staff Response: These code updates respond to the changing circumstance of the expansion of the multi-family tax exemption (MFTE) to include neighborhood commercial nodes.
- Maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern; and/or
Staff Response: Appropriate application of design standards helps ensure compatibility with planned land uses.

- Enhance the quality of the neighborhood.

Staff Response: Appropriate application of design standards in neighborhood commercial areas will enhance the quality of neighborhoods.

b. An analysis of the consistency of the proposed amendment with State, regional and local planning mandates and guidelines;

Staff Response: Staff does not identify any inconsistencies with State or regional planning mandates and guidelines. Staff notes that this application is largely an attempt to clarify the application of existing standards, and in doing so, ensure broad compatibility with the *One Tacoma Comprehensive Plan* elements. This proposal appears to be consistent with goals and policies detailed in the Urban Form and Design and Development elements of the Comprehensive Plan.

c. An analysis of the amendment options identified in the assessment report;

Staff Response: An Issue Paper for this application was presented to the Planning Commission on February 15, 2022, and prior scoping conversations for the overall Commercial Zoning Update occurred September 7, 2022 and January 4, 2023.

d. An assessment of the anticipated impacts of the proposal, including, but not limited to: economic impacts, noise, odor, shading, light and glare impacts, aesthetic impacts, historic impacts, visual impacts, and impacts to environmental health, equity, and quality.

Staff Response: This application seeks to provide clarity as to the applicability of existing standards for residential development in the City’s neighborhood commercial areas. Correct and appropriate application of district, site, and building design standards help mitigate environmental impacts. The proposal is a Citywide non-project action, and any future proposed project action would still be subject to project-level environmental review.

4. Public Outreach

Public outreach for the “Commercial Zoning Update Phase I” application has been conducted as part of the Planning Commission’s meetings when this application was on the agenda – on September 7, 2022 (assessment and review), January 4, 2023 (comment and direction), and February 15, 2023 (release for public review). These meetings included a report of issues, discussion of project scope and phasing, and analysis of the comprehensive review of residential standards in neighborhood commercial areas, including recommended code updates, as presented as part of the Issue Paper, for review by the Commission.

The Commission is scheduled to conduct a public hearing on the 2023 Amendment in early 2023. Additional public outreach for all the applications for the 2023 Amendment will be conducted prior to and during the public hearing process.

5. Recommendation

Staff is recommending the following code updates:

Commercial District Development Standards

- Clarify that minimum usable yard space requirements for multi-family residential development are still applicable, even if a residential building has a commercial component
- Clarify that tree canopy coverage requirements for multi-family residential development are still applicable, even if a residential building has a commercial component
- Clarify that the “build-to” requirements for multi-family residential development along designated Pedestrian Streets are still applicable, even if a residential building has a commercial component

Site Development Standards

- Clarify that parking location requirements that seek to minimize parking between the street and building for residential development are still applicable, even if a residential building has a commercial component
- Clarify that the Street Level Building Transition requirements that allow for transition areas between the street and residential units along a ground floor on designated Pedestrian Streets are still applicable, even if a residential building has a commercial component

Building Design Standards

- Add a provision to redirect multi-family residential developments with a commercial component (in commercial districts of Neighborhood Commercial FLUM) to use the Mixed-Use District Building Design Standards (formerly only used in mixed-use centers)
- Update the pedestrian orientation standards for entrances to ensure that all sections of the code contain the appropriate standards for both residential and customer entrances

Recommended Code Updates

Minimum Usable Yard Space

Code Section: 13.06.030.F.6 Minimum usable yard space.	Purpose: Minimum usable yard space requirements are in place to help ensure that outdoor active living opportunities are adequately accessible to residents either on the property where they reside, or nearby.	Applicability: Single use residential development
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Code Language: Minimum usable yard space shall be provided in accordance with the residential building type requirements in 13.06.020.F.7

Issue: Applicability is only to single use residential development.

Proposed Update: Staff proposes to extend applicability to include Multi-Family residential that includes a commercial component.

Tree Canopy Coverage

Code Section: 13.06.030.F.7 Tree Canopy Coverage	Purpose: Tree canopy coverage requirements helps the City meet its tree canopy coverage goals and includes numerous benefits such as providing shade, reducing the heat island effect, carbon sequestration, rainwater filtration and on-site absorption, erosion control, and beautification, among others.	Applicability: Single use residential development
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Code Language: Tree canopy shall be provided in accordance with the standards in 13.06.020.F.8.
District standard (percent of lot):
T and C-1: 30
C-2 and PDB: 20

Issue: Applicability is only to single use residential development.

Proposed Update: Staff proposes to extend applicability to include Multi-Family residential that includes a commercial component.

Maximum Setback Standards on Designated Streets

Code Section: 13.06.030.F.8 Maximum setback standards on designated streets.	Purpose: To achieve a pedestrian supportive environment, where buildings are located in close proximity to the street and designed with areas free of pedestrian and vehicle movement conflicts.	Applicability: Pedestrian streets as defined in TMC 13.06.010.D.1.
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Code Language: Buildings that are 100 percent residential do not have a maximum setback. Residential development shall meet the Build-to Area standard in 13.06.020.F.6.

Issue: Applicability is only to single use residential on pedestrian streets.

Proposed Update: Staff proposes to clarify the code such that Multi-family development in commercially zoned districts along Pedestrian streets will apply the following setback standards. Buildings that are 100 percent residential or that have any portion of the ground floor as a residential use do not have a maximum setback. Residential development shall meet the Build-to Area standard in 13.06.020.F.6. For buildings with 100% commercial ground floor use, the set-back standards set forth in this code section will still apply

Multi-Family Development Parking

<p>Code Section: 13.06.090.C.7.c.(3) Multi-Family Development Parking</p>	<p>Purpose: The size and placement of vehicle parking areas and access are regulated in order to enhance the appearance of neighborhoods, to break up monotonous street frontages with active uses, and to create a well-defined public realm.</p>	<p>Applicability: Single use multi-family development in non-X-districts.</p>
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Code Language: (b) Non-X-Districts: In multi-family residential developments all on-site parking shall be located in the rear portion of the lot and shall not be accessed from the front if suitable access to the rear is available, such as an abutting right-of-way that is or can practicably be developed. If access is not practicably available to the rear yard or not practicably limited only to the rear and sides (such as for institutional and other large uses), subject to determination by the City Engineer, then vehicular access to the front may be developed. However, in all cases such access and parking shall be limited to the minimum necessary and in no case shall driveway and/or parking areas exceed the following:

- Surface parking and access thereto shall not occupy more than 50% of the front yard and corner street side yard street frontages and more than 80 feet in continuous street level frontage.
- Surface parking located to the side of a structure meeting the maximum setback shall not exceed a maximum of 60 feet in width for paved vehicular area.
- Surface parking shall not be located between a structure meeting the “build-to area” maximum setbacks and the pedestrian street right-of-way.

Issue: Applicability is only to single use multi-family.

Proposed Update: Staff proposes to extend applicability to multi-family development that includes a commercial component.

Street Level Building Transitions

<p>Code Section: 13.06.090.M Street Level Building Transitions</p>	<p>Purpose: To more clearly delineate the transition between private space (such as a residence) and the public realm (such as the street or a sidewalk).</p>	<p>Applicability: Residential buildings meeting the “build-to” requirements along designated pedestrian streets</p>
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Code Language:

3. Standards

a. Residential buildings meeting the “build-to” requirements along designated pedestrian streets shall provide a transition area between the public right-of-way and the ground floor dwelling units.

(1) Transitions can be accomplished through grade changes that elevate the ground floor units and main entry or through landscaping and other design elements, such as plazas, artwork, fountains, bioswales, or other amenities. Review of any proposed public art shall be coordinated with the City’s Arts Administrator and/or approved by the Arts Commission, as determined by the Arts Administrator. 1

(2) Fences, walls, and gateways may be used to provide some visual separation of private residences, but not to hide the transition area.

(3) Fences over 3 feet in height must be transparent and cannot exceed 5 feet in height.

(4) The transition area may be used to meet usable yard space requirements.

(5) Parking may not be used as a feature of the transition area.

(6) Examples.

Issue: Staff has expanded the applicability of these street level transition standards to include any building that has any portion of the ground floor as a residential use in a commercially zoned district along a Pedestrian street.

Proposed Update: No actual code change is needed for this section. Staff is just noting that due to the inclusion of buildings with a mixed ground floor use that includes a residential component as meeting the Build-to Area standard in 13.06.020.F.6, these street level transitions will now also apply to those buildings.

Commercial District Minimum Design Standards

<p>Code Section: 13.06.100.A.2 Commercial District Minimum Design Standards Zoning District Applicability</p>	<p>Purpose: To apply the correct design standards based on building type to developments within the commercial zoning districts</p>	<p>Applicability: Developments within commercial zoning districts</p>
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Code Language: The following requirements apply to the C1, C2, T, and PDB zoning districts. See Section 13.06.100.B, for X-District requirements. Single-use multi-family residential developments in the C1, C2, T, and PDB zoning districts are subject to the requirements in Section 13.06.100.C Multi-family Residential Minimum Design Standards.

Issue: The Code states and applies sufficient design standards for developments within commercial zoning districts that are either single use multi-family or single use commercial. However, there is a lack of clarity and simplicity that multi-family single-use residential will apply the multi-family design standards. Additionally, the code does not currently clearly articulate sufficient design standards for multi-family development with a commercial component within commercial zoning districts.

Proposed Update: Staff proposes to move the current Section 13.06.100.A.2 and place it in Section 13.06.100.A.1.e “Residential and/or mixed-use”

Staff also proposes to insert the following sentence: “Multi-family residential developments with a commercial component located within the C1, C2, T, and PDB zoning districts, and within the Neighborhood Commercial FLUM (as defined in Figure 2 of the Urban Form chapter of the Comprehensive Plan) are subject to the requirements in Section 13.06.100.B Mixed-Use District Minimum Design Standards.”

Pedestrian Orientation Standards - Entrances

<p>Code Section: 13.06.100.C.3.a Multi-family Residential Minimum Design Standards Pedestrian Orientation Standards Entrances</p>	<p>Purpose: These requirements are intended to enhance pedestrian mobility and safety by providing increased circulation, decreasing walking distances required to enter large developments, and providing walkways partially shielded from rain and/or snow.</p>	<p>Applicability: Multi-family residential developments</p>
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Code Language:

(1) Buildings meeting the “build-to area” for designated pedestrian streets shall provide at least 1 entrance within 8 feet of the longest street-facing wall of the building. Buildings that have a shared main entrance must use the shared main entrance to fulfill the requirements of this standard.

(a) The shared main entrance must face the street or be at an angle of up to 45 degrees from the street.

(b) The shared main entrance may open onto a porch. The porch must have a minimum dimension of 4 feet by 6 feet; have a roof that is no more than 12 feet above the floor of the porch; and be at least 30 percent solid. If at least 30 percent of the porch is covered with a solid roof, the rest may be covered with an open material, such as a trellis.

(2) Weather protection is required for all multi-family building entries. For private entries, required weather protection must be at least 3 feet deep along the width of the entry. For common building entries, the required weather protection shall be 5 feet.

Issue: Staff would like to add the residential entrance language from 13.06.100.C.3.a to 13.06.100.A (Commercial District Minimum Design Standards) and 13.06.100.B (Mixed-Use District Minimum Design Standards), as these sections are missing requirements for residential entrances.

Proposed Update: Staff proposes to include the language on residential entrances from 13.06.100.C.3.a in 13.06.100.A.7 and 13.06.100.B.9 to ensure that those sections have standards for both customer and residential entrances

Off-Street Parking Spaces - Quantity

<p>Code Section: 100.090.C.3.h Off-street parking spaces – quantity Table 1</p>	<p>Purpose: To ensure the safe and adequate flow of traffic in public right-of-way, it is deemed in the interest of the public health, safety, and general welfare that off-street parking areas be required as a necessary part of the development and use of land, and to ensure that required parking areas are designed to perform in a safe and efficient manner, among others.</p>	<p>Applicability: Table 1 defines minimum off-street parking requirements by use categories</p>
<p>Code Language: See TABLE 1 which defines required minimum off-street parking requirements</p>		
<p>Issue: The Multi-Family dwelling section has different minimum off-site parking requirements depending upon the underlying zoning district. The Table erroneously omits PDB and includes HM.</p>		
<p>Proposed Update: Staff proposes to remove “HM” from the chart which is a zoning district that no longer exists and replace it with “PDB” which is erroneously missing from the chart.</p>		

In addition to the proposed code updates, staff reviewed several elements (listed below) for which it found sufficient clarity on the applicability of standards, and therefore, would not require code changes prior to the expansion of MFTE to neighborhood commercial nodes. Exclusion from updates as part of phase I does not exclude these areas of the code from potential updates as part of phase II.

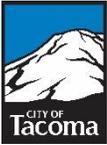
- Lot area and building envelope standards
- Landscaping standards
- Off-street parking quantity requirements
- Pedestrian and Bicycle support standards
- Transit support facilities
- Residential transition standards
- Fences and Retaining walls
- Electric Vehicle charging station requirements

Staff considered other implications of the expansion of MFTE to commercial areas, such as the incentivization of multi-family residential’s impact on the loss of commercial uses in these areas. Staff concludes that the inclusion of the provision within the MFTE ordinance that requires corner lots to include at least 30% ground floor commercial is sufficient to allow the expansion. Staff will continue to monitor for these impacts as implementation of MFTE in these areas proceed.

6. Exhibit

- Exhibit “A” – “Commercial Zoning Update Phase I: Neighborhood Commercial Design Standards”- Proposed Code Changes

###



**2023 ANNUAL AMENDMENT
TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE**

**Exhibit A:
“Commercial Zoning Update Phase I: Neighborhood Commercial Design Standards”
Proposed Code Changes**

March 1, 2023

1. Code Section: 13.06.030.F.6

Minimum Usable Yard Space

Issue: Applicability is only to single use residential development.
Proposed Update: Staff proposes to extend applicability to include Multi-Family residential that includes a commercial component.

6. Minimum usable yard space.	
a. Applicability.	Applies to single use residential development, <u>or multi-family residential with a commercial component</u> , only.
b. Purpose.	
c. Minimum Usable Yard Space	Minimum usable yard space shall be provided in accordance with the residential building type requirements in 13.06.020.F.7. Duplex/triplex dwellings shall provide usable yard space in accordance with the R-3, R-4-L, R-4 and R-5 Districts.

2. Code Section: 13.06.030.F.7

Tree Canopy Coverage

Issue: Applicability is only to single use residential development.

Proposed Update: Staff proposes to extend applicability to include Multi-Family residential that includes a commercial component.

7. Tree Canopy Coverage				
a. Applicability.	Applies to single-use residential development, <u>or multi-family residential with a commercial component</u> , only.			
b. Purpose.				
c. District standard (percent of lot).	30	30	20	20
	Tree canopy shall be provided in accordance with the standards in 13.06.020.F.8.			

3. Code Section: 13.06.030.F.8

Maximum setback standards on designated streets

Issue: Applicability is only to single use residential on pedestrian streets.
Proposed Update: Staff proposes to clarify the code such that Multi-family development in commercially zoned districts along Pedestrian streets will apply the following setback standards. Buildings that are 100 percent residential or that have any portion of the ground floor as a residential use do not have a maximum setback. Residential development shall meet the Build-to Area standard in 13.06.020.F.6. For buildings with 100% commercial ground floor use, the set-back standards set forth in this code section will still apply

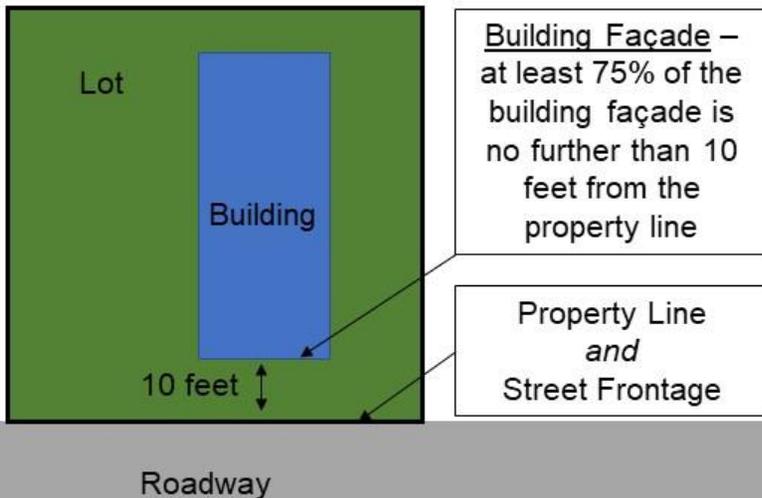
8. Maximum setback standards on designated streets.	
a. Applicability.	Pedestrian streets as defined in TMC 13.06.010.D.1.
b. Purpose.	To achieve a pedestrian supportive environment, where buildings are located in close proximity to the street and designed with areas free of pedestrian and vehicle movement conflicts, maximum building setbacks are required as follows:
c. Maximum Setback Applied	<ul style="list-style-type: none"> a. 10 feet maximum front and/or corner side setback from property lines at the public right-of-way shall be provided for at least 75 percent of building facing the designated street frontage. b. When the site is adjacent to a designated pedestrian street, that street frontage shall be utilized to meet the maximum setback requirement with the front, side, and/or corner side of the façade as indicated above. c. This requirement supersedes any stated minimum setback. d. Maximum setback areas shall be designed to be sidewalk, pedestrian plaza, public open space, landscaping, and/or courtyard and to be free of motor vehicles at all times.
d. Exceptions	<ul style="list-style-type: none"> a. Additions to legal, nonconforming buildings are exempt from maximum setbacks, provided the addition does not increase the level of nonconformity as to maximum setback.. b. Buildings that are 100 percent residential, <u>or that have any portion of the ground floor as a residential use</u>, do not have a maximum setback Residential development and instead shall meet the Build-to Area standard in 13.06.020.F.6. c. The primary building of a gas station, where gas stations are allowed, is subject to the maximum setback on only one side of the building on corner parcels. Kiosks without retail and intended for fuel payment only are exempt. d. Within parks, recreation and open space uses, accessory or ancillary structures, such as restroom buildings, playground equipment and picnic shelters, are exempt from the maximum setback standards.

Setback and build-to explained: The main difference between the setback and build-to provisions is that set-back is aimed at ensuring the front of a building is within a specified distance from the street frontage, whereas the build-to dictates both how far back the building is and how much of the building is aligned along the street frontage. As a result, the following graphic illustrates how the same building might be oriented along a site under both the setback and build-to provisions.

Potential Orientation of the Same Building to the Street Frontage: Setback vs. Build-to Standards

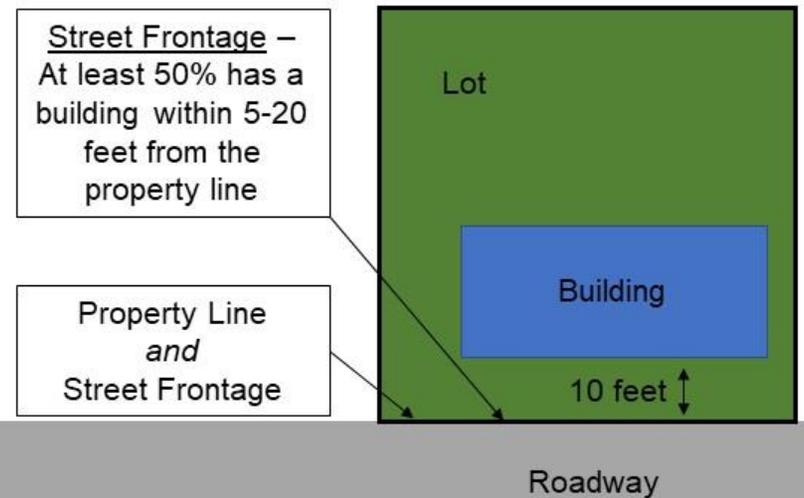
Setback – Sets a minimum and/or maximum distance a specific **percentage of building façade** can be from the property line. Does not set a standard for the percentage of the street frontage of a lot that must contain a building.

Example - 10 feet maximum front and/or corner side setback from property lines at the public right-of-way shall be provided for at least 75 percent of building facing the designated street frontage.



Build-to – Sets a minimum and maximum distance a **building façade** must be from the property line **AND** a **percentage of street frontage** of a lot that must have a building meeting that distance.

Example - Occupied structures must be located between 5 feet and 20 feet from the front lot line abutting the pedestrian street right-of-way for a minimum of 50% of the pedestrian street frontage of the lot.



4. Code Section: 13.06.090.C.7.c.(3)

Multi-Family Development Parking

Issue: Applicability is only to single use multi-family.

Proposed Update: Staff proposes to extend applicability to multi-family development that includes a commercial component.

(a) In multi-family residential developments with multiple buildings, off-street surface parking and circulation areas shall, to the extent practicable, be located on the sides and rear portions of the development site. In X-Districts, areas between buildings and along street frontages shall be used to fulfill yard space requirements.

(b) Non-X-Districts: In multi-family residential developments, [including multi-family residential with a commercial component](#), all on-site parking shall be located in the rear portion of the lot and shall not be accessed from the front if suitable access to the rear is available, such as an abutting right-of-way that is or can practicably be developed. If access is not practicably available to the rear yard or not practicably limited only to the rear and sides (such as for institutional and other large uses), subject to determination by the City Engineer, then vehicular access to the front may be developed. However, in all cases such access and parking shall be limited to the minimum necessary and in no case shall driveway and/or parking areas exceed the following:

- Surface parking and access thereto shall not occupy more than 50% of the front yard and corner street side yard street frontages and more than 80 feet in continuous street level frontage.
- Surface parking located to the side of a structure meeting the maximum setback shall not exceed a maximum of 60 feet in width for paved vehicular area.
- Surface parking shall not be located between a structure meeting the “build-to area” maximum setbacks and the pedestrian street right-of-way.

5. Code Section: 13.06.090.M

Street Level Building Transitions

Issue: Staff has expanded the applicability of these street level transition standards to include any building that has any portion of the ground floor as a residential use in a commercially zoned district along a Pedestrian street.

Proposed Update: No actual code change is needed for this section. Staff is just noting that due to the inclusion of buildings with a mixed ground floor use that includes a residential component as meeting the Build-to Area standard in 13.06.020.F.6, these street level transitions will now also apply to those buildings.

3. Standards.

a. Residential buildings meeting the “build-to” requirements along designated pedestrian streets shall provide a transition area between the public right-of-way and the ground floor dwelling units.

- (1) Transitions can be accomplished through grade changes that elevate the ground floor units and main entry or through landscaping and other design elements, such as plazas, artwork, fountains, bioswales, or other amenities. Review of any proposed public art shall be coordinated with the City’s Arts Administrator and/or approved by the Arts Commission, as determined by the Arts Administrator.^{192F}¹
- (2) Fences, walls, and gateways may be used to provide some visual separation of private residences, but not to hide the transition area.
- (3) Fences over 3 feet in height must be transparent and cannot exceed 5 feet in height.
- (4) The transition area may be used to meet usable yard space requirements.
- (5) Parking may not be used as a feature of the transition area.
- (6) Examples.

¹ Code Reviser’s note: Effective January 1, 2021 per Ord. 28725, Ex. A.

6. Code Section: 13.06.100.A

Commercial District Minimum Design Standards

Issue: The Code states and applies sufficient design standards for developments within commercial zoning districts that are either single use multi-family or single use commercial. However, there is a lack of clarity and simplicity that multi-family single-use residential will apply the multi-family design standards. Additionally, the code does not currently clearly articulate sufficient design standards for multi-family development with a commercial component within commercial zoning districts.

Proposed Update: Staff proposes to move the current Section 13.06.100.A.2 and place it in Section 13.06.100.A.1.e “Residential and/or mixed-use”

Staff also proposes to insert the following sentence: “Multi-family residential developments with a commercial component located within the C1, C2, T, and PDB zoning districts, and within the Neighborhood Commercial FLUM (as defined in Figure 2 of the Urban Form chapter of the Comprehensive Plan) are subject to the requirements in Section 13.06.100.B Mixed-Use District Minimum Design Standards.”

1. General applicability.

The design standards of this section are required to implement the urban design goals of the Comprehensive Plan of the City of Tacoma. The building design standards apply to all new development as outlined below, except as follows:

a. Standards.

Each item of this section shall be addressed individually. Exceptions and exemptions noted for specific development situations apply only to the item noted.

b. Alterations.

(1) Three thresholds are used to gauge the extent of design standard compliance on alterations to existing development:

Level I alterations include all remodels and/or additions within a two year period whose cumulative value is less than 50% of the value of existing development or structures, as determined by the applicable Building Code. The requirement for such alterations is only that the proposed improvements meet the standards and do not lead to further nonconformance with the standards. For example, if a property owner decides to replace a building façade’s siding, then the siding shall meet the applicable exterior building material standards, but elements such as building modulation would not be required.

Level II alterations include all remodels and/or additions within a two year period whose cumulative value ranges from 50% to 200% of the value of the existing development or structure, as determined by the applicable Building Code. All standards that do not involve repositioning the building or reconfiguring site development shall apply to Level II alterations.

Level III alterations include all remodels and/or additions within a two year period whose cumulative value exceeds 200% of the value of the existing development or structure, as determined by the applicable Building Code. Such alterations shall conform to ALL standards.

(2) The standards do not apply to remodels that do not change the exterior form of the building. However, if a project involves both exterior and interior improvements, then the project valuation shall include both exterior and interior improvements.

(3) No addition or remodel shall increase the level of nonconformity or create new nonconformities to the development or design standards.

c. Super regional malls. Additions to super regional malls of less than 10,000 square feet of floor area are exempt from the design standards of this section.

d. Temporary. Temporary structures are exempt from the design standards of this section.

e. Residential and/or mixed-use.

(1) The following requirements apply to the C1, C2, T, and PDB zoning districts. See Section 13.06.100.B, for X-District requirements. Single-use multi-family residential developments in the C1, C2, T, and PDB zoning districts are subject to the requirements in Section 13.06.100.C Multi-family Residential Minimum Design Standards.

~~(2)~~ Single, two, and three-family dwellings are subject only to the design standards in Subsection E. Townhouses are subject only to the design standards in Subsection H. For other residential uses, such as mixed-use buildings and multi-family dwellings of 4 units or more, the standards herein apply unless otherwise noted.

(3) Multi-family residential developments with a commercial component located within the C1, C2, T, and PDB zoning districts, and within the Neighborhood Commercial FLUM (as defined in Figure 2 of the Urban Form chapter of the Comprehensive Plan) are subject to the requirements in Section 13.06.100.B Mixed-Use District Minimum Design Standards.

~~(4)~~ Single-family dwellings legally established prior to August 1, 2011 are exempt from these standards. However, remodels and additions to such single-family dwellings shall not increase the level of nonconformity.

f. Historic. In any conflict between these standards and those applied by the Tacoma Landmarks Preservation Commission, the standards of the commission shall prevail.

g. Religious assembly facilities which can demonstrate that the design standards impose a substantial burden, administratively or financially, on their free exercise of religion, shall be exempt from compliance.

h. Floor area. For purposes of this section of the code (Section 13.06.100), “floor area” shall not include spaces below grade.

i. Parks, recreation and open space uses. Accessory or ancillary structures, such as restroom buildings, playground equipment and picnic shelters, are exempt from the design standards of this section.

~~2. Zoning District Applicability.~~

~~The following requirements apply to the C1, C2, T, and PDB zoning districts. See Section 13.06.100.B, for X-District requirements. Single-use multi-family residential developments in the C1, C2, T, and PDB zoning districts are subject to the requirements in Section 13.06.100.C Multi-family Residential Minimum Design Standards.~~

7. Code Sections: 13.06.100.A.7, and 13.05.100.B.9

Issue: Staff would like to add the residential entrance language from 13.06.100.C.3.a to 13.06.100.A (Commercial District Minimum Design Standards) and 13.06.100.B (Mixed-Use District Minimum Design Standards), as these sections are missing requirements for residential entrances.

Proposed Update: Staff proposes to include the language on residential entrances from 13.06.100.C.3.a in 13.06.100.A.7 and 13.06.100.B.9 to ensure that those sections have standards for both customer and residential entrances

13.06.100.A.7

Commercial District Minimum Design Standards - Pedestrian Standards

7. Pedestrian Standards.

Purpose: The following standards are intended to enhance pedestrian mobility and safety in commercial areas by providing increased circulation, decreasing walking distances required to enter large developments, and providing walkways partially shielded from rain and/or snow.	
a. Customer entrances	<p>(1) Additional entrances. An additional direct customer entrance(s) shall be provided to the same building elevation which contains the primary customer entrance so that customer entrances are no further than 250 feet apart when such elevations face the public street or customer parking lot. If a corner entrance is used, this requirement applies to only 1 elevation.</p> <p>(2) Designated streets. Non-residential or mixed-use buildings on designated pedestrian streets noted in Section 13.06.030 or Section 13.06.300.C shall provide at least 1 direct customer entrance, which may be a corner entrance, within 20 feet, facing, and visible to the designated street. For such buildings over 30,000 square feet of floor area, the maximum distance is increased to 60 feet.</p>
b. Residential Entrances	<p>(1) <u>Buildings meeting the “build-to area” for designated pedestrian streets shall provide at least 1 entrance within 8 feet of the longest street-facing wall of the building. Buildings that have a shared main entrance must use the shared main entrance to fulfill the requirements of this standard.</u></p> <p>(a) <u>The shared main entrance must face the street or be at an angle of up to 45 degrees from the street.</u></p> <p>(b) <u>The shared main entrance may open onto a porch. The porch must have a minimum dimension of 4 feet by 6 feet; have a roof that is no more than 12 feet above the floor of the porch; and be at least 30 percent solid. If at least 30 percent of the porch is covered with a solid roof, the rest may be covered with an open material, such as a trellis.</u></p> <p>(2) <u>Weather protection is required for all multi-family building entries. For private entries, required weather protection must be at least 3 feet deep along the width of the entry. For common building entries, the required weather protection shall be 5 feet.</u></p>
b-c. Street level weather protection	<p>(1) Weather protection shall be provided above a minimum of 25 percent of the length of hard surfaced, public or private walkways and/or plazas along façades containing customer and/or public building entries or facing public street frontage.</p> <p>(2) Weather protection may be composed of awnings, canopies, arcades, overhangs, marquees, or similar architectural features. It is required to cover only hard surfaced areas intended for pedestrian use and not areas such as landscaping.</p> <p>(3) Weather protection must cover at least 5 feet of the width of the public or private sidewalk and/or walkway, but may be indented as necessary to accommodate street trees, street lights, bay windows, or similar building accessories to not less than 3 feet in width.</p>

**13.06.100.B.9
Mixed-Use District Minimum Design Standards - Pedestrian Standards**

9. Pedestrian Standards.

<p>Purpose: The following standards are intended to enhance pedestrian mobility and safety by providing increased circulation, decreasing walking distances required to enter large developments, and providing walkways partially shielded from rain and/or snow.</p>	
<p>a. Customer entrances</p>	<p>(1) Additional entrances. An additional direct customer entrance(s) shall be provided to the same building elevation which contains the primary customer entrance so that customer entrances are no further than 250 feet apart when such elevations face the public street or customer parking lot. If a corner entrance is used, this requirement applies to only 1 elevation.</p> <p>(2) Designated streets. Non-residential or mixed-use buildings on designated pedestrian streets noted in Section 13.06.030 or Section 13.06.300.C shall provide at least 1 direct customer entrance, which may be a corner entrance, within 20 feet, facing, and visible to the designated street. For such buildings over 30,000 square feet of floor area, the maximum distance is increased to 60 feet.</p>
<p><u>b. Residential Entrances</u></p>	<p><u>(1) Buildings meeting the “build-to area” for designated pedestrian streets shall provide at least 1 entrance within 8 feet of the longest street-facing wall of the building. Buildings that have a shared main entrance must use the shared main entrance to fulfill the requirements of this standard.</u></p> <p><u>(a) The shared main entrance must face the street or be at an angle of up to 45 degrees from the street.</u></p> <p><u>(b) The shared main entrance may open onto a porch. The porch must have a minimum dimension of 4 feet by 6 feet; have a roof that is no more than 12 feet above the floor of the porch; and be at least 30 percent solid. If at least 30 percent of the porch is covered with a solid roof, the rest may be covered with an open material, such as a trellis.</u></p> <p><u>(2) Weather protection is required for all multi-family building entries. For private entries, required weather protection must be at least 3 feet deep along the width of the entry. For common building entries, the required weather protection shall be 5 feet.</u></p>
<p>b-c. Street level weather protection</p>	<p>(1) Weather protection shall be provided above a minimum of 50 percent of the length of hard surfaced, public or private walkways and/or plazas along façades containing customer and/or public building entries or facing public street frontage. Façades or portions of façades where planting strips of more than 5 feet in width separate the walkway from the building wall are exempt from these standards.</p> <p>(2) Mixed-Use Center District designated pedestrian streets. Weather protection shall be provided above a minimum of 80 percent of the length of hard surfaced, public or private walkways and/or plazas along façades containing customer and/or public building entries or facing public street frontage.</p> <p>(3) Weather protection may be composed of awnings, canopies, arcades, overhangs, marquees, or similar architectural features. It is required to cover only hard surfaced areas intended for pedestrian use and not areas such as landscaping.</p> <p>(4) Weather protection must cover at least 5 feet of the width of the public or private sidewalk and/or walkway, but may be indented as necessary to accommodate street trees, street lights, bay windows, or similar accessories to not less than 3 feet in width.</p> <p>(5) Weather protection is required for all multi-family building entries. For private entries, required weather protection must be at least 3 feet deep along the width of the entry. For common building entries, the required weather protection shall be 5 feet.</p>

8. Code Section: 100.090.C.3.h

Off-street parking spaces – quantity

Issue: The Multi-Family dwelling section has different minimum off-site parking requirements depending upon the underlying zoning district. The Table erroneously omits PDB and includes HM.

Proposed Update: Staff proposes to remove “HM” from the chart which is a zoning district that no longer exists and replace it with “PDB” which is erroneously missing from the chart.

<i>TABLE 1 – Required Off-Street Parking Spaces^{9, 14} (All footnotes are in Table 2, below.)</i>		
Use	Unit	Required parking spaces
		Min.
Residential		
Single-family detached dwelling, Adult family home, Staffed residential home ^{1, 2, 12}	Dwelling.	2.00
Two-family dwelling in all districts ^{1, 2, 12}	Dwelling.	2.00
Townhouse dwelling in all districts ^{1, 2, 12}	Dwelling.	1.00
Three-family dwelling in all districts ^{1, 2, 12}	Dwelling.	2.00
Two- or Three-family dwelling via Conditional Use Permit	Dwelling.	1.00
Group housing – up to 6 residents		2.00
Group housing – 7 or more residents ^{1, 16}	Room, suite or dwelling.	1.00
Small Lots, Cottage Housing and lots not conforming to area/width ³	Dwelling.	1.00
Mobile home park ^{1, 2, 12}		
Senior housing	Guest room, suite or dwelling unit.	0.75
Multiple-family dwelling ^{1, 2, 12, 16}		
Located in R-3, R-4-L, T, HMR-SRD, and PRD Districts ¹²	Dwelling.	1.50
Located in R-4, C-1, C-2, PDB HM , and M-1 Districts ¹²	Dwelling.	1.25

Application 6

Minor Plan and Code Amendments





2023 ANNUAL AMENDMENT
TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE

Application:
Minor Plan and Code Amendments

Staff Analysis Report
March 1, 2023

The “Minor Plan and Code Amendments” is one of the applications for the 2023 Annual Amendment to the One Tacoma Comprehensive Plan and Land Use Regulatory Code (or “2023 Amendment”). The application compiles a number of proposed amendments to the One Tacoma Plan and the Tacoma Municipal Code (primarily Title 13 – Land Use Regulatory Code) that are under the purview of the Planning Commission.

Proposed amendments do not suggest substantive or policy-level changes to the Plan or the Code; they are intended to correct minor errors, address inconsistencies, keep information current, and clarify and improve provisions that, through implementation of the Plan and the Code, are found to be unclear or not fully meeting their intent.

There are 7 issues compiled in this application, as shown in Exhibit “A”, which also documents staff analysis of the issues and the thought process for the corresponding proposed amendments.

Project Summary	
Application ID:	Minor Plan and Code Amendments
Applicant:	Planning and Development Services Department
Staff Contact:	Adam Nolan, Associate Planner, anolan@cityoftacoma.org
Location and Size of Area:	Citywide
Current Land Use and Zoning:	Various
Neighborhood Council Area:	Citywide
Staff Recommendation:	That the Planning Commission accept public comment and begin to develop recommendations to the City Council.
Project Proposal:	See “Exhibit A - Issues and Proposed Amendments” (and supplemental Exhibits B, C, and D)



1. Area of Applicability

Citywide - in various zoning districts and geographical areas.

2. Background

The “Minor Plan and Code Amendments” application facilitates an annual process for staff to improve the clarity and effectiveness of the *One Tacoma* Comprehensive Plan and the Tacoma Municipal Code (TMC) – primarily Title 13 Land Use Regulatory Code. The application compiles issues identified by staff, customers of the Planning and Development Services Department, the Planning Commission, the Transportation Commission, the City Council, and/or the public. Those issues are generally not substantive enough to rise to the level of a stand-alone application for consideration during the annual amendment process.

The *One Tacoma Plan* is a blueprint for the future character of our City. It guides our community's development over the long term and describes how our community's vision for the future is to be achieved. The plan takes a long-range perspective on such topics as land use, transportation, housing, capital facilities, parks and the environment that address the physical, social, and economic health of the City. It also sets standards for roads and other infrastructure, identifies how they will be paid for, and establishes the basis for zoning and development regulations.

The *One Tacoma Plan* is a compilation of Book I and Book II. Book I contains twelve chapters (or elements), with aspirational goals and policies identified for each element that provide the means for Tacoma to grow and prosper and yet maintain the unique character of the city for current and future generations. Book II includes selected implementation programs and strategies.

Book I: Goals + Policies

1. Introduction + Vision
2. Urban Form
3. Design + Development
4. Environment + Watershed Health
5. Housing
6. Economic Development
7. Transportation
8. Parks + Recreation
9. Public Facilities + Services
10. Container Port
11. Engagement, Administration + Implementation
12. Downtown

Book II: Implementation Programs + Strategies

1. Shoreline Master Program
2. Capital Facilities Program
3. Downtown Regional Growth Center Plans
4. Historic Preservation Plan

The Land Use Regulatory Code is the key regulatory mechanism that implements the Comprehensive Plan, as cited below:

Land Use Regulations

Land use regulations are laws that establish what can or can't be built in a given location. The key regulatory mechanism that implements the Comprehensive Plan is Tacoma's Land Use Regulatory Code. This code contains the development regulations that govern the manner by which land is used, developed, or redeveloped in the City. This code is found in Title 13 of the Tacoma Municipal Code and includes regulations for platting, zoning, shorelines and critical areas.

(One Tacoma Comprehensive Plan, “Engagement, Administration + Implementation” Element, p. 11-10)

3. Analysis

It is imperative that both the Comprehensive Plan and the Code are properly maintained. The overall objective of the Minor Plan and Code Amendments is to keep the Plan and the Code current, respond to the changing circumstances, and enhance customer service. Staff analysis of this application has been conducted in accordance with TMC 13.02.070.F.2, which requires the following four provisions be addressed, as appropriate:

- A staff analysis of the application in accordance with the elements described in 13.02.070.D;
- An analysis of the consistency of the proposed amendment with State, regional and local planning mandates and guidelines;
- An analysis of the amendment options identified in the assessment report; and
- An assessment of the anticipated impacts of the proposal, including, but not limited to: economic impacts, noise, odor, shading, light and glare impacts, aesthetic impacts, historic impacts, visual impacts, and impacts to environmental health, equity and quality.

a. A staff analysis of the application in accordance with the elements described in 13.02.070.D;

TMC 13.02.070.D, subsection 5.d.(1), requires that the following objectives shall be met by applications for the annual amendment:

- Address inconsistencies or errors in the Comprehensive Plan or development regulations;

There are some issues included in the Minor Plan and Code Amendments, as shown in Exhibit “A”, intended to address inconsistencies and errors. There are also a number of issues intended to provide clarity or clarifications to existing language. For example:

- #2 Landmarks Preservation Commission Membership – This proposal ensures consistency between TMC 1.42 and requirements of Tacoma City Charter Section 3.13.
 - #3 Critical Areas Preservation Ordinance Clarifications – This proposal provides clarity to referencing code in sections that have been reorganized or location changed.
 - #5 Overlay Zoning Maps – This proposal improves and clarifies TMC 13.06.070 by including maps of the geographic extent of the overlay districts detailed in the code section.
 - #6 Platting and Subdivision Vesting – This proposal incorporates stormwater vesting language to appropriate code sections to be consistent with City policy related to subdivision, plat, short plat, building permit, or other construction permit.
 - #7 Land Use Table Re-organization – This proposal improves upon the organizational structure and consistency of the district uses tables for residential, commercial, and mixed-use districts.
- 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;

The overall objective of the Minor Plan and Code Amendments is to keep the Plan and the Code current. This includes responding to the changing circumstances, including those necessitated by growth and development patterns, and enhancing the City’s capacity to provide adequate and consistent services to residents and customers.

- Maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern; and/or
 - #1 Standards for Ground-level Utilities – This proposal improves and clarifies standards for ground-level utilities for mixed-used developments, and four-plexes and above, within the Downtown Districts.
- Enhance the quality of the neighborhood.
 - #4 Home Address Signage – This proposal provides clarity on home address signage for consistency with current ADU rules and Infill Pilot Program approvals.

b. An analysis of the consistency of the proposed amendment with State, regional and local planning mandates and guidelines;

- #2 Landmarks Preservation Commission Membership – This proposal corrects an inconsistency between the provisions for Landmarks Preservation Commission (LPC) in TMC 1.42 and requirements of Tacoma City Charter Section 3.13, adopted on November 4, 2014. Specifically, TMC 1.42 allows the City Council to waive the residency requirement for LPC in “Professional Positions” as defined by the ordinance. However, because the Charter Section 3.13 requires LPC members to be residents of the City of Tacoma and provides no exceptions, TMC 1.42 requires an amendment to conform to the City Charter. This inconsistency between the City Charter and TMC 1.42 has been addressed in the interim by Planning and Development Services Director’s Rule 03-2022.
- #6 Planning and Subdivision Vesting - This proposal incorporates stormwater vesting language to appropriate code sections to be consistent with City policy related to subdivision, plat, short plat, building permit, or other construction permit. The vesting language would be consistent with the City of Tacoma National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit issued by the Washington State Department of Ecology, based on the City’s NPDES Phase I Municipal Stormwater Permit.

c. An analysis of the amendment options identified in the assessment report;

An Assessment Report for this application was presented to the Planning Commission on August 17, 2022, and an additional Staff draft report of Issues and Analysis presented on January 4, 2023. Both reports indicate that most of the proposed amendments are intended to address inconsistencies, correct errors, and/or provide clarification. The proposals are usually unequivocal and straightforward, requiring no alternative analysis. Some of the proposed amendments require certain level of analysis, in which cases the analysis was conducted based on the feedback and suggestions from internal customers (i.e., staff who use and interpret the Plan and the Code) and external customers (e.g., developers and permit applicants). The thought processes for all of the proposed amendments are documented in Exhibit "A".

d. An assessment of the anticipated impacts of the proposal, including, but not limited to: economic impacts, noise, odor, shading, light and glare impacts, aesthetic impacts, historic impacts, visual impacts, and impacts to environmental health, equity and quality.

Since all proposed amendments are intended to address inconsistencies, correct errors, maintain compliance with State and local laws, respond to changing circumstances, and maintain or enhance compatibility with existing/planned land uses and the surrounding development pattern, their impacts are expected to be positive.

4. Public Outreach

Public outreach for the “Minor Plan and Code Amendments” application has been conducted as part of the Planning Commission’s meetings when this application was on the agenda – on August 17, 2022 (reviewing scope of work) and January 4, 2023 (update on scope of work). These meetings included report of issues, analysis and proposed amendments for this application (i.e., the earlier version of Exhibit “A”) for review by the Commission. The Commission is scheduled to conduct a public hearing on the 2023 Amendment in early 2023. Additional public outreach for all the applications for the 2023 Amendment will be conducted prior to and during the public hearing process.

5. Recommendation

Staff recommends that the Planning Commission release this staff report and Exhibits “A”, “B”, “C”, and “D” for public review and comment.

After the public hearing, staff will facilitate the Commission’s review of public comments, decision making, and formulation of recommendations to the City Council, pursuant to TMC 13.02.070.H, as cited below:

H. Findings and recommendations.

1. Upon completion of the public comment period and review of the public testimony, the Planning Commission will make a determination as to whether the proposed amendments are consistent with the following criteria:
 - a. Whether the proposed amendment will benefit the City as a whole, will not adversely affect the City’s public facilities and services, and bears a reasonable relationship to the public health, safety, and welfare; and
 - b. Whether the proposed amendment conforms to applicable provisions of State statutes, case law, regional policies, and the Comprehensive Plan.
2. The Commission will prepare a recommendation and supportive findings to forward to the City Council for consideration.

6. Exhibit

- Exhibit “A” – Minor Plan and Code Amendments – Issues and Proposed Amendments (March 1, 2023)
- Exhibit “B” – Minor Plan and Code Amendments – Overlay Zoning Maps
- Exhibit “C” – Minor Plan and Code Amendments – Platting and Subdivision Vesting
- Exhibit “D” – Minor Plan and Code Amendments – Land Use Table Re-organization

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**2023 ANNUAL AMENDMENT
TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE**

Minor Plan and Code Amendments – Issues and Proposed Amendments

March 1, 2023

No.	Title of Issue and Code Section	Description of Issue	Proposed Amendments
1.	<p><u>Standards for Ground-level Utilities</u></p> <ul style="list-style-type: none"> TMC 13.06.100.D & E, and 13.06.090.L. 	<p>There are no standards for ground-level utilities (screening, location, etc.) for mixed-use developments and 4-plexes and above within the Downtown Districts. The only standards are for rooftop equipment.</p>	<p>TMC 13.06.090.L.4. Standards in Mixed-Use <u>and Downtown Districts</u>. TMC 13.06.090.L.6. Standards for Residential Buildings and Developments. a. Standards for all single, two, and three-family, <u>and multi-family</u> dwellings in X-Districts, and to all two, and three-family, <u>and multi-family</u> dwellings in all districts.</p>

No.	Title of Issue and Code Section	Description of Issue	Proposed Amendments
2.	<p><u>Landmarks Preservation Commission Membership</u></p> <ul style="list-style-type: none"> • TMC 1.42 	<p>The provisions for Landmarks Preservation Commission (LPC) membership in TMC 1.42 are inconsistent with the requirements of the Tacoma City Charter Section 3.13, adopted on November 4, 2014. Specifically, TMC 1.42 allows the City Council to waive the residency requirement for LPC in “Professional Positions” as defined by the ordinance. However, because the Charter Section 3.13 requires LPC members to be residents of the City of Tacoma and provides no exceptions, TMC 1.42 requires an amendment to conform to the City Charter. This inconsistency between the City Charter and TMC 1.42 has been addressed in the interim by Planning and Development Services Director’s Rule 03-2022.</p>	<p>1.42.040 Composition of the Landmarks Preservation Commission. All members of the Commission shall have a demonstrated interest and familiarity with basic historic preservation issues, either through professional practice or volunteer work, and shall be residents within the boundaries of the City, except as provided elsewhere in this chapter. The Landmarks Preservation Commission shall consist of 11 members as follows: A. Architect Positions: The Commission shall include a minimum of three members who are currently or have been in the past professionally certified architects. These positions shall be named Architect Positions 1 through 3. D. Temporary vacancies of one or all of the professional positions shall not render actions by the Commission invalid, unless the Commission action is related to meeting Certified Local Government (“CLG”) responsibilities cited in the Certification Agreement between the Mayor and the State Historic Preservation Officer on behalf of the state. E. Exception to the residency requirement may be granted by City Council in order to fill vacancies for professional positions. FE. The Appointments Committee may, at its discretion, solicit nominations from neighborhood community associations, business districts, and professional organizations to ensure geographic and professional diversity within the Commission. GF. The provisions of this chapter shall be enforced as vacancies occur following the adoption of this legislation.</p>

No.	Title of Issue and Code Section	Description of Issue	Proposed Amendments
3.	<p><u>Critical Areas Preservation Ordinance Clarifications</u></p> <ul style="list-style-type: none"> • TMC 13.11 	<p>The Flood Hazard section (TMC 13.11.600) of the Critical Areas Preservation Ordinance references the Building Code, but the Building Code sections have changed. The current language of “all development proposals shall comply with Sections 2.12.040 through 2.12.050, Flood Hazard and Coastal High Hazard Areas” should be modified as “all development proposals shall comply with Title 2 Building and Development Code regarding Flood Hazard and Coastal High Hazard Areas.” There may also be additional minor reference updates and wording clarification in TMC 13.11 that need to be addressed.</p> <p>The Fish and Wildlife Habitat Conservation Area (FWHCA) Modification section (TMC 13.11.550) indicates that “innovative mitigation” can be considered for impacts per the standards in 13.11.270.L. However, the innovative mitigation standards are actually in 13.11.270.M. This reference should be fixed.</p>	<p>13.11.620 Standards. All development proposals shall comply with Sections 2.12.040 through 2.12.050, Title 2 Building and Development Code regarding Flood Hazard and Coastal High Hazard Areas, and Chapter 12.08 Surface Water Management Manual of the TMC <u>Title 12</u> for general and specific flood hazard protection.</p> <p>F. Innovative mitigation per TMC 13.11.270.LM.</p> <p>When the project cannot meet the minimum standards of this section or the project proponent can demonstrate that a different method will achieve equivalent or better protections for the critical area, it will be reviewed per the standards in 13.11.270.LM.</p>

No.	Title of Issue and Code Section	Description of Issue	Proposed Amendments
4.	<p><u>Home Address Signage</u></p> <ul style="list-style-type: none"> • TMC 13.06.090.I.3.b 	<p>Suggest necessary clarification on home address signage, with current ADU rules, Infill Pilot Program approvals, a minor adjustment to current code should be considered further clarifying residential address signage.</p>	<p>TMC 13.06.090.I.3 – Sign Standards – General Sign Regulations</p> <p>b. Exempt signs. The following signs shall be exempt from all requirements of this section and shall not require permits; however, this subsection is not to be construed as relieving the user of such signage from responsibility for its erection and maintenance, pursuant to Title 2 or any other law or ordinance relating to the same.</p> <p>(1) Changing of the advertising copy or message on a sign specifically designed for the use of replaceable copy.</p> <p>.....</p> <p>.....</p> <p>(16) Temporary public event signs not exceeding 12 square feet, and temporary event banners, placed on publicly owned land or adjacent public right-of-way. Signs or banners shall be securely attached to the ground or a structure and must be removed after the event.</p> <p><u>(17) Home address signage, including name of resident or owner, one per street face, per unit, including ADUs, must be located entirely on private property, may not be larger than 10 inches by 24 inches in size, and may not be an advertisement or wording other than name of resident/owner.</u></p>
5.	<p><u>Overlay Zoning Maps</u></p>	<p>Tacoma Municipal Code 13.06.070 establishes overlay zoning districts. These districts modify the uses and development standards of the base zoning for specific areas of the City. However, the current code does not consistently include a map of the geographic extent of the overlay districts. This amendment would simply incorporate a map into the code so there is a clearer connection between the standards and the area affected.</p>	<p>Adding overlay district maps to the following sections:</p> <p>13.06.070 Overlay Districts</p> <p>B. South Tacoma Manufacturing/Industrial Center C. Planned Residential Development District D. South Tacoma Groundwater Protection District F. Joint Base Lewis McChord Airport Compatibility District</p> <p>See Exhibit B</p>

No.	Title of Issue and Code Section	Description of Issue	Proposed Amendments
6.	<u>Platting and Subdivision Vesting</u>	To incorporate stormwater vesting language into the appropriate code sections. The vesting language would be consistent with the City of Tacoma National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit issued by the Washington State Department of Ecology, based on the City’s NPDES Phase I Municipal Stormwater Permit that requires stormwater mitigation for projects be identified at the time of application for a subdivision, plat, short plat, building permit, or other construction permit.	See Exhibit C
7.	<u>Land Use Table Re-organization</u>	As part of the Tideflats Non-Interim Regulations, the district use table was updated to shift away from an alphabetical listing of uses to a grouping of uses by similar classification. The intent of this code update is to apply the same structure to the district uses tables for residential, commercial, and mixed use districts. These amendments will not be substantive, but rather organizational changes.	TMC 13.06.060 Industrial Districts, subsection E, provides an example of the updated table and the organizational structure that will be applied to the rest of the code for internal consistency. See Exhibit D

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**2023 ANNUAL AMENDMENT
TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE**

Minor Plan and Code Amendments – Overlay Zoning Maps

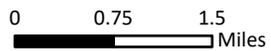
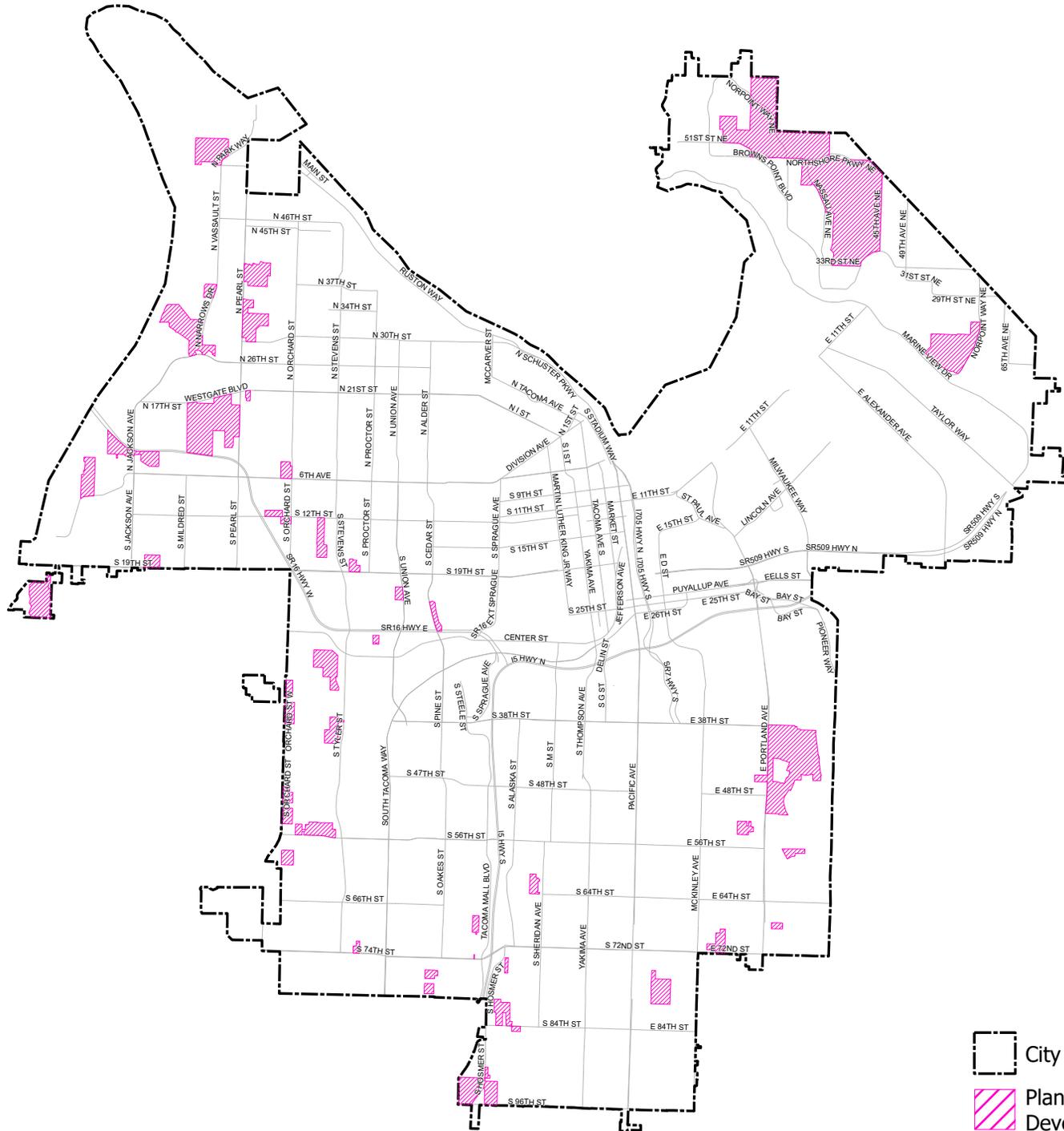
March 1, 2023

Maps Included:

13.06.070 Overlay Districts

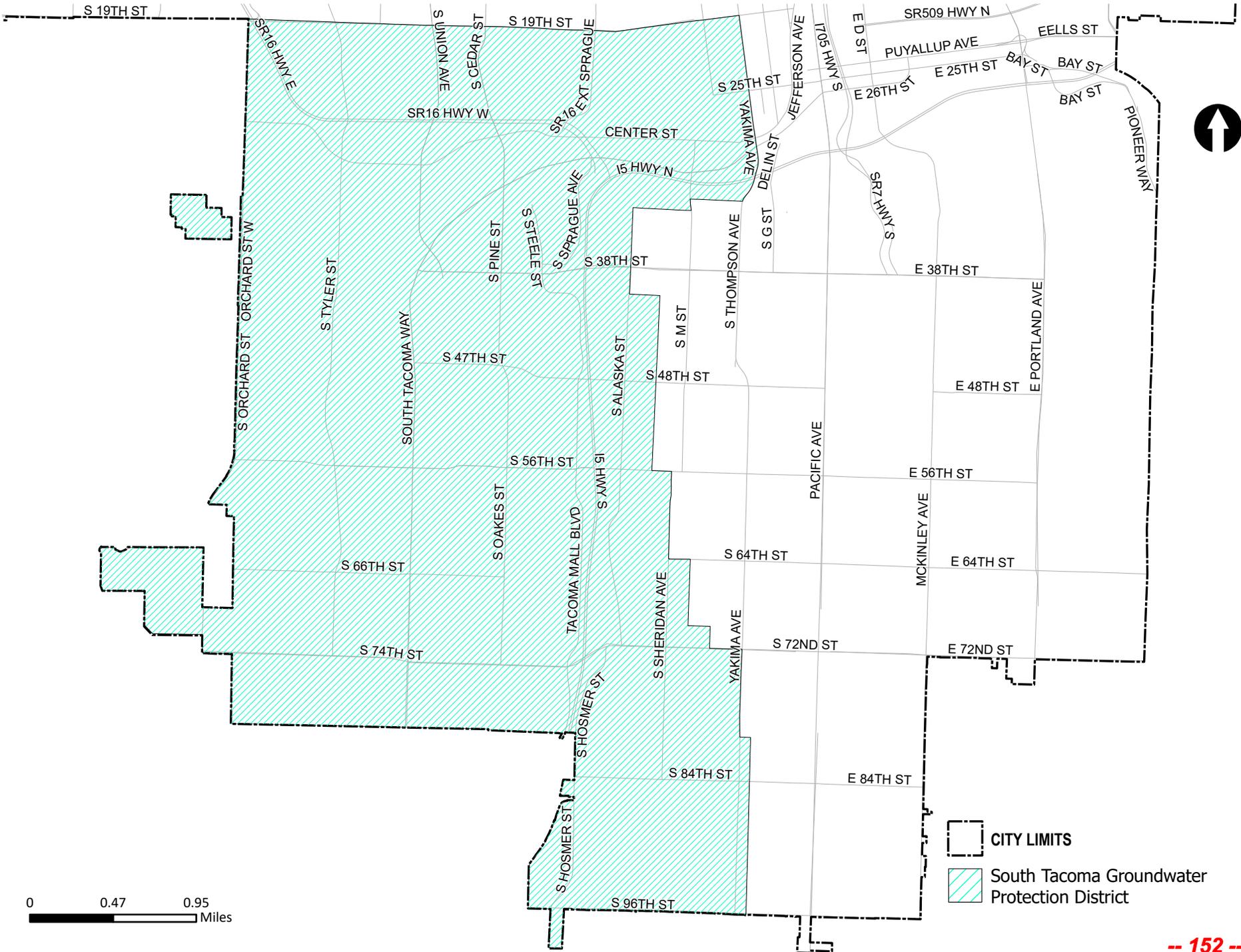
- B. South Tacoma Manufacturing/Industrial Overlay District
- C. PRD Planned Residential Development District
- D. South Tacoma Groundwater Protection District (STGPD)
- E. Historic Special Review Overlay District
- F. Joint Base Lewis McChord Airport Compatibility Overlay District (ACD)

City of Tacoma | Planning and Development Services
PRD Planned Residential Development District



-  City LIMITS
-  Planned Residential Development District

City of Tacoma | Planning and Development Services
South Tacoma Groundwater Protection District (STGPD)



City of Tacoma | Planning and Development Services
Joint Base Lewis McChord Airport Compatibility Overlay District (ACD)



0 0.13 0.25 Miles
Revised Date: 1/6/2023

Exhibit C: Platting and Subdivision Vesting – Minor Plan and Code Amendments

13.04.090 Short plat/short subdivision procedures.

A. Administration.

The Director or designee is vested with the duty of administering the provisions of this section and with the authority to summarily approve or disapprove proposed preliminary and final short plats. The Director or designee may prepare and require the use of such forms and develop policies deemed essential to the effective administration of this code.

B. Application.

Applications for approval of preliminary short subdivisions shall be submitted to Planning and Development Services and shall be accompanied by a proposed short plat which includes pertinent survey data compiled as a result of a survey of the property made by or under the supervision of a [Washington State Licensed registered land](#) ~~Land S~~ surveyor. In addition, an application will include a title report and free consent statement signed by all owners of land within the proposed short plat. All surveys shall be accomplished as required by the Survey Recording Act (RCW 58 and WAC 332), and shall be monumented in accordance with the Survey Recording Act and Public Works specifications. In addition to the survey data, the short plat application shall be considered complete when the following information is received by the Planning and Development Services Department:

1. A completed application form including the following information: name(s), mailing address(es), and phone number(s) of applicant(s) and property owner(s); legal description of property; County Assessor's parcel number; general location of property; current use of property; proposed improvements; signature of applicant(s); and date signed.
2. A free-consent statement signed by all owners of the property.
3. A current (within 90 days) title report or plat certificate.
4. A filing fee as set forth in Chapter 2.09 of the Tacoma Municipal Code.
5. A transit access checklist, including a table showing the location and walking distance in feet to the nearest bus stop(s), the routes served by that stop, and the potential transit patronage calculated according to a formula and generation rates shown on the checklist, as required by the appropriate transit authority.
6. A City-approved preliminary short plat layout drawing containing the following information:
 - a. The name and address of the owner or owners of said tract;
 - b. The legal description of the existing lot, tract, or parcel;
 - c. The short plat shall show the bearings and distances on the exterior boundary with ties to at least two known monuments on the City of Tacoma horizontal grid system. The plan shall be to scale, have a north arrow, and display the date of preparation;
 - d. The short plat shall show existing and proposed contours at intervals of five feet or less, sufficient to show drainage patterns;

- e. The names of all adjacent subdivisions and owners of adjoining parcels;
- f. All zoning districts as set forth in the Tacoma zoning ordinances;
- g. The boundary lines of the tract to be subdivided and their dimensions;
- h. The layout, names, and width of proposed public or private streets, alleys and easements;
- i. The location of all existing and platted streets, on-site private roadways, pedestrian ways, bike routes, rights-of-way, and section lines within and adjacent to the short subdivision. Show proposed pedestrian, bicycle, and vehicular connections within the short plat and connections to the existing routes outside of the proposed short subdivision;
- j. All public and private open space to be preserved or created within the short subdivision;
- k. Dedication of all streets, alleys, ways, and easements for public use;
- l. The Locations of existing storm and sanitary sewer, water mains, electric conduits, or overhead power.
- m. The preliminary locations of proposed ~~stormwater facilities and BMPs~~ private and municipal stormwater systems required to serve each lot as well as any shared ~~private~~ private and municipal stormwater BMP systems that shall serve the ~~development~~ short plat/short subdivision;
- ~~m-n.~~ n. The accurate location, material and size of all monuments. Monuments shall meet the specifications of the Survey Recording Act and Public Works Department;
- o. Certification by a registered land surveyor to the effect that the short plat is a true and correct representation of the lands actually surveyed and that all the monuments shown thereon actually exist, or that, in lieu of their placement, a bond has been provided in conformance with Section 13.04.100.H of this chapter, and that the location, size and material of the monuments are correctly shown.

7. A Stormwater Site Plan Report prepared in accordance with the City of Tacoma Stormwater Management Manual.

8. Any other associated report such as Soils Report, Geotechnical Report, or Wetlands Report as necessary to verify viability of the proposed construction.

9. Wastewater capacity analysis, if required by Environmental Services.

C. Stormwater Vesting

1. Projects are considered to be vested to the current Stormwater Management Manual when:

a. All relevant plans, specifications, and supporting documents necessary to meet the design requirements of the SWMM for the proposed project have been received by the City for review. This may include, but is not limited to, Civil Plans and Stormwater Site Plan including all necessary appendices.

b. The City of Tacoma has deemed the permit application complete.

2. Vesting for compliance with the Stormwater Management Manual is limited to timeframes specified in the most recent City of Tacoma Phase I Municipal Stormwater Permit.

C. Process.

Upon Submittal of a complete preliminary short plat/short subdivision application, at least one copy of the preliminary short plat shall be transmitted for review and comment to departments and agencies as determined by the Planning and Development Services Department. Short subdivision applications that are adjacent to a transit street or within 1,000 feet of a bus stop shall be forwarded to Pierce Transit for review and comment.

The Planning and Development Services Department shall assemble the agency comments and prepare a written preliminary report to the Director. The report shall contain an analysis of the applicable criteria for the approval of preliminary short subdivisions, public notice comments for five- to nine-lot short subdivisions, agency comments received, and requested conditions of approval.

At the time of submission of application for final short plat the applicant shall request creation of any required new address(es).

D. Notification.

Public notice required by this chapter shall be given in accordance with the provisions of Chapter 13.05 for five- to nine-lot short subdivisions. In the event that a proposed short subdivision within the City of Tacoma has a border coterminous with Tacoma's city limits, a notice of filing shall be given to the appropriate county or city officials and in the event that the short subdivision within the City of Tacoma is adjacent to the right-of-way of a state highway, a notice of filing shall be given to the Washington State Department of Transportation.

Mailed notices required by these regulations shall provide a legal description of the property to be subdivided and a location description in non-legal vernacular.

E. Approval.

The Director or designee shall review the proposed preliminary short subdivision application. The preliminary short plat shall not be approved unless it is found that:

1. Appropriate provisions are made for the public health, safety, and general welfare; and for open spaces; stormwater management, streets or roads; alleys; bike routes; other public ways; transit stops; potable water supplies; sanitary wastes; parks and recreation; playgrounds; schools and school grounds; and all other relevant facilities, including sidewalks and other planning features that assure safe walking conditions for students who walk to and from school and for transit patrons who walk to bus stops or commuter rail stations.
2. The public use and interest will be served by the platting and dedication of such subdivision and dedication as set forth by the Comprehensive Plan and other adopted City ordinances, manuals, design specifications, plans, goals, policies, and guidelines.

Upon completion of the review, the Director shall consider the proposed short subdivision application and approve, disapprove, or return to the applicant for modification within 30 days from the date of filing thereof, unless the applicant consents to an extension of such time period. An appeal taken within 14 days of the Director's decision will be processed in accordance with provisions of Chapter 1.23 of the Tacoma Municipal Code. If an environmental impact statement is required as provided in RCW 43.21C.030, the 30-day period shall not include the time during which the environmental impact statement was prepared and circulated.

F. After approval of a preliminary short plat application by the Director, the short plat shall be filed with the Pierce County Auditor, and only after such filing shall the short plat be deemed approved and accepted by the City of Tacoma. The approved short subdivision decision, however, shall be assurance to the subdivider that the short plat will be recorded, provided that:

1. The final short plat drawing submitted for recording substantially conforms to the approved preliminary short plat and the approved preliminary short subdivision decision and is submitted within the time limits set forth in Chapter 13.05 of the Tacoma Municipal Code.
2. All requirements specified in the preliminary short subdivision decision are fully complied with and all required public dedications and improvements, including, but not limited to, rights-of-way, easements, streets, alleys, pedestrian ways, bike routes, sidewalks, ~~storm-drainage~~ stormwater facilities municipal and private stormwater systems, sewer systems, and water and electrical distribution systems, shall be provided in accordance with the requirements of this chapter, and any other applicable codes and ordinances of the City of Tacoma.

G. Final Short Plat.

The final short plat shall be submitted to the Planning and Development Services Department and shall be an accurate short plat for official record, surveyed and prepared by, or under the supervision of, a Washington State Licensed ~~registered~~ Land ~~S~~ surveyor who shall certify on the plat that it is a true and correct representation of the lands actually surveyed. The final short plat shall be prepared in accordance with the regulations set forth in subsequent sections of this chapter and the City's Comprehensive Plan and applicable ordinances, manuals, design specifications, plans and guidelines in Section 13.04.120. When the final short plat is submitted to the Planning and Development Services Department for processing, it shall be accompanied by two copies of a title report confirming that the title of lands, as described and shown on the short plat, is in the name of the owner(s) signing the certificate of the short plat. The final short plat will be reviewed by the City Engineer and representatives of the Water and Light Divisions of the Department of Public Utilities, and the Tacoma-Pierce County Health Department.

H. Contents of Final Short Plat.

The final short plat shall be drawn to a scale of 100 feet or less, but, preferable, 100 feet to the inch, and shall show:

1. Name of short subdivision.
2. Name and address of the subdivider.
3. North point, scale bar, and date.
4. The boundary lines with accurate distances and bearings, and the exact location and width of all existing and recorded streets and ways and intersecting the boundary of the tract.
5. True bearings and distances to the established street lines or official monuments, which shall be accurately described on the short plat; municipal, township, county, or sections lines accurately tied to the lines of the short subdivisions by distances and bearings.

6. Streets, alleys and ways, together with their names, and any dedicated pedestrian ways, bike routes, and land for transit facilities within the short subdivision.
7. The length of the arcs, radii, internal angles, points of curvature, length, and bearing of the tangents.
8. All easements for rights-of-way provided for public services or utilities and any limitations of the easement.
9. All block indications, lot numbers, and lot lines with accurate dimensions in feet and hundredths and with bearings and angles to street and alley lines.
10. The accurate location, material, and size of all monuments. Monuments shall meet the specifications of the Survey Recording Act and Public Works Department.
11. The accurate outline of all property which is offered for dedication for public uses with the purpose indicated thereon, and all property that may be reserved by deed covenant for the common use of the property owners in the short subdivision.
12. Zoning districts as set forth in the Tacoma zoning ordinances.
13. Private restrictions and their boundaries, as applicable.
14. Certification by a ~~registered~~ Washington State Licensed L and S surveyor to the effect that the final short plat is a true and correct representation of the lands actually surveyed and that all monuments shown thereon actually exist, or, in lieu of their placement, that a bond has been provided in conformance with Section 13.04.090.I. of this chapter, and that their location, size, and material are correctly shown.
15. Certification of approval by the City Engineer of all locations, grades, and dimensions of the short plat and the construction specifications.
16. Dedication of all streets, alleys, ways, easements, parks, and lands for public use as shown on the short plat and as required by the City of Tacoma.
17. All private easements (new or existing).
18. All critical areas requiring delineation in accordance with Chapter 13.11.
19. All building setback lines.
20. Common facilities and open spaces shall be located on separate, individual tracts, unless otherwise approved by the Director and shall be dedicated, reserved or otherwise held in common by a homeowners' association or by a proportional ownership interest shared among all of the property owners within the short subdivision, or alternatively, and only if acceptable to the receiving public agency, dedicated to the public.

21. Conditions of Approval

I. Monuments to be Placed Prior to Submission of Final Short Plat.

Prior to the time the final short plat is submitted to the Director, monuments shall be placed at angle points along the perimeter of the short subdivision at intervals designated by the City Engineer; and

monuments shall also be placed at all intersections of centerlines of streets and at all locations where the centerlines of streets cross section lines or quarter section lines. Delayed monumentation of the interior of the short subdivision may be desirable pending completion of street and utility improvements. In that case, satisfactory completion of monumentation shall be secured in the form of a cash deposit or by inclusion in the performance bond. This provision shall not be construed to apply to boundary monumentation and survey.

J. All final short plats hereafter shall contain the following dedicatory language:

KNOW ALL PEOPLE BY THESE PRESENTS: We (name of owners), the owners of the land herein described, embraced in and covered by said short plat, do hereby donate and dedicate to the public forever the streets, alleys, and public places shown hereon, together with a perpetual easement on and over the private property abutting upon said streets, alleys, and public places to construct and maintain all slopes, cuts, and fill occasioned by the original grading by the City of Tacoma and necessary to accomplish and maintain such original grade of said streets, alleys, and public places. Said owners, for themselves and their respective successors and assigns, waive all claims for damages to the property included in this short plat by reason of any cuts or fills made in streets, alleys, or public places shown hereon in the original grading thereof by the City of Tacoma, and further certify and swear that said land is free from all taxes and assessments which have heretofore been levied and become chargeable against said property, and further certify and swear that there are no encumbrances existing upon any of the land upon which streets, alleys, and public places have been herein donated and dedicated to the public, except for the encumbrances that are the property of the following named person(s):

(Name of person(s))

If any of these persons named as having encumbrances are lienholders, then the dedication language must also include the following:

KNOW ALL PEOPLE BY THESE PRESENTS: We (name of lienholders), who have liens upon the land herein described, embraced in, and covered by said short plat, do hereby, as to any of said property hereafter acquired, donate and dedicate to the public forever the streets, alleys, and public places shown hereon, together with a perpetual easement on and over said private property abutting upon said streets, alleys, and public places, to construct and maintain all slopes, cuts, and fills occasioned by the original grading by the City of Tacoma and necessary to accomplish and maintain such original grade of said streets and alleys. Said lienholders, for themselves and their respective successors and assigns, as to any of the property hereafter acquired, waive all claims for damages to the said property included in this short plat by reason of any cuts or fills made in streets, alleys, or public places shown hereon in the original grading thereof by the City of Tacoma.

K. Conditions of Approval of the Final Short Plat.

Before approval of the final short plat, the Director will require:

1. That all street grading and grading along street lines, including sidewalk areas and bus stop areas, be approved by the City Engineer to ensure proper transition from street grade to adjacent property.
2. Surfacing of all roadways, bike routes, and pedestrian ways with an all-weather surface approved by the City Engineer; this shall include the construction of curbs and gutters of Portland cement concrete [or](#)

an equivalent as approved by the City Engineer in accordance with the specifications of the City of Tacoma.

3. Installation of necessary facilities for the proper handling of ~~storm drainage~~ stormwater ~~including identification and design of all stormwater BMPs~~ private stormwater systems that are required for each individual lot as well as any shared public municipal or private stormwater BMP systems that shall serve the platted development or ROW improvements related to the short plat, as approved by the City Engineer.

4. Installation of necessary facilities for the disposal of sanitary wastes as approved by the City Engineer.

5. Installation of necessary water supply systems, including fire hydrants, as approved by the Department of Public Utilities.

6. Installation of the necessary electrical power facilities as approved by the Department of Public Utilities.

a. As a condition of the final short plat, the Director shall require the petitioner or developer to install underground all public utility services such as electric, telephone, and CATV facilities, whether in streets, alleys, on public easements, or on private properties.

b. The Director may, however, if the facts and circumstances in respect to some particular development in a proposed short plat so warrant, authorize a waiver or modification from the general requirement hereinabove set forth, but, in such cases, shall give the reasons and conditions therefore.

7. The Director may also require the petitioner or developer, as a condition of approval of the final short subdivision, to install or construct certain improvements on existing rights-of-way abutting the short subdivision which are deemed necessary to control and expedite the movement of bicycles, automobiles, buses, and other vehicular and/or pedestrian traffic which would be generated by the development of the short subdivision.

8. In lieu of the construction of the required public and private improvements before approval of the final short plat by the Director, the property owner shall post a performance bond, or cash deposit in lieu thereof, with the Planning and Development Services Department in an amount not less than the City Engineer's estimate of the cost of the required improvements, and provide security satisfactory to the Planning and Development Services Department, guaranteeing that the required improvements shall be completed in accordance with the requirements of the City of Tacoma and within the specified period of time. The cash deposit, bond, or other security, as hereinabove required, may also secure the successful operation of required improvements for a two-year period after final approval.

All required improvements shall be completed by the property owner or his/her designee within one year from the date of the approval of the final short plat by the Director unless waived by the department, or departments, requiring such improvements. If said required improvements are not completed in the specified time, or the required improvements do not operate successfully for two years after completion, the City may use the applicable bonds or other security, or any portion thereof, to complete the same, correct any deficiencies in, or make any repairs to, constructed improvements which fail to successfully operate for two years after completion and final approval. After approval of the final short plat by the Director and recording by the County Auditor of Pierce County, the property

owner may petition for, and have established by the City Council, a local improvement district in accordance with the state statutes and ordinances of the City of Tacoma to cover the cost of all required improvements not previously constructed. The Planning and Development Services Department and/or the Public Utilities Department may authorize cancellation of the previously posted performance bond or security, or a portion thereof, for installation of the required improvements after final establishment of a local improvement district by the City Council and the execution of a contract therefore.

9. A house numbering system.

10. Sidewalks shall be required along all lot frontages within a short subdivision as a condition of the building permit for the development of each lot within a short subdivision. The required sidewalk(s) along lot frontage(s) shall be constructed prior to the final inspection for any structure constructed upon such lot as provided for in Ordinance No. 19486 of the City of Tacoma or, in lieu of actual construction of required sidewalks, a performance bond or cash deposit shall be posted with the Planning and Development Services Department ensuring that sidewalks will be constructed within a period of one year.

If required as a condition of the preliminary short subdivision, sidewalks abutting private, common, or public open spaces within a short subdivision shall be constructed in conjunction with the construction of the streets within the subdivision and, in lieu of actual construction, surety guaranteeing their installation shall be provided in accordance with the provisions contained in paragraph 8 of this subsection.

L. Approval of Final Short Plat.

Approval of the short plat drawing shall be indicated by the signatures of the City Engineer and the Director of the Planning and Development Services Department on the original reproducible final short plat.

The approval of the final short plat by the Director shall be deemed to constitute acceptance by the public of the dedication of any street or other proposed public way or space, but only after such short plat has been recorded by the Pierce County Auditor.

Approval of the final short plat by the Director shall be null and void if the short plat is not recorded within 90 days after the date of approval, unless, during said 90-day period, written application to the Director for an extension of time is made and granted.

M. Issuance of Building Permits.

The issuance of a building permit or other development permit for the development of a short subdivision may be delayed or issued contingent upon the subdivider's providing for adequate access, storm drainage stormwater facilities systems, sewer systems and water supply systems, and electrical power supply systems. If required improvements are not properly installed prior to the issuance of a building permit or other development permit, surety may be required in accordance with Section 13.04.100.J.8 of this chapter.

N. The development of any improvements associated with a short plat will not be permitted until after a short subdivision approval decision is final, the applicant has submitted the final short plat and the necessary construction and site development documents in compliance with the short subdivision

decision. It is anticipated that partial permits to allow grading, clearing, etc., may be issued prior to the issuance of the final short plat for streets and utilities. Development pursuant to Sections 13.04.300 (Model homes) and 13.04.305 (Temporary rental or sales offices, contractors' offices and signs) are exempt from this provision.

O. Resubdivision.

Land within a short subdivision shall not be further divided in any manner for a period of five years from the date of filing of the short plat of said short subdivision with the Pierce County Auditor without the approval of a preliminary and final plat, except that when the short plat contains fewer than four parcels, the owner who filed the short plat may submit a revision within the five-year period to create up to a total of four lots within the original short plat boundary.

13.04.100 Plat/subdivision procedures.

A. Application.

Applications for preliminary plat approval shall be submitted to Planning and Development Services on forms provided by the City. The application shall be considered complete when the following information is received by Planning and Development Services:

1. A completed application form including the following information: name(s), mailing address(es), and phone number(s) of applicant(s) and owner(s); legal description of property; assessor's parcel number; general location of property; current use of property; proposed improvement; signature of applicant(s); and date signed.
2. An environmental checklist or draft environmental impact statement.
3. A free-consent statement signed by all owners of the property.
4. A current (within 90 days) title report or plat certificate.
5. A filing fee as set forth in Chapter 2.09.
6. A City-approved plat layout drawing containing the following information:
 - a. The bearings and distances on the exterior boundary with ties to at least two known monuments on the City of Tacoma horizontal grid system. The plan shall be to scale, have a north arrow, and display the date of preparation.
 - b. The legal description of the existing lot, tract, or parcel and the legal description of all proposed lots, tracts or parcels.
 - c. The plat shall show existing and proposed contours at intervals of five feet or less, sufficient to show drainage patterns.
 - d. The names of all adjacent subdivisions and owners of adjoining parcels.
 - e. All the zoning districts as set forth in the Tacoma zoning ordinances.
 - f. The location of all existing and platted streets, pedestrian ways, bike routes, recorded easements, rights-of-way, and section lines within and adjacent to the subdivision.
 - g. All public and private open space to be preserved within the subdivision.
 - h. A table showing the plat area, number of lots and minimum and average lot size shall be shown. The lot layout, numbers and lot dimensions shall also be shown on the final layout drawing.
 - i. The layout, dimensions, and area of all existing and proposed parcels and tracts.
 - j. The lot layout, lot numbers, and lot dimensions, and average lot width.
 - k. The locations of existing storm water systems and sanitary sewers, water mains and electric conduits or overhead power lines to be used to serve the property shall be shown at points of proposed connection.
 - l. The preliminary locations of proposed stormwater facilities and BMPs municipal and private stormwater systems required to serve each lot as well as any shared private stormwater BMP systems that shall serve the development plat/subdivision;
 - m. All existing buildings and required setbacks for each lot shall be shown.
 - n. ~~m.~~ The mylar shall be stamped by a Professional Land Surveyor or Professional Civil Engineer licensed in the State of Washington.
7. A transit access checklist, including a table showing the location and walking distance in feet to the nearest bus stop(s), the routes served by that stop, and the potential transit patronage calculated according to a formula and generation rates shown on the checklist, unless this information has already been provided in the checklist submitted pursuant to the State Environmental Policy Act (SEPA).

8. A Stormwater Site Plan Report prepared in accordance with the City of Tacoma Stormwater Management Manual.

9. Any other associated report such as Soils Report, Geotechnical Report, or Wetlands Report as necessary to verify viability of the proposed construction.

910. Wastewater capacity analysis, if required by Environmental Services.

B. Process.

Upon submittal of a complete preliminary plat application, Planning and Development Services shall transmit at least one copy of the plat for review and comment to departments and agencies as determined by Planning and Development Services.

Preliminary plat applications for plats that are adjacent to a transit street or within 1,000 feet of a bus stop shall be forwarded to Pierce Transit for review and comment.

Planning and Development Services shall assemble the agency comments and prepare a written preliminary report to the Hearing Examiner. The report shall be transmitted to the Examiner and applicants a minimum of seven days prior to the date of the public hearing on the application. The report shall contain an analysis of the applicable criteria for the approval of preliminary plats, agency comments, an environmental determination and requested conditions of approval.

At the time of submission of application for final plat the applicant shall request creation of any required new address(es).

C. Stormwater Vesting

1. Projects are considered to be vested to the current Stormwater Management Manual when:

- a. All relevant plans, specifications, and supporting documents necessary to meet the design requirements of the SWMM for the proposed project have been received by the City for review. This may include, but is not limited to, Civil Plans and Stormwater Site Plan including all necessary appendices.
- b. The City of Tacoma has deemed the permit application complete.

2. Vesting for compliance with the Stormwater Management Manual is limited to timeframes specified in the most recent City of Tacoma Phase I Municipal Stormwater Permit.

D. Notification.

Notices for any public hearing required by this chapter shall be given in accordance with provisions of Chapter 13.05. In the event that a preliminary plat of proposed subdivision with the City of Tacoma joins the municipal boundaries thereof, a notice of filing shall be given to the appropriate county or city officials and, in the event that a preliminary plat of a proposed subdivision within the City of Tacoma is adjacent to the right-of-way of a state highway, a notice of filing shall be given to the Washington State Department of Transportation.

Mailed notices required by these regulations shall give the time, date, and place of the hearing; a legal description of the property to be platted; and a location description in non-legal language.

D. Hearing Examiner or Director Review of Preliminary Plat.

The Hearing Examiner or Director shall review the proposed preliminary plat. The preliminary plat shall not be approved unless it is found that:

1. Appropriate provisions are made for the public health, safety, and general welfare, and for open spaces; stormwater management; streets or roads; alleys; other public ways; bicycle circulation; transit stops; potable water supplies; sanitary wastes; parks and recreation; playgrounds; schools and school grounds; and all other

relevant facilities, including sidewalks and other planning features which assure safe walking conditions for students who walk to and from school and for transit patrons who walk to bus stops or commuter rail stations.

2. The public use and interest will be served by the platting and dedication of such subdivision and dedication as set forth by the Comprehensive Plan and other Adopted City Ordinances, manuals, design specifications, plans, goals, policies, and guidelines.

The Hearing Examiner or Director shall consider the proposed preliminary plat and shall issue a decision. An appeal taken within 14 days of the Director's decision will be processed in accordance with provisions of Chapter 1.23 of the Tacoma Municipal Code.

Approval of the preliminary plat is a tentative approval and does not constitute final acceptance of the plat. Approval of the preliminary plat, however, shall be assurance to the subdivider that the final plat will be approved; provided, that:

- a. The final plat substantially conforms to the approved preliminary plat.
- b. All requirements specified for the final plat are fully complied with.

A decision on the preliminary plat shall be made by the Hearing Examiner or Director within 90 days from the date of filing with the City Clerk, unless the applicant consents to the extension of such time period; provided, that if an environmental impact statement is required as provided in RCW 43.21C.030, the 90-day period shall not include the time spent preparing and circulating the environmental impact statement.

A final plat meeting all requirements of this section shall be submitted to the Director within the following timelines: If the preliminary plat was approved on or before December 7, 2007, the final plat must be submitted within nine years of the preliminary plat approval. If the preliminary plat was approved after December 7, 2007 but on or before December 31, 2014, the final plat must be submitted within seven years of the preliminary plat approval. A preliminary plat approved after January 1, 2015 must be submitted for final plat within five years of the preliminary plat approval.

E. Final Plat Approval.

The final plat for the subdivision shall be submitted to Planning and Development Services and shall be an accurate plat for official record, surveyed and prepared by, or under the supervision of, a registered-Washington State Licensed Land Surveyor who shall certify on the plat that it is a true and correct representation of the lands actually surveyed. The final plat shall be prepared in accordance with the regulations set forth in subsequent sections of this chapter and the City's Comprehensive Plan and applicable ordinances, manuals, design specifications, plans, and guidelines, in section 13.04.120. When the final plat is submitted to Planning and Development Services for processing, it shall be accompanied by two copies of a title report confirming that the title of lands, as described and shown on the plat, is in the name of the owner(s) signing the certificate of the plat. The final plat will be reviewed by the City Engineer and by representatives of the Water and Light Divisions of the Department of Public Utilities, and the Tacoma-Pierce County Health Department.

Planning and Development Services shall prepare a report summarizing the findings and recommendations of the reviewing departments and agencies and shall file said report and request with the Director. The Director or designee shall review the final plat. The Director's review shall be limited to ensuring that the final plat conforms to all requirements of this chapter and that all required improvements have been constructed or bonded. The Director shall issue a report approving or denying the final plat and shall transmit a copy of the report to the applicant and parties of record. The Director's decision shall be forwarded, by resolution, to the City Council for approval, unless the decision is appealed to the Hearing Examiner within 14 days of the date of the Director's decision.

An applicant may develop a plat in two or more phases. If phasing is to be used in the development, it is recommended that an applicant identify the proposed phasing plan at the time of preliminary plat approval so that appropriate conditions for each phase can be developed. When an applicant requests final plat approval for a specific phase of a plat subsequent to approval of the preliminary plat, the Director shall determine, after consultations with affected departments and agencies, the conditions of approval necessary to support that phase of the development. Each phase of a plat must receive final plat approval within the time period identified in Section 13.04.100.E.

F. Contents of Final Plat.

The final plat shall be drawn to a scale of 100 feet or less, but, preferably, 100 feet to the inch, and shall show:

1. Name of subdivision.
2. Name and address of the subdivider.
3. North point, scale, and date.
4. The boundary lines with accurate distances and bearings, and the exact location and width of all existing or recorded streets and ways intersecting the boundary of the tract.
5. True bearings and distances to the established street lines or official monuments, which shall be accurately described on the plat; municipal, township, county, or section lines accurately tied to the lines of the subdivision by distances and bearings.
6. Streets, alleys, and ways, together with their names, and any dedicated pedestrian ways, bike routes, and land for transit facilities within the subdivision.
7. The length of the arcs, radii, internal angles, points of curvature, length, and bearing of the tangents.
8. All easements for rights-of-way provided for public services or utilities and any limitations of the easement.
9. All block indications, lot numbers, and lot lines with accurate dimensions in feet and hundredths and with bearings and angles to street and alley lines.
10. The accurate location, material, and size of all monuments. Monuments shall meet the specifications of the Survey Recording Act and Public Works Department.
11. The accurate outline of all property which is offered for dedication for public use with the purpose indicated thereon, and all property that may be reserved by deed covenant for the common use of the property owners in the subdivision.
12. Zoning districts as set forth in the Tacoma zoning ordinances.
13. Private restrictions and their boundaries, as applicable.
14. Certification by a [registered Washington State Licensed Land Surveyor](#) to the effect that the plat is a true and correct representation of the lands actually surveyed and that all monuments shown thereon actually exist, or, in lieu of their placement, that a bond has been provided in conformance with Section 13.04.100.G. of this chapter, and that their location, size, and material are correctly shown.
15. Certification of approval by the City Engineer of all locations, grades, and dimensions of the plat and the construction specifications.
16. Dedication of all streets, alleys, ways, easements, parks, and lands for public use as shown on the plat and as required by the City of Tacoma.
17. All private easements (new or existing).
18. All critical areas requiring delineation in accordance with Chapter 13.11.
19. All building setback lines.
20. Common facilities and open spaces shall be located in separate, individual tracts unless otherwise approved by the Hearing Examiner, and shall be dedicated, reserved or otherwise held in common by a homeowners' association or by a proportional ownership interest shared among all of the property owners within the subdivision, or alternatively, and only if acceptable to the receiving public agency, dedicated to the public.
21. [Conditions of Approval](#)

G. Monuments to be Placed Prior to Submission of Final Plat.

Prior to the time the final plat shall be submitted to the Director, monuments shall be placed at angle points along the perimeter of the subdivision at intervals designated by the City Engineer; and monuments shall also be placed at all intersections of centerlines of streets and at all locations where the centerlines of streets cross section lines or quarter section lines. Delayed monumentation of the interior of the plat may be desirable pending completion of street and utility improvements. In that case, satisfactory completion of monumentation shall be secured in the form of a cash deposit or by inclusion in the performance bond. This provision shall not be construed to apply to boundary monumentation and survey.

H. All final plats hereafter shall contain the following dedicatory language:

KNOW ALL PEOPLE BY THESE PRESENTS: We (name of owners), the owners of the land herein described, embraced in and covered by said plat, do hereby donate and dedicate to the public forever the streets, alleys, and public places shown hereon, together with a perpetual easement on and over the private property abutting upon said streets, alleys, and public places to construct and maintain all slopes, cuts, and fill occasioned by the original grading by the City of Tacoma and necessary to accomplish and maintain such original grade of said streets, alleys, and public places. Said owners, for themselves and their respective successors and assigns, waive all claims for damages to the property included in this plat by reason of any cuts or fills made in streets, alleys, or public places shown hereon in the original grading thereof by the City of Tacoma, and further certify and swear that said land is free from all taxes and assessments which have heretofore been levied and become chargeable against said property, and further certify and swear that there are no encumbrances existing upon any of the land upon which streets, alleys, and public places have been herein donated and dedicated to the public, except for the encumbrances that are the property of the following named person(s):

(Name of person(s))

If any of these persons named as having encumbrances are lienholders, then the dedication language must also include the following:

KNOW ALL PEOPLE BY THESE PRESENTS: We (name of lienholders), who have liens upon the land herein described, embraced in, and covered by said plat, do hereby, as to any of said property hereafter acquired, donate and dedicate to the public forever the streets, alleys, and public places shown hereon, together with a perpetual easement on and over said private property abutting upon said streets, alleys, and public places, to construct and maintain all slopes, cuts, and fills occasioned by the original grading by the City of Tacoma and necessary to accomplish and maintain such original grade of said streets and alleys. Said lienholders, for themselves and their respective successors and assigns, as to any of the property hereafter acquired, waive all claims for damages to the said property included in this plat by reason of any cuts or fills made in streets, alleys, or public places shown hereon in the original grading thereof by the City of Tacoma.

I. Conditions of Approval of the Final Plat.

Before approval of the final plat of a subdivision, the Director will require:

1. That all street grading and grading along street lines, including sidewalk areas and bus stop areas, be approved by the City Engineer to ensure proper transition from street grade to adjacent property.
2. Surfacing of all roadways, bike routes, and pedestrian ways with an all-weather surface approved by the City Engineer; this shall include the construction of curbs and gutters of Portland cement concrete in accordance with the specifications of the City of Tacoma.
3. Installation of necessary facilities for the proper handling of ~~storm drainage~~ stormwater including identification and design of all- private stormwater BMPs systems that are required for each individual lot as well as any shared public municipal or private stormwater BMPs systems that shall serve the platted development or ROW improvements related to the plat. as approved by the City Engineer.
4. Installation of necessary facilities for the disposal of sanitary wastes as approved by the City Engineer.
5. Installation of necessary water supply systems, including fire hydrants, as approved by the Department of Public Utilities.
6. Installation of the necessary electrical power facilities as approved by the Department of Public Utilities.
 - a. As a condition of the final plat, the Director shall require the petitioner or developer to install underground all public utility services such as electric, telephone, and CATV facilities, whether in streets, alleys, on public easements, or on private properties.
 - b. The Director may, however, if the facts and circumstances in respect to some particular development in a proposed plat so warrant, authorize a waiver or modification from the general requirement hereinabove set forth, but, in such cases, shall give the reasons and conditions therefore.
7. The Director may also require the petitioner or developer, as a condition of approval of the final plat, to install or construct certain improvements on existing rights-of-way abutting the plat which are deemed necessary to control and expedite the movement of bicycles, automobiles, buses, and other vehicular and/or pedestrian traffic which would be generated by the development of the subdivision.

8. In lieu of the construction of the required public and private improvements before approval of the final plat of a subdivision by the Director, the subdivider/property owner shall post a performance bond, or cash deposit in lieu thereof, with Planning and Development Services in an amount not less than the City Engineer's estimate of the cost of the required improvements, and provide security satisfactory to Planning and Development Services, guaranteeing that the required improvements shall be completed in accordance with the requirements of the City of Tacoma and within the specified period of time. The cash deposit, bond, or other security, as hereinabove required, may also secure the successful operation of required improvements for a two-year period after final approval.

All required improvements shall be completed by the subdivider/property owner or his/her designee within one year from the date of the approval of the final plat by the Director unless waived by the department, or departments, requiring such improvements. If said required improvements are not completed in the specified time, or the required improvements do not operate successfully for two years after completion, the City may use the applicable bonds or other security, or any portion thereof, to complete the same, correct any deficiencies in, or make any repairs to, constructed improvements which fail to successfully operate for two years after completion and final approval. After approval of the final plat by the Director and recording by the County Auditor of Pierce County, the subdivider may petition for, and have established by the City Council, a local improvement district in accordance with the state statutes and ordinances of the City of Tacoma to cover the cost of all required improvements not previously constructed. Planning and Development Services and/or the Public Utilities Department may authorize cancellation of the previously posted performance bond or security, or a portion thereof, for installation of the required improvements after final establishment of a local improvement district by the City Council and the execution of a contract therefore.

9. A house numbering system.

10. Sidewalks shall be required along all lot frontages within a subdivision as a condition of the building permit for the development of each lot within a subdivision. The required sidewalk(s) along a lot frontage(s) shall be constructed prior to the final inspection for any structure constructed upon such lot as provided for in Ordinance No. 19486 of the City of Tacoma or, in lieu of actual construction of required sidewalks, a performance bond or cash deposit shall be posted with Planning and Development Services ensuring that said sidewalks shall be constructed within a period of one year.

If required as a condition of the preliminary plat, sidewalks abutting private, common, or public open spaces within a subdivision shall be constructed in conjunction with the construction of the streets within the subdivision and, in lieu of actual construction, surety guaranteeing their installation shall be provided in accordance with the provisions contained in paragraph 8 of this subsection.

J. Approval of Final Plat.

Approval of the final plat shall be indicated by the signatures of the City Engineer, the Director, the City Treasurer, the City Attorney, the Mayor, and the City Clerk on the original reproducible final plat.

The approval of the final plat by the Director shall be deemed to constitute acceptance by the public of the dedication of any street or other proposed public way or space, but only after such final plat has been recorded by the Pierce County Auditor.

Approval of the final plat by the Director shall be null and void if the plat is not recorded within 90 days after the date of approval, unless, during said 90-day period, written application to the Director for an extension of time is made and granted.

K. The development of any improvements associated with a plat will not be permitted until after the approval of a subdivision decision is final, the applicant has submitted the final plat for recording and the necessary construction and site development documents in compliance with the subdivision decision. It is anticipated that partial permits to allow grading, clearing, etc., may be issued prior to the issuance of the final plat for streets and utilities. Development pursuant to Sections 13.04.300 (Model homes) and 13.04.305 (Temporary rental or sales offices, contractors' offices and signs) are exempt from this provision.



**2023 ANNUAL AMENDMENT
TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE**

**Exhibit D: Land Use Table Reorganization
Minor Plan and Code Amendments**

March 1, 2023

Current Land Use Table Organization (Alphabetical)

Uses
Adult family home
Adult retail and entertainment
Agricultural uses
Airport
Ambulance services
Animal sales and service
Assembly facility
Brewpub
Building materials and services
Business support services
Carnival
Cemetery/internment services
Chemical manufacturing, processing and wholesale distribution
Cleaner Fuel Infrastructure
Coal facilities
Commercial parking facility
Commercial recreation and entertainment
Communication facility
Confidential shelter
Continuing care retirement community
Correctional facility
Craft Production
Cultural institution
Day care, family
Day care center
Detention facility
Detoxification center
Drive-through with any use
Dwelling, single-family detached

Uses
Dwelling, two-family
Dwelling, three-family
Dwelling, multiple-family
Dwelling, townhouse
Dwelling, accessory (ADU)
Eating and drinking
Emergency and transitional housing
Extended care facility
Foster home
Fueling station
Funeral home
Golf course
Group housing
Heliport
Home occupation
Hospital
Hotel/motel
Industry, heavy
Industry, light
Intermediate care facility
Juvenile community facility
Live/Work
Marijuana processor, producer, and researcher
Marijuana retailer
Microbrewery/winery
Mining and quarrying
Mobile home/trailer court
Nursery
Office
Parks, recreation and open space

Uses
Passenger terminal
Personal services
Petroleum Fuel Facility
Port, terminal, and industrial; water-dependent or water-related (as defined in Title 19)
Public service facilities
Religious assembly
Repair services
Research and development industry
Residential care facility for youth
Residential chemical dependency treatment facility
Retail
Retirement home
School, public or private
Seasonal sales
Self-storage
Short-term rental (1-2 guest rooms)
Short-term rental (3-9 guest rooms)
Short-term rental (entire dwelling)
Smelting
Staffed residential home
Student housing
Temporary uses
Theater
Transportation/freight terminal
Urban Horticulture
Utilities
Vehicle rental and sales
Vehicle service and repair
Vehicle service and repair, industrial
Vehicle storage
Warehouse, storage
Wholesale or distribution
Wireless communication facility
Work/Live
Work release center
Uses not prohibited by City Charter and not prohibited herein

Proposed Land Use Table Organization
(Organized by Use Categories)

Uses	
Agriculture and Natural Resources	
	Agricultural uses
	Mining and quarrying
	Urban horticulture
Residential Uses	
Dwelling Types	
	Dwelling, accessory (ADU)
	Dwelling, single-family detached
	Dwelling, two-family
	Dwelling, three-family
	Dwelling, multiple-family
	Dwelling, townhouse
Other Residential	
	Adult family home
	Day care, family
	Foster home
	Group housing

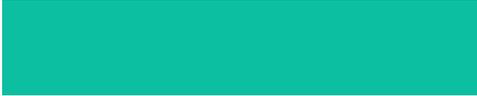
	Home occupation
	Live/Work
	Mobile home/trailer court
	Short-term rental
	Staffed residential home
	Student housing
	Retirement home
Medical and Health Services	
	Continuing care retirement community
	Detoxification center
	Hospital
	Intermediate care facility
	Residential care facility for youth
	Residential chemical dependency treatment facility
Community and Civic Facilities	
	Assembly facility

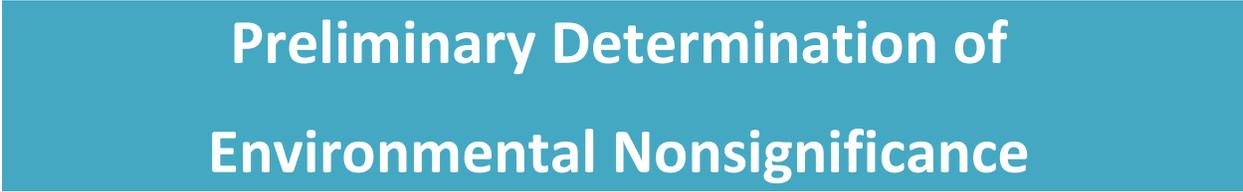
Cemetery/ Internment services
Confidential shelter
Correctional facility
Cultural institution
Detention facility*
Juvenile community facility
Parks, recreation and open space
Public service facilities
Religious assembly
School, public or private
Work release center
Commercial Uses
Craft Production
Hotel/Motel
Office ¹
Work/Live
Eating and Drinking Establishments
Brewpub
Eating and drinking
Microbrewery/ winery
Entertainment and Recreation

	Adult retail and entertainment
	Carnival
	Commercial recreation and entertainment
	Golf Courses
	Theater
Retail	
	Marijuana retailer
	Nursery
Services	
	Ambulance services
	Animal sales and service
	Building material and services
	Business support services
	Day care center
	Funeral home
	Personal services
	Repair services
Storage Uses	
	Warehouse/ storage
	Wholesale or distribution
	Self-storage
Vehicle Related Uses	
	Drivethrough with any permitted use

	Vehicle rental and sales
	Vehicle service and repair
	Vehicle storage
Industrial	
Industry, heavy	
	Coal facility
	Chemical manufacturing, processing and wholesale distribution
	Cleaner Fuel Infrastructure
	Petroleum Fuel Facility
	Port, terminal, and industrial; water-dependent or water-related (as defined in Title 19)
	Smelting
Industry, light	
	Vehicle service and repair, industrial
	Research and development industry
	Marijuana processor, producer, and researcher
Utilities, Transportation and Communication Facilities	
Airport	
Communication facility	
Heliport	
Passenger terminal	
Transportation/ freight terminal	

Utilities
Wireless communication facility
Accessory and Temporary Uses
Seasonal sales
Temporary uses
Unlisted Uses
Uses not prohibited by City Charter and not prohibited herein





**Preliminary Determination of
Environmental Nonsignificance**





City of Tacoma
**Preliminary Determination of
Environmental Nonsignificance**

**2023 Annual Amendment
to the One Tacoma Comprehensive Plan and Land Use Regulatory Code**

SEPA File Number: LU23-0040

TO: All Departments and Agencies with Jurisdiction

SUBJECT: Preliminary Determination of Environmental Nonsignificance

In accordance with WAC 197-11-340, a copy of the Preliminary Determination of Environmental Nonsignificance for the project described below is transmitted:

Applicant: City of Tacoma
Planning and Development Services Department
747 Market Street, Room 345
Tacoma, WA 98402

Proposal:

2023 Annual Amendment to the One Tacoma Comprehensive Plan and the Land Use Regulatory Code (2023 Amendment), which includes the following six applications (or subjects):

- (1) Mor Furniture Land Use Designation Change
- (2) Electric Fences
- (3) Shipping Containers
- (4) Delivery-Only Retail Businesses
- (5) Commercial Zoning Update Phase I: Neighborhood Commercial Design Standards
- (6) Minor Plan and Code Amendments

The complete text of the proposed amendments and the associated staff analysis reports are available for review on the website at www.cityoftacoma.org/2023Amendment. Hard copies are available by request at the Permit Counter, 747 Market Street, 3rd Floor, Tacoma, WA 98402.

Location: City of Tacoma

Lead Agency: City of Tacoma

City Contact: Adam Nolan
Planning and Development Services Department
747 Market Street, Room 345
Tacoma, WA 98402
(253) 320-8119 or anolan@cityoftacoma.org

The lead agency for this proposal has made a preliminary determination that this project does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2) (c). This decision was made after review of an environmental checklist and other information on file with the lead agency. This information is available to the public upon request. This Preliminary Determination of Nonsignificance (DNS) is issued under WAC 197-11-340(2). **Comments must be submitted by 5:00 p.m. on April 7, 2023.** The Responsible Official will

reconsider the DNS based on timely comments and may retain, modify, or, if significant adverse impacts are likely, withdraw the DNS. **Unless modified by the City, this determination will become final on April 14, 2023.** There is no administrative appeal for this determination. Appeals must be filed in conjunction with appeals of the adopted amendments to the Growth Management Hearings Board; appeals shall be taken in accordance with procedures and limitations set forth in RCW 43.21C.075 and WAC 242-02. In addition to Growth Management Hearings Board requirements, a copy of the appeal shall be filed with the Planning and Development Services Department, 747 Market Street, Room 345, Tacoma, Washington 98402.

The Puyallup Tribe is notified that this initiates the consultation process.

Responsible Official: Peter Huffman
Position/Title: Director, Planning and Development Services Department

Signature:  (Peter Huffman)

SEPA Officer Signature:  (Shirley Schultz)

Issue Date: March 14, 2023
Comment Deadline: April 7, 2023, 5:00 p.m.

NOTE: The issuance of this Preliminary DNS does not constitute project approval. Future project applicants must comply with all other applicable requirements of the City of Tacoma and other agencies with jurisdiction prior to receiving development permits.

c:

- Puyallup Tribe of Indians; SEPARreview@PuyallupTribe-nsn.gov
- Washington State Dept. of Fish and Wildlife; R6SSplanning@dfw.wa.gov
- Washington State Dept. of Ecology; seperegister@ecy.wa.gov, evba461@ecy.wa.gov
- Port of Tacoma; twarfield@portoftacoma.com
- Washington State Dept. of Archaeology and Historic Preservation; sepa@dahp.wa.gov
- Sound Transit; perry.weinberg@soundtransit.org, steven.kennedy@soundtransit.org
- Tacoma-Pierce County Health Department; SEPA@tpchd.org, ccooley@tpchd.org
- Puget Sound Clean Air Agency; SEPA@pscleanair.org
- Pierce Transit; tvaslet@piercetransit.org
- Tacoma Public Schools; cwillia4@tacomak12.wa.us, planning@tacoma.k12.wa.us
- City of Federal Way; PlngInquiry@cityoffederalway.com, Brian.Davis@cityoffederalway.com; planning@cityoffederalway.com
- City of Fife; clarson@cityoffife.org
- City of Fircrest; astahlnecker@cityoffircrest.net
- City of Lakewood; FFiori@cityoflakewood.us
- City of Ruston; robw@rustonwa.org
- City of University Place; dswindale@cityofup.com
- Pierce County; lhankel@co.pierce.wa.us
- Pierce County Accessor-Treasurer; dbrandv@co.pierce.wa.us

File: Planning and Development Services

SEPA ENVIRONMENTAL CHECKLIST

SEPA File Number: LU23-0040

A. BACKGROUND

1. Name of proposed project, if applicable:

2023 Annual Amendment to the One Tacoma Comprehensive Plan and the Land Use Regulatory Code (2023 Amendment), which includes the following six applications (or subjects):

- (1) Mor Furniture Land Use Designation Change
- (2) Electric Fences
- (3) Shipping Containers
- (4) Delivery-Only Retail Businesses
- (5) Commercial Zoning Update Phase I: Neighborhood Commercial Design Standards
- (6) Minor Plan and Code Amendments

2. Proponent/applicant:

City of Tacoma
Planning and Development Services Department
747 Market Street, Room 345
Tacoma, WA 98402-3701

3. Contact:

Adam Nolan
Planning and Development Services Department
747 Market Street, Room 345
Tacoma, WA 98402-3701
Phone: (253) 320-8119
E-mail: anolan@cityoftacoma.org

4. Date checklist prepared:

March 3, 2023

5. Agency requesting checklist:

City of Tacoma, Planning and Development Services Department

6. Proposed timing or schedule (including phasing, if applicable):

Timeline	Activity
January – March 2022	Applications accepted (submittal deadline March 31, 2022)
May – September 2022	Assessment of applications by the Planning Commission
July 2022 – March 2023	Technical analysis of applications by the Planning Commission and planning staff, including community outreach and engagement
April 5, 2023	Planning Commission Public Hearing
April – May 2023	Planning Commission making recommendations to the City Council
May – June 2023	City Council review and adoption

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

The One Tacoma Comprehensive Plan and the Land Use Regulatory Code are amended on an annual basis consistent with the State Growth Management Act (GMA). The proposed changes to the text, maps and policies of the One Tacoma Plan will apply to future land use and development. Proposed changes to the Land Use Regulatory Code and the Official Zoning Map will provide the basis to evaluate and regulate future development proposals.

Concerning Subject #1, Mor Furniture Land Use Designation Change (hereinafter referred to as Mor Furniture), the proposed General Commercial land use designation would allow the subject parcel, with appropriate site rezone, to accommodate future development of a vacant, undeveloped parcel adjacent to planned commercial furniture store (a general commercial use). Impacts resulting from future project-specific development proposals would be reviewed, and properly mitigated, at the permitting level consistent with the applicable provisions of the Tacoma Municipal Code.

Concerning Subject #2, Electric Fences, if the code changes are approved business owners will be able to apply for and construct electric fences in the C-1 and C-2 Commercial Districts, as well as CIX Mixed Use Industrial District and the WR Warehouse Residential District.

Concerning Subject #3, Shipping Containers, if the code changes are approved shipping containers could be placed on sites in the C-1 and C-2 Commercial Districts, as well as on sites in residential districts that operate under an approved Conditional Use Permit. Certain sizes of shipping containers would need a building permit.

Concerning Subject #4, Regulating Delivery-Only Businesses of Food and Other Consumables (hereinafter referred to as Delivery-only retail businesses), staff proposes to address delivery-only retail businesses as commissary kitchen use, and add commissary kitchens as a subset of "Retail" uses in the Tacoma Municipal Code land use tables. This would mean that commissary kitchens are no longer an unlisted use and would be required to meet "Retail" use and development standards (parking, loading, etc.). Additional regulations would add size limitations for commissary kitchens in mixed-use districts and a requirement for an in-person, direct-to-customer sale component for retail establishments located on a designated pedestrian street. These measures would add clarity around delivery-only retail businesses use and standards in Tacoma Municipal Code that would apply to potential future activity related to this use.

Concerning Subject #5, Commercial Zoning Update Phase I: Neighborhood Commercial Design Standards (hereinafter referred to as Commercial Zoning Update), staff proposes a City-wide update to our commercial zoning code. Phase I, being implemented as part of the 2023 amendment package, is limited in scope to updates deemed appropriate prior to the expansion of the multi-family tax exemption (MFTE) program to neighborhood commercial nodes. Phase 2, as part of the 2024 Periodic Comprehensive Plan update, will further assess necessary code updates to commercial areas throughout the City. Phase I updates focus on clarifying the applicability of existing standards to more clearly articulate which standards apply to single- and mixed-use multi-family development in the City's commercial zoning districts (C-1, C-2, PDB, T).

Concerning Subject #6, Minor Plan and Code Amendments, (hereinafter referred to as Minor Amendments), compiles seven minor and non-policy amendments to the One Tacoma Comprehensive Plan and the Land Use Regulatory Code. None of the seven amendments are connected with future additions, expansions, or further activity.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

In addition to this checklist for the 2023 Amendment, some environmental analyses have been conducted for Subject #1 (Mor Furniture) (Attachments A and B).

Similar SEPA analyses have also been prepared for all past annual amendments. Listed below are those for the last three years, with the rest on file and available for review upon request:

- 2022 Annual Amendment, SEPA #LU22-0041
- 2020 Annual Amendment, SEPA #LU20-0179
- 2019 Annual Amendment, SEPA #LU19-0068

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

Concerning Subject #1, Mor Furniture: the applicant Wesco Management, LLC provided preliminary development plans for the subject parcel and four Commercial zoned parcels bordering directly to the north; the subject parcel is also currently incorporated in the grading plan for the four adjoining Commercial zoned lots (SDEV17-0146). The preliminary development plans show the applicant's intention to develop a Mor Furniture store on the four Commercial zoned lots, and a Mor Outlet warehouse store on the subject site (pending land use change and site rezone).

10. List any government approvals or permits that will be needed for your proposal, if known.

The proposed amendments are subject to the following governmental approvals:

- Adoption by Tacoma City Council
- Verification of GMA compliance by Washington State Department of Commerce
- Plan Certification by Puget Sound Regional Council

Future development applications will be subject to the One Tacoma Plan, regulations, and zoning classifications and be approved through issuance of various permits and approvals as required.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site.

The 2023 Amendment includes six subjects, as described below. The complete text of the proposed amendments and the associated staff analysis reports are available for review on the website at www.cityoftacoma.org/2023Amendment.

Proposal (Subject)	Description (Scope of Work and Intent)
(1) Mor Furniture Land Use Designation Change	Wesco Management, LLC (parent company of Mor Furniture) requests for changing the Comprehensive Plan Land Use Designation for a 1.24-acre parcel from Low Scale Residential to General Commercial. The parcel is located directly to south of four currently undeveloped commercial-zoned parcels owned by the applicant and preliminarily planned to be the site of a Mor Furniture store. If granted, the General Commercial designation would enable Wesco Management to apply for a rezone to C-2 General Community Commercial Zoning District to allow for development complementary to the development plans for the applicant's commercial-zoned parcels to the north.

Proposal (Subject)	Description (Scope of Work and Intent)
(2) Electric Fences	This proposal would allow electric fences, subject to specific standards, in the C-1 and C-2 Commercial Districts, as well as the CIX Mixed Use Industrial District and the WR Warehouse Residential District. This is in addition to the M-1, M-2, and PMI Industrial Districts in which electric fences are already allowed. Except for the Industrial Districts, these districts allow a mixture of residential and commercial uses. The proposed code includes protections between electric fences and property lines, including a non-electric fence around the electric fence and increased setbacks.
(3) Shipping Containers	This proposal would allow shipping containers to be used as accessory structures on sites in the C-1 and C-2 Commercial Districts, as well as residentially zoned sites that are operating with a Conditional Use Permit. The placement of the shipping containers would be subject to certain standards, depending on where they are located and for how long.
(4) Delivery-Only Retail Businesses	This proposal would apply citywide in zoning districts allowing for retail commercial uses. Staff proposes to address delivery-only retail businesses as commissary kitchen use and add commissary kitchens as a subset of “Retail” uses in the Tacoma Municipal Code land use tables. This would mean that commissary kitchens are no longer an unlisted use and would be required to meet “Retail” use and development standards (parking, loading, etc.). Additional regulations would add size limitations for commissary kitchens in mixed-use districts and a requirement for an in-person, direct-to-customer sale component for retail establishments located on a designated pedestrian street. These measures would add clarity around delivery-only retail use and standards in Tacoma Municipal Code.
(5) Commercial Zoning Update Phase I: Neighborhood Commercial Design Standards	This update applies citywide in commercially zoned areas. The proposal is to update the City’s code as it relates to both single- and mixed-use multi-family development in the City’s commercially zoned districts. Updates largely consist of clarifications as to the applicability of existing standards.
(6) Minor Plan and Code Amendments	Proposed by the Planning and Development Services Department, this application compiles seven minor and non-policy amendments to the One Tacoma Comprehensive Plan and the Land Use Regulatory Code, intended to update information, correct errors, address inconsistencies, improve clarity, and enhance applicability of the plan and the code.

12. Location of the Proposal: (Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any. If a proposal would occur over a range of area, provide the range or boundaries of the site(s).)

Proposal (Subject)	Location of the Proposal (Area of Applicability)
(1) Mor Furniture Land Use Designation Change	1824 S. 49 th Street
(2) Electric Fences	Citywide, in C-1 and C-2 Commercial Districts, and CIX Mixed Use Industrial District and WR Warehouse Residential District
(3) Shipping Containers	Citywide, in C-1 and C-2 Commercial Districts, and residentially zoned sites (operating with a Conditional Use Permit)
(4) Delivery-Only Retail Businesses	Citywide, in zoning districts allowing for retail commercial uses
(5) Commercial Zoning Update Phase I: Neighborhood Commercial Design Standards	Citywide, in commercially zoned areas (C-1, C-2, T, and PDB). Some updates are further geographically constrained by either neighborhood commercial FLUM or designated Pedestrian Streets.
(6) Minor Plan and Code Amendments	Citywide

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature:  _____

Name of signee: Adam Nolan

Position and Agency/Organization: Associate Planner, City of Tacoma

Date Submitted: March 9, 2023

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment. When answering these questions, be aware of the extent the proposal or the types of activities likely to result from the proposal that would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

All subjects of the 2023 Amendment are non-project actions and as such would not directly impact water and air quality, release hazardous substances, or produce noise.

Concerning Subject #1 (Mor Furniture), the proposal could further facilitate the possible future development of the vacant undeveloped subject site with the applicant's Commercial zoned parcels to the north of the subject site. If the site were to be developed for commercial uses (furniture outlet store), vehicular traffic to and from the site could increase and there could be an increase in impervious service on the site. These could result in an increase in discharge to water and an increase in vehicle emissions to air. There is also potentially increase production of noise, and this would be addressed at site rezone and permitting stages.

Development of a furniture outlet store or other commercial use could generate more vehicle trips to the site. The subject site is located adjacent to Interstate 5 and traffic from the interstate is the primary driver of adverse air quality in the surrounding area, but additional trips could further contribute to air quality issues. With the subject site located adjacent to a middle school on South 49th Street, future development will likely be conditioned to have public access to the subject site from applicant-owned South 48th Street Commercial parcels. Based on preliminary trip generation studies conducted by a consultant, the proposed Mor Furniture Outlet project (General Commercial) is projected to generate fewer trips than development that could occur under current Low Scale Residential/R2-STGPD zoning at subject site; may potentially add five PM peak hour trips to the street grid via the existing Mor Furniture Commercial zoned parcels driveway on South 48th Street and would not materially affect traffic operations; and no apparent conflicts/issues with traffic safety at intersections and streets near subject site or with existing pedestrian, bicycling, and transit infrastructure or level of service. Additional traffic studies will likely be required at site rezone and/or permitting stages. (See Attachment A)

There is the potential for increased production of noise if the Mor Furniture Outlet (or other commercial use) is developed. Noise studies are not required as part of a land use designation change request. Noise impacts would be addressed at site rezone and permitting stages.

The potential for release of toxic or hazardous substance would be contingent upon proposed development. The storage, use, disposal of any hazardous material or toxic substance is subject to federal, state and local regulation and oversight. The subject site is also in a critical area of the South Tacoma Groundwater Protection District (STGPD) and an aquifer recharge area and is subject to no net loss of critical areas and could be subject to additional regulations.

As mentioned, there is not a specific development proposal at this time and such a proposal would almost certainly trigger further SEPA evaluation based on several possible SEPA thresholds and criteria. With a specific development proposal much more accurate estimates could be given of impacts and evaluated. SEPA will be required at the rezoning phase and at the development phase and the above-mentioned impacts, and any others that might be found given specifics of future applications, will be thoroughly evaluated as part of those future SEPA evaluations. (Attachment B: Mor Furniture Impacts Analysis)

Concerning Subject #5 (Commercial Zoning Update), the proposal clarifies the applicability of existing standards, some of which help to mitigate things like discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise. At a

minimum, as a non-project action, the project should not directly contribute to any environmental hazards and any future proposed project action within the City's commercially zoned areas would still be subject to project-level environmental review.

Proposed measures to avoid or reduce such increases are:

Impacts resulting from future project-specific development proposals would be reviewed, and properly mitigated, at the permitting level consistent with the applicable provisions of the Tacoma Municipal Code.

Concerning Subject #1 (Mor Furniture), any future development project for the site would undergo permitting evaluation, and current development standards would be implemented through building and site development permits that would likewise mitigate the impacts of new impervious surfaces. These include the City's landscaping and tree canopy standards, design requirements, setback standards, as well as the implementation of updated stormwater standards in the City's Stormwater Management Manual. The site is also subject to all the requirements of the STGPD. (See Attachment B)

At the time of development, it is possible that other traffic mitigations would be imposed to enhance traffic safety and flow, and these could help reduce traffic impact and vehicle emissions, and even noise impacts. These will be a focus of SEPA at subsequent rezoning requests and again at the time of an actual development proposal and permitting request.

Concerning Subject #5 (Commercial Zoning Update), the proposal clarifies the applicability of existing standards, some of which help to mitigate things like discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

All subjects of the 2023 Amendment are non-project actions and as such would not directly impact plants, animals, fish, or marine life.

Concerning Subject #1 (Mor Furniture), possible impacts from light and sound are not required to be studied as part of land use designation change amendment request, however those impacts would likely be able to be mitigated. Outlining specific mitigations without a specific development proposal is not possible, but generally placement of lights, configuration, and placement of equipment, etc. may be required to help keep impacts to a minimum.

A critical area review will be required in advance of a rezoning and permitting application for the portions of the subject sites which have been shown to have critical area features. This will include verification of the non-wetland and no-Biodiversity Area/Corridor determinations in the report. At the time of any development proposal of the subject sites, further evaluation will also be required, and the sites are all subject to SEPA evaluation if trigger thresholds are exceeded.

Concerning Subject #2 (Electric Fences) could limit the movement of animals in, around, and through critical areas.

Concerning Subject #5 (Commercial Zoning Update), the proposal clarifies the applicability of existing standards, some of which help to mitigate impacts to plants, animals, fish, or marine life. At a minimum, as a non-project action, the project should not directly contribute to any environmental hazards and any future proposed project action within the City's commercially zoned areas would still be subject to project-level environmental review.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

Impacts resulted from future project-specific development proposals would be reviewed, and properly mitigated, at the permitting level consistent with the applicable provisions of the Tacoma Municipal Code.

Regarding Subject #1 (Mor Furniture), critical area review will be required in advance of a rezoning and permitting application for the portions of the subject sites which have been shown to have critical area features.

Concerning Subject #2 (Electric Fences), to allow free movement of animals that often live in, or around, or move through critical areas, electric fences will not be allowed in or around critical areas (except this will not apply to the STGPD).

Concerning Subject #5 (Commercial Zoning Update), the proposal clarifies the applicability of existing standards, some of which help to mitigate impacts to plants, animals, fish, or marine life.

3. How would the proposal be likely to deplete energy or natural resources?

All subjects of the 2023 Amendment are non-project actions and as such would not directly impact energy or natural resources.

Concerning Subject #1 (Mor Furniture), the potential development of a Mor Furniture Outlet store would increase the use of power and utilities on the currently vacant, undeveloped site. There is power, stormwater, and wastewater utility infrastructure in proximity of the site to serve potential development.

Concerning Subject #2 (Electric Fences), electric fences can run off of AC or DC power with solar power back up. The demand of an electric fence will not place an unusual burden on the power grid.

Concerning Subject #5 (Commercial Zoning Update), the proposal clarifies the applicability of existing standards, some of which help to mitigate the depletion of energy or natural resources. At a minimum, as a non-project action, the project should not directly contribute to any environmental hazards and any future proposed project action within the City's commercially zoned areas would still be subject to project-level environmental review.

Proposed measures to protect or conserve energy and natural resources are:

Impacts resulted from future project-specific development proposals would be reviewed, and properly mitigated, at the permitting level consistent with the applicable provisions of the Tacoma Municipal Code as well as all Tacoma Power and utility requirements which encourage energy and resource conservation.

Concerning Subject #5 (Commercial Zoning Update), the proposal clarifies the applicability of existing standards, some of which help to mitigate the depletion of energy or natural resources.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

All subjects of the 2023 Amendment are non-project actions and as such would not directly impact environmentally sensitive areas or areas designated for governmental protection.

Concerning Subject #1 (Mor Furniture), it is possible that development of the subject site could have impacts on the designated open space parcels to the east and south, the site of Giadrone Middle School and open space or school-affiliated recreational parcels. Further evaluation of possible impacts will be considered again at any subsequent rezoning action, and then likely at time of development as a furniture outlet store (or other commercial use). Such a proposal would be of a sufficient scale to trigger SEPA. That review will occur and if any changes have occurred on the Giadrone Middle School parcels then it will be considered under the subsequent evaluations. The site is also within the STGPD and subject to those additional requirements and regulations. There are no other known critical areas or archaeological, cultural, or historic resources on the subject site based on known mapping. Additional site verifications will be required through any future subsequent permitting, including no net loss of critical areas.

Concerning Subject #2 (Electric Fences), electric fences could limit the movement of animals in, around, and through critical areas.

Concerning Subject #5 (Commercial Zoning Update), the proposal clarifies the applicability of existing standards, some of which help to mitigate impacts to environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands. At a minimum, as a non-project action, the project should not directly contribute to any environmental hazards and any future proposed project action within the City's commercially zoned areas would still be subject to project-level environmental review.

Proposed measures to protect such resources or to avoid or reduce impacts are:

Impacts resulted from future project-specific development proposals would be reviewed, and properly mitigated, at the permitting level consistent with the applicable provisions of the Tacoma Municipal Code.

Concerning Subject #2 (Electric Fences), to allow free movement of animals that often live in, or around, or move through critical areas, electric fences will not be allowed in or around critical areas (except this will not apply to the STGPD).

Concerning Subject #5 (Commercial Zoning Update), the proposal clarifies the applicability of existing standards, some of which help to mitigate impacts to environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

All subjects of the 2023 Amendment are non-project actions and as such would not directly impact the compatibility of land or shoreline uses with the Comprehensive Plan.

Proposed measures to avoid or reduce shoreline and land use impacts are:

Impacts resulted from future project-specific development proposals would be reviewed, and properly mitigated, at the permitting level consistent with the applicable provisions of the Tacoma Municipal Code.

Relating to Subject #1 (Mor Furniture), future project-specific development proposals that may result in these impacts would be reviewed, and properly mitigated, at the permitting level consistent with the applicable provisions of the Tacoma Municipal Code, design manuals, and regulations.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

All subjects of the 2023 Amendment are non-project actions and as such would not directly impact the transportation system or public services and utilities.

Concerning Subject #1(Mor Furniture), the applicant engaged a consultant who completed a preliminary trip generation study that indicated the proposed Mor Furniture Outlet project (General Commercial) is projected to generate fewer trips than development that could occur under current Low Scale Residential/R2-STGPD zoning at subject site; may potentially add five PM peak hour trips to the street grid via the existing Mor Furniture Commercial zoned parcels driveway on South 48th Street and would not materially affect traffic operations; and no apparent conflicts/issues with traffic safety at intersections and streets near subject site or with existing pedestrian, bicycling, and transit infrastructure or level of service. This level of increase would be considered minor, however, added traffic mitigations may be necessary (including considerations of accessing the site to mitigate impacts on Gaudrone Middle School). This will continue to be evaluated at the subsequent rezoning request, and then again at the time of development permitting. Additional traffic studies will likely be required at site rezone and/or permitting stages. (See Exhibit A)

There could be an increased impact to area utilities, sewer, power and water, however without a specific proposal, it is not possible to determine what level of impact that might be. Future project-specific development proposals that may result in these impacts would be reviewed, and properly mitigated, at the permitting level consistent with the applicable provisions of the Tacoma Municipal Code.

Concerning Subject #5 (Commercial Zoning Update), the proposal clarifies the applicability of existing standards, some of which help to mitigate impacts on transportation or public services and utilities. At a minimum, as a non-project action, the project should not directly contribute to any environmental hazards and any future proposed project action within the City's commercially zoned areas would still be subject to project-level environmental review.

Proposed measures to reduce or respond to such demand(s) are:

Impacts resulted from future project-specific development proposals would be reviewed, and properly mitigated, at the permitting level consistent with the applicable provisions of the Tacoma Municipal Code.

Concerning Subject #1 (Mor Furniture), without a specific proposal, measures and mitigations cannot be outlined. Future project-specific development proposals that may result in impacts would be reviewed, and properly mitigated, at the permitting level consistent with the applicable provisions of the Tacoma Municipal Code. Possible mitigations in the future may include specific requirements for equipment placement locations, traffic control additions including signals, installation of other traffic calming devices, additional tree canopy/landscape buffering, protection of known critical areas, etc. These will all be considered in greater detail under subsequent rezoning requests and then again at the time of request for developmental permits.

Concerning Subject #5 (Commercial Zoning Update), the proposal clarifies the applicability of existing standards, some of which help to mitigate impacts on transportation or public services and utilities.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

No conflicts with local, state or federal laws for the protection of the environment are anticipated. The 2023 Amendment proposal package is also being reviewed for consistency with the State GMA, the Puget Sound Regional Council Vision 2050 and the Pierce County Countywide Planning Policies. If conflicts with local, state or federal laws for the protection of the environment are identified, they will be rectified prior to adoption.

Attachments:

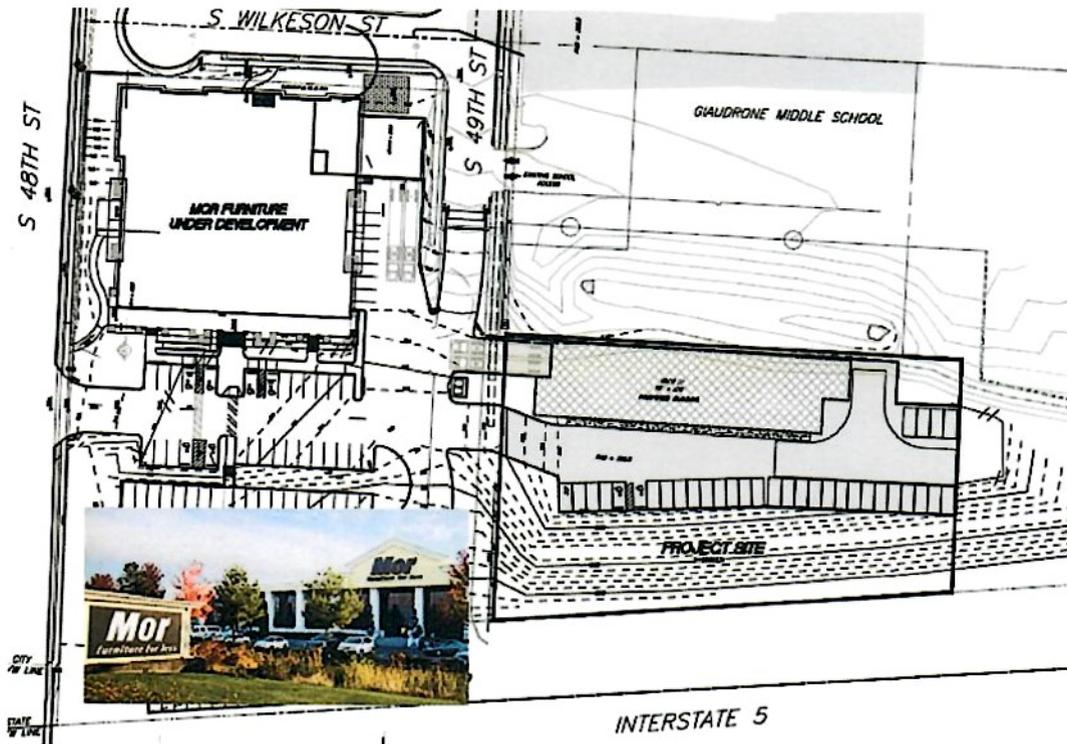
- Attachment A: Mor Furniture Preliminary Trip Generation Analysis
- Attachment B: Mor Furniture Impacts Analysis



Tacoma

**MOR FURNITURE REZONE
TRANSPORTATION MEMORANDUM**

December 22, 2022



JTE . Jake Traffic Engineering, Inc.

Mark J. Jacobs, PE, PTOE, President

2614 39th Ave SW - Seattle, WA 98116 - 2503

Tel. 206.762.1978 - Cell 206.799.5692

E-mail jaketraffic@comcast.net





December 22, 2022

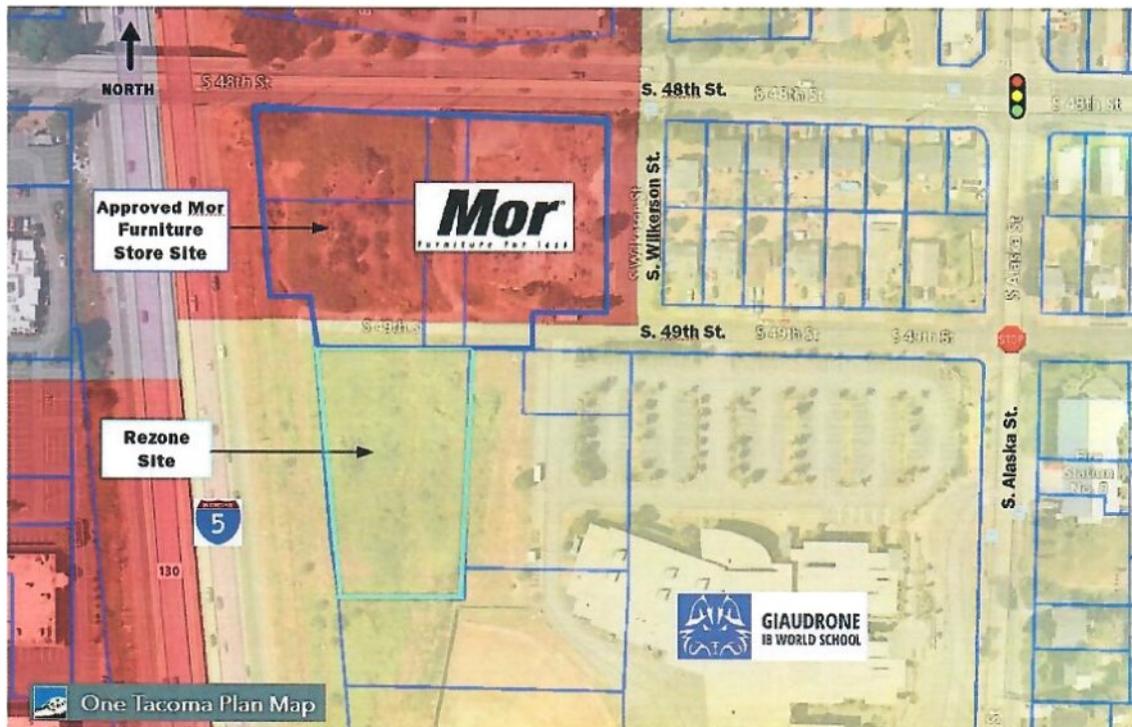
CITY OF TACOMA
Attn: Jennifer Kammerzell, Assistant Division Manager
747 Market Street
Tacoma, WA 98402

Re: Mor Furniture Rezone – Tacoma
Transportation Memorandum

Dear Ms. Kammerzell,

I have prepared this Traffic Memorandum - in response to our correspondence that the Technical E-mail sent to the City on 10.04.2022 be provided in a more formal format with additional narrative.

The proposed project is a 10,175 sf commercial building to provide storage of furniture supplies for the Mor Furniture facility located to the north. Access to the project is proposed via a connection through the Mor Furniture Site. An aerial of the site obtained from Tacoma GIS, augmented, is below:



CITY OF TACOMA
Attn: Jennifer Kammerzell, Assistant Division Manager
December 22, 2022
Page -2-

The project proposal is to rezone the site from R-2 to C-2 that the City requested traffic generation data be provided for the site based on the Proposed Use, potential uses under the proposed Zoning and the existing Zoning.

I understand that the R2 zoning allows 1 SFD and 1 ADU per parcel and presuming the parcel were to be subdivided into three the following:

My 10.24.2022 Technical E-mail provided the site Trip Generation, discussed traffic operations and conducted a safety inspection.

Project Description

A copy of the preliminary Site Plan prepared by Larson and Associates dated 03.31.2022. The plan depicts the commercial building, 33 parking stalls including two accessible stalls and access via the Mor Furniture Store that is underdevelopment. In addition a gated emergency access via S. 49th St. is also depicted.

Site Zoning

I understand from correspondence with the project team the following:

The existing zoning is R-2, single family residential.

1. *Using the max available pad area (27000 sf) the largest possible development would be:*
 - a. *5000 SF min lot size, assume 4 lot split with fire lane.*
 - i. *(1) two family residence with accessory buildings (ADU & garages) each lot (4 total)*
 - ii. *Staffed residential homes, short term rentals (2 guest rooms) , group homes with max 6 unrelated adults*
 - b. *Parking required: 4 two family homes, 2 cars ea dwelling = 16 parking spaces required (TMC 13.06.090 C Table 1)*
 - c. *35' max building height*

The proposed zoning is C-2, General Commercial, maximum possible intensity:

1. *Max floor area per zoning code = 45000 sf, max height 45'*
2. *Using max available pad area (27000SF), retail use over podium parking is max density*
 - a. *Assume 216000 SF parking available +-(80% pad area)*
 - b. *Max possible is a 30 stall double loaded parking lane under podium (60 spaces net)*
 - c. *Floor area limited by parking (60 spaces)*
 - i. *Office parking: 3/1000SF = 20,000SF offices*
 - ii. *Dining parking: 6/1000SF = 10,000SF restaurant*
 - iii. *Retail parking > 15000SF: 4/1000 SF = 24000SF retail*

The proposed use of the property is warehouse with light retail.

CITY OF TACOMA
Attn: Jennifer Kammerzell, Assistant Division Manage
December 22, 2022
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1. Proposed ~~10,000~~ 10,175 SF building net, with 33 parking stalls on grade and a fire lane.
 - a. Warehouse required parking is $1/2000SF = 5$ spaces required for 100% warehouse
 - b. Retail $<15000SF$ required parking is $2.5/1000 = 25$ spaces required for 100% retail.

City staff provided information on 11.18.2022 document from the "Urban Form" chapter of the One Tacoma Comprehensive Plan. Note that for Low-Scale Residential, the target development density is 10-25 dwelling units/net acre. From this information I understand that the existing zoning could accommodate up to 10 – SFDU's or 20-multifamily units.

Site Traffic Generation

Definitions

A vehicle trip is defined as a single or one direction vehicle movement with either the origin or destination (exiting or entering) inside the proposed development.

Traffic generated by development projects consists of the following types:

Pass-By Trips:	Trips made as intermediate stops on the way from an origin to a primary trip destination.
Diverted Link Trips:	Trips attracted from the traffic volume on a roadway within the vicinity of the generator but which require a diversion from that roadway to another roadway in order to gain access to the site.
Captured Trips:	Site trips shared by more than one land use in a multi-use development.
Primary (New) Trips:	Trips made for the specific purpose of using the services of the project.

Site Trip Generation

The Institute of Transportation Engineers Trip Generation 11th Edition provides trip generation data for a variety of Land Use Codes (LUC's). Review of the ITE data indicates the proposed use would be Furniture Store and the other C-2 zoning uses, albeit extremely unlikely, could be Commercial Office, a Restaurant or Retailing uses. The ITE LUC's for these uses are 890, 710, 932 and 822, respectively. The existing zoning land, R2, allows for Single Family Detached housing, LUC 210 and Multifamily (Low-Rise housing , LUC 220. All site trips made by all vehicles for all purposes, including commuter, visitor, and service and delivery vehicle trips are included in the ITE trip generation values.

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 Attn: Jennifer Kammerzell, Assistant Division Manager
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Table 1 below depicts the site traffic generation.

TABLE 1- VEHICULAR TRIP GENERATION MOR FURNITURE FACILITY - TACOMA TRANSPORTATION MEMORANDUM										
Time Period	Size (X)	TG Rate	Enter %	Enter Trips	Exit %	Exit Trips	Total (T)	Pass-by %*	Pass-by Trips	Net Total
Proposed Zoning (C-2 General Commercial) and Use: Furniture Store (ITE LUC 890; 10,175 sf)										
Weekday	10,175	6.3	50%	32	50%	32	64	-	-	-
AM peak hour	10,175	0.26	71%	2	29%	1	3	-	-	-
PM peak hour	10,175	0.51	47%	2	53%	3	5	53%	3	2
Proposed Zoning (C-2 General Commercial) and Office Use: General Office Building (ITE LUC 710; 20,000 sf)										
Weekday	20,000	10.84	50%	108	50%	108	217	-	-	-
AM peak hour	20,000	1.52	88%	27	12%	4	30	-	-	-
PM peak hour	20,000	1.44	17%	5	83%	24	29	-	-	-
Proposed Zoning (C-2 General Commercial) and Restaurant Use: High-Turnover (Sit-Down) Restaurant (ITE LUC 932; 10,000 sf)										
Weekday	10,000	107.2	50%	536	50%	536	1072	-	-	-
AM peak hour	10,000	9.57	55%	53	45%	43	96	-	-	-
PM peak hour	10,000	9.05	61%	55	39%	35	91	43%	39	52
Proposed Zoning (C-2 General Commercial) and Retail Use: Strip Retail Plaza (<40k) (ITE LUC 822; 24,000 sf)										
Weekday	24,000	54.45	50%	653	50%	653	1307	-	-	-
AM peak hour	24,000	2.36	60%	34	40%	23	57	-	-	-
PM peak hour	24,000	6.5	50%	78	50%	78	156	34%	53	103
Existing Zoning (R-2 Residential): Single Family Detached Housing - General Urban/Suburban (ITE LUC 210; 10-units)										
Weekday	(10)	9.43	50%	(47)	50%	(47)	(94)	-	-	-
AM peak hour	(10)	0.7	26%	(2)	74%	(5)	(7)	-	-	-
PM peak hour	(10)	0.94	63%	(6)	37%	(3)	(9)	-	-	-
Existing Zoning (R-2 Residential): Multifamily Housing (Low-Rise)- General Urban/Suburban (ITE LUC 220; 20-units)										
Weekday	(20)	6.74	50%	(67)	50%	(67)	(135)	-	-	-
AM peak hour	(20)	0.4	24%	(2)	76%	(6)	(8)	-	-	-
PM peak hour	(20)	0.51	63%	(6)	37%	(4)	(10)	-	-	-
Delta Difference: Proposed Zoning and Use - Existing Zoning (presuming SFDU)										
Weekday	-	-	-	(15)	-	(15)	(30)	-	-	-
AM peak hour	-	-	-	0	-	(4)	(4)	-	-	-
PM peak hour	-	-	-	(3)	-	(1)	(4)	-	-	-

Where X = number of units or sf and T = Trips; parenthesis (xx) denote negative values
 * - Pass-by rates per ITE, local Agency data and Traffic Engineering Experience, residential trips are typically considered new
 thus for analysis no pass-by to account for service/delivery type trips is taken
 Trip rates per the Institute of Transportation Engineers Trip Generation Manual 11th Edition
 Note: Due to rounding some values may not add up

The proposed use development project is projected to generate fewer trips than what could occur under the existing zoning for the subject project site.

Traffic Operations

I conducted S. 48th St. Mor Furniture Traffic Impact Analysis dated 02.03.2014. This report Per correspondence with the City studied the following intersections:

1. S. 48th St./Tacoma Mall Boulevard
2. S. 48th St./Lacey's Furniture Store driveway
3. S. 48th St./S. Alaska St.

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Attn: Jennifer Kammerzell, Assistant Division Manage
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The City also requested the following items be incorporated into the traffic report.

- *The proposed driveway access onto South 48th and its on-site circulation and connection with the residential roadway of South 49th on the south side of the site will need to be assessed for potential neighborhood/school cut-through potential.*
- *Please indicate the likely truck delivery entry/exit routes and access to/from the site, especially with respect to the above cut-through scenario (i.e., likely sensitivity of the surrounding neighborhood)*
- *In your discussion of the proposed operation/channelization of the center lane/median, please include operations, queue expectations, two-stage left-turn impacts, etc. in addition to any proposed re-channelization (diagrammatic is fine) that would be implemented by the developer to facilitate their desired access plan*
- *Your discussion of trip generation for the site should consider the likelihood that a Saturday afternoon is probably its peak demand (as would be for the Macy's driveway on the north)—therefore, you may be able to perform a quick supplemental analysis of opening year conditions for an ***estimated*** Saturday afternoon scenario (approximation of Saturday demand on 48th is acceptable using, or basing from, the weekday PM peak period).*

The projected 2019 Traffic Operations at the study intersections I studied in my 2014 report were LOS 'C and better. The potential addition of five PM peak hour trips to the street grid via the Mor Furniture driveway on S. 48th St. would not materially affect traffic operations.

Safety Inspection

Incident data was reviewed using the WSDOT accident data portal available online at <https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/>. This portal was used to review incidents in the site vicinity for the years 2017 to 2021. The WSDOT data is attached.

Inspection of the data does not indicate any apparent issue the intersections and streets near the site.

Note: A fatal incident occurred at the S. 49th St at S. Asotin intersection to the east in 2019. One other property damage incident occurred in 2018 at the intersection. Google Streetview inspection of the intersection (July 2021 data) showed the intersection as uncontrolled with no apparent sight obstructions. The incident history at the intersection indicates it is operating satisfactorily.

Pedestrian/Transit/Bicycle (General)

Sidewalks exist on the streets in the site area. A traffic control signal at the S. 48th St at S. Alaska St. provides marked crosswalks and pedestrian activated crossing. Additionally a pedestrian overcrossing structure exists across S. 48th St. at the S. Wilkerson St. alignment.

The site is served by Pierce Transit. Review of the System Map, 12.12.2022, identifies that the site is served by two routes 54 and 55. More information on transit is available at:

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Attn: Jennifer Kammerzell, Assistant Division Manage
December 22, 2022
Page -7-

No other traffic mitigation should be necessary. Please contact me at 206.762.1978 or email us at jaketraffic@comcast.net if you have any questions.



Sincerely,

Mark J. Jacobs, PE, PTOE, President
JAKE TRAFFIC ENGINEERING, INC

12.22.2022

MJJ: mjj

APPENDIX

From: Kammerzell, Jennifer [mailto:JKammerzell@cityoftacoma.org]
Sent: Monday, November 14, 2022 5:53 PM
To: Mark J Jacobs, PE, PTO
Cc: 'Scott Clark'; 'Grant Middleton'; 'Mike Zeller'; 'Chuck Jackson'; 'Rick Haux Jr'; Nolan, Adam
Subject: RE: 2022.061 - Mor Furniture Storage Building - Tacoma (8346)

Hi Mark – Apologies for the delay. I'm available tomorrow at 4:30, Thursday 10-11 or Friday after 1:30p. Let me know and I can set up a Teams call to walk thru what you provided below. I recognize this is for the rezone only, but want to anticipate what might come up as part of the review and also provide the applicant with possible mitigation that comes up from the site SEPA too.

Jennifer Kammerzell

Interim Transportation Division Manager
City of Tacoma - Public Works Dept.
(253) 591-5511
jkammerzell@cityoftacoma.org
Pronouns: she/her

From: Mark J Jacobs, PE, PTO <JakeTraffic@comcast.net>
Sent: Monday, November 14, 2022 3:01 PM
To: Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>
Cc: 'Scott Clark' <SClark@rrlarson.com>; 'Grant Middleton' <gmiddleton@rrlarson.com>; 'Mike Zeller' <mzeller@morfurniture.com>; 'Chuck Jackson' <cejackson@cox.net>; 'Rick Haux Jr' <rhjr@morfurniture.com>
Subject: RE: 2022.061 - Mor Furniture Storage Building - Tacoma (8346)

Jennifer

Are you available to discuss sometime this week except Wednesday after 1100? AM's tend to work best for me.

Thank you

Mark
206.762.1978 o
206.799.5692 c

From: Mark J Jacobs, PE, PTO [mailto:JakeTraffic@comcast.net]
Sent: Wednesday, November 09, 2022 10:18 AM
To: 'jkammerzell@CityofTacoma.org'
Cc: 'Scott Clark'; 'Grant Middleton'; 'Mike Zeller'; 'Chuck Jackson'; 'Rick Haux Jr'
Subject: RE: 2022.061 - Mor Furniture Storage Building - Tacoma (8346)

Jennifer

Can we set up a time to discuss, say Thursday or Friday AM around 9ish?

Thank you

Mark

From: Mark J Jacobs, PE, PTO [<mailto:JakeTraffic@comcast.net>]
Sent: Monday, October 24, 2022 3:54 PM
To: 'jkammerzell@CityofTacoma.org'
Cc: 'Scott Clark'; 'Grant Middleton'; 'Mike Zeller'; 'Chuck Jackson'; 'Rick Haux Jr'
Subject: 2022.061 - Mor Furniture Storage Building - Tacoma (8346)

Jennifer

Per our correspondence mid September I have requested the maximum potential development for the site with the rezone. I conducted TG for the proposed rezone scenarios and for what the project Applicant is actually proposing, see below and attached.

**TABLE 1 - VEHICULAR TRIP GENERATION (PRELIMINARY)
MOR FURNITURE FACILITY - TACOMA
TRANSPORTATION MEMORANDUM**

Time Period	Size (X)	TG Rate	Enter %	Enter Trips	Exit %	Exit Trips	Total (T)	Pass-by %*	Pass-by Trips	N
Proposed Zoning (C-2 General Commercial) and Use: Furniture Store (ITE LUC 890; 10,175 sf)										
Weekday	10,175	6.3	50%	32	50%	32	64	--	--	
AM peak hour	10,175	0.26	71%	2	29%	1	3	--	--	
PM peak hour	10,175	0.51	47%	2	53%	3	5	53%	3	
Proposed Zoning (C-2 General Commercial) and Office Use: General Office Building (ITE LUC 710; 20,000 sf)										
Weekday	20,000	10.84	50%	108	50%	108	217	--	--	
AM peak hour	20,000	1.52	88%	27	12%	4	30	--	--	
PM peak hour	20,000	1.44	17%	5	83%	24	29	--	--	
Proposed Zoning (C-2 General Commercial) and Restaurant Use: High-Turnover (Sit-Down) Restaurant (ITE LUC 932; 10,000 sf)										
Weekday	10,000	107.2	50%	536	50%	536	1072	--	--	
AM peak hour	10,000	9.57	55%	53	45%	43	96	--	--	
PM peak hour	10,000	9.05	61%	55	39%	35	91	43%	39	
Proposed Zoning (C-2 General Commercial) and Retail Use: Strip Retail Plaza (<40k) (ITE LUC 822; 24,000 sf)										
Weekday	24,000	54.45	50%	653	50%	653	1307	--	--	
AM peak hour	24,000	2.36	60%	34	40%	23	57	--	--	
PM peak hour	24,000	6.5	50%	78	50%	78	156	34%	53	
Existing Zoning (R-2 Residential): Single Family Detached Housing- General Urban/Suburban (ITE LUC 220; 4-units)										
Weekday	(4)	9.43	50%	(19)	50%	(19)	(38)	--	--	
AM peak hour	(4)	0.7	24%	(1)	76%	(2)	(3)	--	--	
PM peak hour	(4)	0.94	63%	(2)	37%	(1)	(4)	--	--	
Delta Difference: Proposed Zoning and Use - Existing Zoning										
Weekday	--	--	--	13	--	13	26	--	--	
AM peak hour	--	--	--	1	--	-1	0	--	--	
PM peak hour	--	--	--	0	--	1	1	--	--	

Where X = number of units or sf and T = Trips; parenthesis (xx) denote negative values

* - Pass-by rates per ITE, local Agency data and Traffic Engineering Experience, residential trips are typically considered new thus for analysis no pass-by to account for service/delivery type trips is taken

Trip rates per the Institute of Transportation Engineers Trip Generation Manual 11th Edition

Note: Due to rounding some values may not add up

The proposed use as a Furniture Store Storage would generate about 26 more daily trips (not adjusted for pass-by) than the existing residential zoning. During the PM peak hour one added trip at access but fewer net new to the street grid.

Site access would be via the Mor Furniture Store site that is under development that accesses S. 48th Street. A gated EVA only to S. 49th Street is also noted on the Site Plan.

The projected 2019 Traffic Operations at the I/S's I studied in my 2014 were LOS 'C and better. Review of the City's web site for new TMC data showed the City incorporated the data in the TIA to the public domain.

I inspected the 2017 to 2021 Incidents using the WSDOT portal; no apparent safety issue is noted.

Summary

The proposed use rezone would not generate significant traffic volumes, only about five PMPHT's, and when compared to the existing zoning the delta difference in peak hour traffic is negligible. I have noted the TG for the potential other uses with the rezone to C-2 that are not likely to occur at this location that is not conducive to the other potential uses. The proposed Mor Furniture Store storage use of the site would be a good use for the site with minimal traffic affect.

What additional information does the City need?

Thank you

Mark

Mark J. Jacobs, PE, PTOE
JAKE TRAFFIC ENGINEERING, INC
2614 39th Ave. SW
Seattle, WA 98116 - 2503
206.762.1978 o
206.799.5692 c

From: Chuck Jackson [<mailto:cejackson@cox.net>]
Sent: Friday, September 16, 2022 2:19 PM
To: 'Rick Haux Jr'; 'Mark J Jacobs, PE, PTO'
Cc: 'Scott Clark'; 'Grant Middleton'; 'Mike Zeller'
Subject: RE: 2022.0616 - Mor Furniture Storage Building - Tacoma (8346)

The existing zoning is R-2, single family residential.

1. Using the max available pad area (27000 sf) the largest possible development would be:
 - a. 5000 SF min lot size, assume 4 lot split with fire lane.
 - i. (1) two family residence with accessory buildings (ADU & garages) each lot (4 total)
 - ii. Staffed residential homes, short term rentals (2 guest rooms) , group homes with max 6 unrelated adults
 - b. Parking required: 4 two family homes, 2 cars ea dwelling = 16 parking spaces required (TMC 13.06.090 C Table 1)
 - c. 35' max building height

The proposed zoning is C-2, General Commercial, maximum possible intensity:

1. Max floor area per zoning code = 45000 sf, max height 45'
2. Using max available pad area (27000SF), retail use over podium parking is max density
 - a. Assume 216000 SF parking available +/- (80% pad area)
 - b. Max possible is a 30 stall double loaded parking lane under podium (60 spaces net)
 - c. Floor area limited by parking (60 spaces)
 - i. Office parking: 3/1000SF = 20,000SF offices
 - ii. Dining parking: 6/1000SF = 10,000SF restaurant
 - iii. Retail parking > 15000SF: 4/1000 SF = 24000SF retail

The proposed use of the property is warehouse with light retail.

1. Proposed 10000 SF building net, with 33 parking stalls on grade and a fire lane.
 - a. Warehouse required parking is 1/2000SF = 5 spaces required for 100% warehouse

b. Retail <15000SF required parking is 2.5/1000 = 25 spaces required for 100% retail.

Let me know if this works for what Jennifer is requesting.

Thanks,

Chuck

Charles Jackson Architect

760 744-6014

From: Rick Haux Jr [<mailto:rhjr@morfurniture.com>]

Sent: Friday, September 16, 2022 10:29 AM

To: Mark J Jacobs, PE, PTO

Cc: Scott Clark; Grant Middleton; Chuck Jackson; Mike Zeller

Subject: Re: 2022.0616 - Mor Furniture Storage Building - Tacoma (8346)

[INTERNAL EMAIL]

My understanding is and outlet store

So light retail and storage and the building size is 10k ft

Chuck please confirm

Thanks Rick

Sent from my iPhone

On Sep 16, 2022, at 10:12 AM, Mark J Jacobs, PE, PTO <JakeTraffic@comcast.net> wrote:

[EXTERNAL EMAIL]

Scott

I had a conversation with Jennifer at the City yesterday.

What need from the team is:

1. Existing zoning and what could be built on the site max
2. Proposed zoning and what could be built on the site, most intense use
3. Clarification on what the proposal is to be used for

Contact me with any questions.

Thank you

Mark

206.762.1978 o

206.799.5692 c

Scott

Please send me a pdf of the preliminary site plan.

Thank you

Mark

From: Scott Clark [mailto:SClark@rrlarson.com]
Sent: Wednesday, November 23, 2022 9:22 AM
To: Mark J Jacobs, PE, PTO
Cc: ANolan@CityofTacoma.org
Subject: RE: 2022.061 - Mor Furniture TIA - Low scale residential densities

Good morning, Mark.

Please make the 10 unit scenario SFRs, and the 20 unit scenario multi-family. Thanks, Mark; happy holidays!!

Best regards,
Scott Clark
Principal Planner
Secretary
Office: 253-474-3404
Cell: 253-625-3340



From: Mark J Jacobs, PE, PTO <JakeTraffic@comcast.net>
Sent: Wednesday, November 23, 2022 8:07 AM
To: Scott Clark <SClark@rrlarson.com>
Cc: ANolan@CityofTacoma.org
Subject: 2022.061 - Mor Furniture TIA - Low scale residential densities

Scott

Would all the scenarios you noted be SFDU values? The ITE LUC for SFDU is 210 (I inadvertently typed in 220; the Trip Generation rates used are for SFDU)

Gobble Gobble

Mark
206.762.1978 o
206.799.5692 c

From: Scott Clark [mailto:SClark@rrlarson.com]
Sent: Tuesday, November 22, 2022 4:23 PM
To: Mark J Jacobs, PE, PTO
Subject: FW: Mor Furniture TIA - Low scale residential densities

Good afternoon, Mark.

Agreed, I understand they are not expecting a full blown TIA. Consistent with that end, the preliminary "MorFurnitureStorage-Tacoma-Technical-email.pdf" (attached) you produced proposes to compare potential ADT between future SFR development and other future commercial development options.

I believe what Nolan was indicating is that the "MorFurnitureStorage-Tacoma-Technical-email.pdf" table is comparing the potential future development of 4 DUs (ITE LUC 220; 4-units) to other potential future commercial development. Although 4-units on this site may be a possibility, due to a number of factors, if this site was developed residentially it is likely to be developed with more than 4 DUs. In fact, according to City policies (see excerpt Nolan provided; attached) this site should accommodate 10 to 25 DUs/acre. At 1.24 acres, that's 12 -to- 31 DUs for this site. Given the City's directive of 10 to 25 DUs and including a reduction for access, could you please simply add two more residential scenarios to compare to? The second at (ITE LUC 220; 10-units); and, the third at (ITE LUC 220; 20-units)?

Best regards,
Scott Clark
Principal Planner
Secretary
Office: 253-474-3404
Cell: 253-625-3340



From: Mark J Jacobs, PE, PTO <JakeTraffic@comcast.net>
Sent: Friday, November 18, 2022 4:55 PM
To: 'Nolan, Adam' <ANolan@cityoftacoma.org>; Scott Clark <SClark@rrlarson.com>
Cc: 'Kammerzell, Jennifer' <JKammerzell@cityoftacoma.org>
Subject: RE: Mor Furniture TIA - Low scale residential densities

Nolan

I am not conducting a TIA, I am providing Trip Generation information for the site.

Thank you

Mark

From: Nolan, Adam [<mailto:ANolan@cityoftacoma.org>]
Sent: Friday, November 18, 2022 1:39 PM
To: Scott Clark
Cc: Kammerzell, Jennifer; Mark J Jacobs, PE, PTO
Subject: Mor Furniture TIA - Low scale residential densities

Hello Scott,

I am following up on our conversation earlier today concerning the TIA that Mark Jacobs is working on for the Mor Furniture land use designation change amendment application. See the attached document from the "Urban Form" chapter of the One Tacoma Comprehensive Plan. Note that for Low-Scale Residential, the target development density is 10-25 dwelling units/net acre.

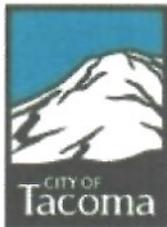
This information can also be found on page 8 here:

chrome-

extension://efaidnbmnnnibpcajpcglclefindmkaj/https://cms.cityoftacoma.org/Planning/OneTacomaPlan/1-2UrbanForm.pdf

Please reach out if you have any other questions.

Thanks,
Adam



Adam Nolan (*he/him*)
Associate Planner, Long-Range Planning
Planning & Development Services, City of Tacoma
747 Market Street, Room 345
Tacoma, WA 98402
(253) 320-8119
[Take our survey!](#)



Summary Reports - Total Crashes

Report Year: 2021
Location: City of Tacoma
Jurisdiction: (All)

Under 23 U.S. Code 148 and 23 U.S. Code 407, safety data, reports, surveys, schedules, list compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such report, surveys, schedules, lists, or data.

Data Charts Notes

Most Severe Injury per Crash		Crashes
Fatal		23
Suspected Serious Injury		103
Suspected Minor Injury		360
Possible Injury		1,045
No Apparent Injury		3,438
Total Crashes		4,969

Report Category Report Name

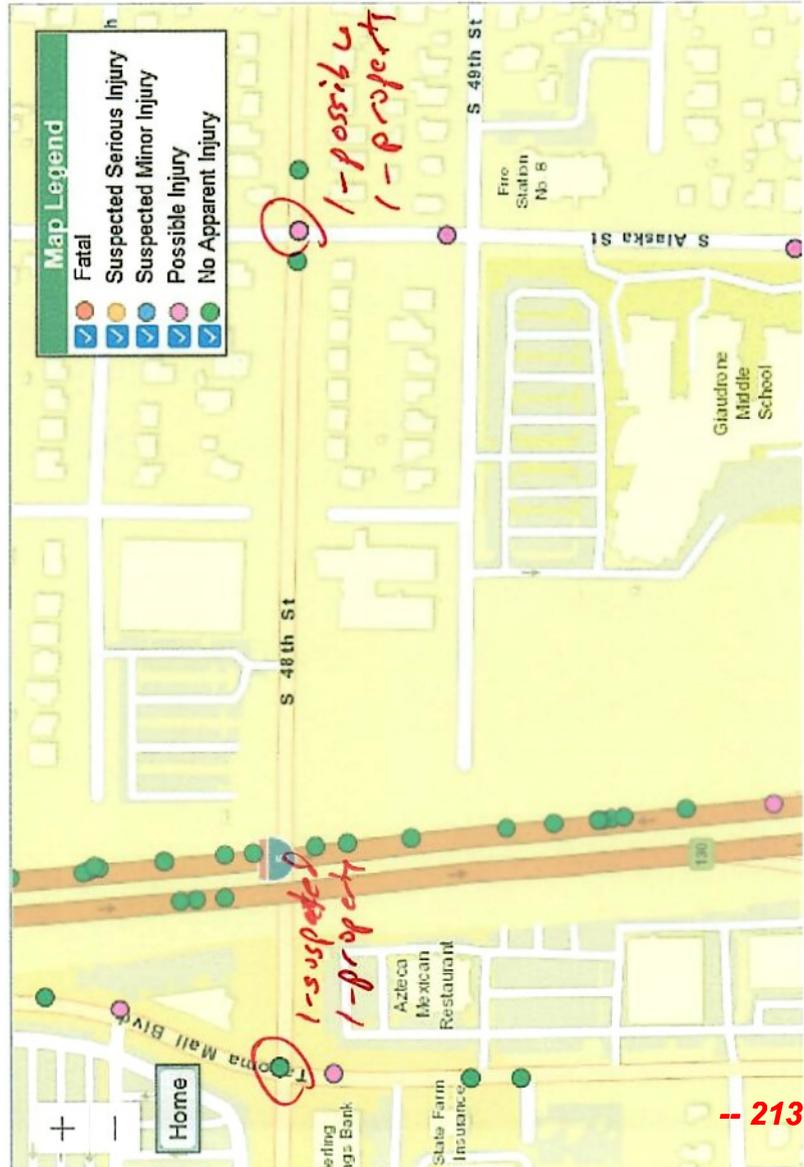
Summary Reports Total Crashes

Select Report Parameters

Report Year: 2021
Location: (All)
Jurisdiction: (All)

Region: (All)
County: (All)
City: Tacoma

Run Report





Summary Reports - Total Crashes

Report Year: 2020
 Location: City of Tacoma
 Jurisdiction: (All)

Under 23 U.S. Code 148 and 23 U.S. Code 407, safety data, reports, surveys, schedules, list compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such report, surveys, schedules, lists, or data.

Data Charts Notes

Most Severe Injury per Crash	Crashes
Fatal	19
Suspected Serious Injury	71
Suspected Minor Injury	262
Possible Injury	892
No Apparent Injury	2,649
Total Crashes	3,893

Report Category: Summary Reports | Report Name: Total Crashes

Select Report Parameters

Report Year: 2020 | Location: Region: (All) | Jurisdiction: (All)

County: (All) | City: Tacoma

Run Report





Summary Reports - Total Crashes

Report Year: 2019

Location: City of Tacoma

Jurisdiction: (All)

Under 23 U.S. Code 148 and 23 U.S. Code 407, safety data, reports, surveys, schedules, list compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such report, surveys, schedules, lists, or data.

Data

Charts

Notes

Most Severe Injury per Crash	Crashes
Fatal	18
Suspected Serious Injury	75
Suspected Minor Injury	297
Possible Injury	1,084
No Apparent Injury	3,264
Total Crashes	4,738

Report Category

Summary Reports

Total Crashes

Select Report Parameters

Report Year: 2019

Location: Tacoma

Jurisdiction: (All)

Region: (All)

County: (All)

City: Tacoma

Run Report

Map Legend

- Fatal
- Suspected Serious Injury
- Suspected Minor Injury
- Possible Injury
- No Apparent Injury





Portal FAQs Feedback

Report Category

Report Name

Summary Reports - Total Crashes

Summary Reports

Total Crashes

Select Report Parameters

Report Year

Location

Jurisdiction

2018

Region: (All)

(All)

County: (All)

City: Tacoma

Run Report



Report Year: 2018

Location: City of Tacoma

Jurisdiction: (All)

Under 23 U.S. Code 148 and 23 U.S. Code 407, safety data, reports, surveys, schedules, list compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such report, surveys, schedules, lists, or data.



Data

Charts

Notes

Most Severe Injury per Crash

Crashes

Fatal

15

Suspected Serious Injury

77

Suspected Minor Injury

337

Possible Injury

1,148

No Apparent Injury

3,643

Total Crashes

5,220



Portal FAQs Feedback

Search

Summary Reports - Total Crashes

Report Year: 2017
Location: City of Tacoma
Jurisdiction: (All)

Under 23 U.S. Code 148 and 23 U.S. Code 407, safety data, reports, surveys, schedules, list compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such report, surveys, schedules, lists, or data.

Data | **Charts** | **Notes**

Most Severe Injury per Crash	Crashes
Fatal	12
Suspected Serious Injury	85
Suspected Minor Injury	343
Possible Injury	1,160
No Apparent Injury	3,675
Total Crashes	5,275

Report Category: Summary Reports | **Report Name:** Total Crashes

Report Year: 2017 | **Location:** (All) | **Jurisdiction:** (All)
Region: (All) | **County:** (All) | **City:** Tacoma

Run Report





February 3, 2014

Michael Zeller, Director of Facilities
MOR FURNITURE FOR LESS, INC.
8996 Miramar Rd. Ste 300
San Diego, CA 92126

Re: S. 48th St. Mor Furniture – Tacoma
Traffic Impact Analysis

Dear Mr. Zeller,

I am pleased to present this Traffic Impact Analysis for a proposed 44,990 sf Mor Furniture store on the south side of S. 48th St. just east of SR – 5 in Tacoma. Primary access to the site is proposed via a driveway on S. 48th St. aligned with the Macy Furniture Store access on the north side of the street.

Correspondence with the City of Tacoma staff identified that the following intersections be studied in this report

1. S. 48th St./Tacoma Mall Boulevard
2. S. 48th St./Lacey's Furniture Store driveway
3. S. 48th St./S. Alaska St.

The City also requested the following items be incorporated into the traffic report.

- *The proposed driveway access onto South 48th and its on-site circulation and connection with the residential roadway of South 49th on the south side of the site will need to be assessed for potential neighborhood/school cut-through potential.*
- *Please indicate the likely truck delivery entry/exit routes and access to/from the site, especially with respect to the above cut-through scenario (i.e., likely sensitivity of the surrounding neighborhood)*
- *In your discussion of the proposed operation/channelization of the center lane/median, please include operations, queue expectations, two-stage left-turn impacts, etc. in addition to any proposed re-channelization (diagrammatic is fine) that would be implemented by the developer to facilitate their desired access plan*
- *Your discussion of trip generation for the site should consider the likelihood that a Saturday afternoon is probably its peak demand (as would be for the Macy's driveway on the north)– therefore, you may be able to perform a quick supplemental analysis of opening year conditions for an *estimated* Saturday afternoon scenario (approximation of Saturday demand on 48th is acceptable using, or basing from, the weekday PM peak period).*

I have field reviewed the site and surrounding street system. The general format of this report is to describe the proposed project, identify existing traffic conditions (baseline), project future traffic conditions and identify Agency street/road improvements (future

Michael Zeller, Director of Facilities
MOR FURNITURE FOR LESS, INC.
February 3, 2014
Page -11-

- Construct site in accordance with applicable City requirements.

If you have any questions you can contact me at 206.762.1978 or email me at jaketraffic@comcast.com.



MJJ: mjj

EXPIRES 4/3/2014

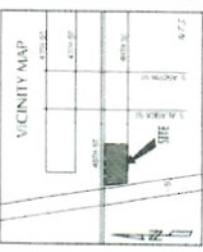
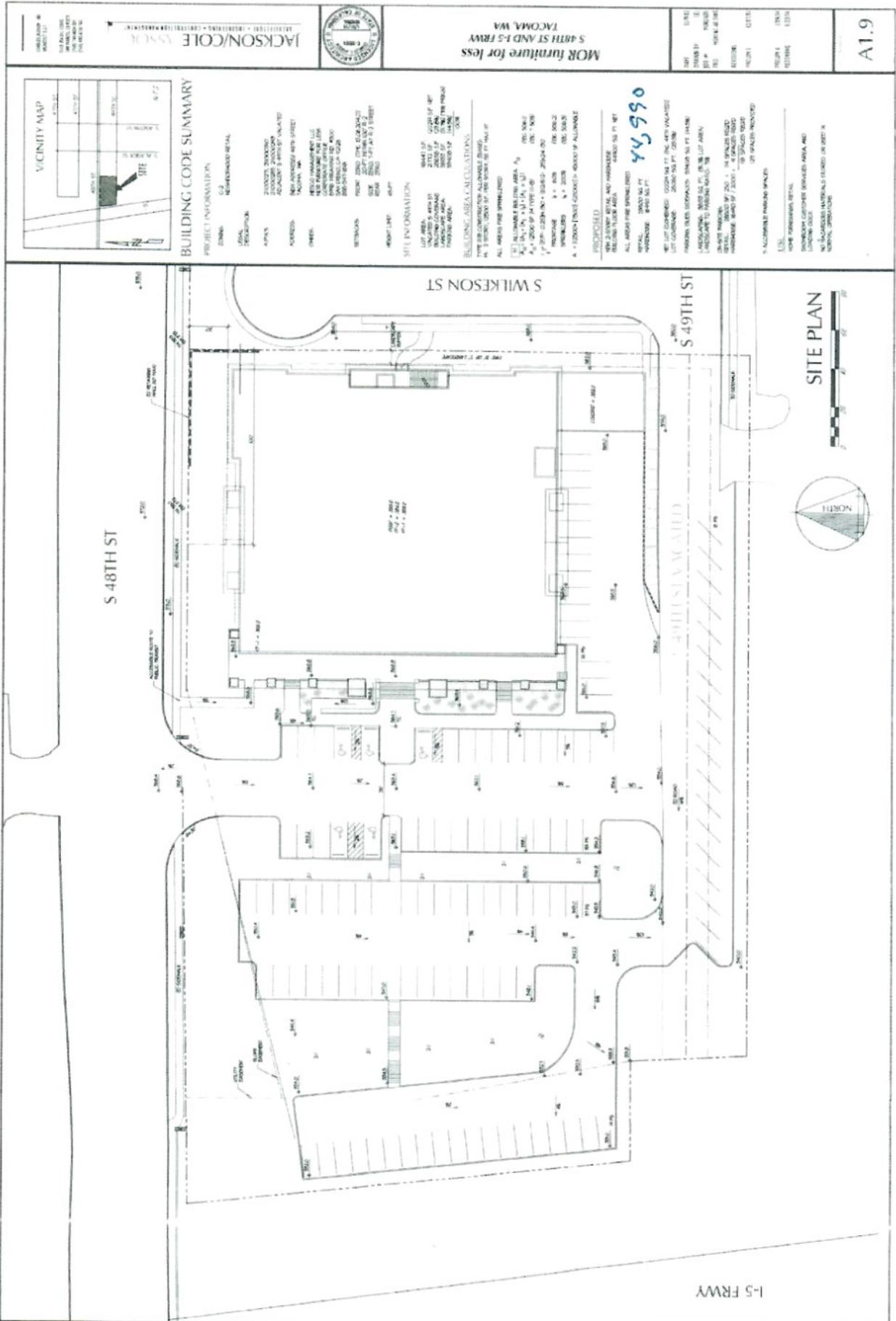
Very truly yours,

Mark J. Jacobs, PE, PTOE, President
JAKE TRAFFIC ENGINEERING, INC.

02.03.2014

PM PEAK HOUR LEVEL OF SERVICE				
TABLE 1				
S. 48TH ST. MOR FURNITURE - TACOMA TRAFFIC IMPACT ANALYSIS				
INTERSECTION	APPROACH	EXISTING	2018 W/O PROJECT	2019 W/ PROJECT
1. S. 48 th St./Tacoma Mall Boulevard	Overall	C (30.2)	C (32.5)	C (32.8)
2. S. 48 th St./Macy's - Mor (future) access	SB EBLT NB WBLT	B (11.2) A (8.4) - -	B (11.4) A (8.6) - -	B (14.8) A (9.1) C (20.6) A (8.6) <i>Note: Saturday peak turning traffic used</i>
3. S. 48 th St./S. Alaska St.	Overall	C (23.9)	C (24.3)	C (24.4)

Number shown in parenthesis is the average control delay in seconds per vehicle for the intersection as a whole or approach movement, which determines the LOS per the Highway Capacity Manual.



BUILDING CODE SUMMARY

PROJECT INFORMATION
 ZONING: O-2
 DISTRICT: BENTLEYWOOD RETAIL
 LOCAL DEVELOPER: JACOBSON/COLE ASSOCIATES
 ADDRESS: 5840 S WILKERSON ST
 CITY: TACOMA, WA
 PROJECT NAME: MOR furniture for less
 ARCHITECT: JACOBSON/COLE ASSOCIATES
 DATE: 08/20/2018

SITE INFORMATION
 LOT AREA: 102,000 SF
 BUILDING FOOTPRINT AREA: 102,000 SF
 BUILDING COVERAGE: 100%
 PARKING AREA: 102,000 SF

BUILDING AREA CALCULATIONS
 ALL AREAS ARE APPROXIMATE
 ALL DIMENSIONS ARE IN FEET
 ALL ANGLES ARE APPROXIMATE
 ALL DIMENSIONS ARE IN FEET
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 ALL DIMENSIONS ARE IN FEET

PROPOSED
 1. 102,000 SF RETAIL AND WHOLESALE
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↑
NORTH

LEGEND

- Approach Lane & Direction
- STOP Stop Sign
- Traffic Signal
- x Analysis I/S #
- X-L's # of Travel Lanes
- XX MPH Posted Speed Limit

Image obtained from
Pierce County Public GIS



JTE, Inc.
FIGURE 3

Reprint in Color Only

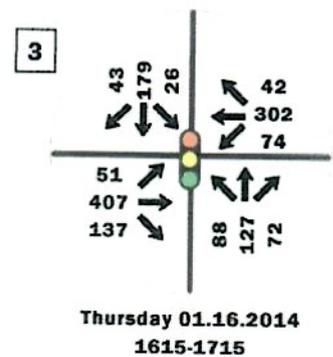
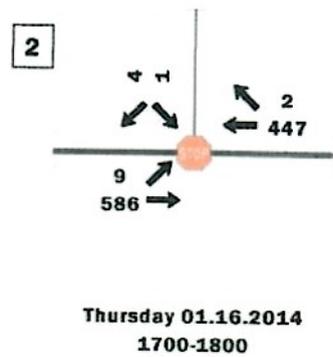
**S. 48TH STREET MOR FURNITURE - TACOMA
TRAFFIC IMPACT ANALYSIS**

EXISTING STREET CONDITIONS



- ↑
NORTH
- LEGEND**
- **PM Peak Hour Trip & Direction**
 - **Stop Sign**
 - 🚦 **Traffic Signal**
 - ☒ **Analysis I/S #**
 - X-L's **# of Travel Lanes**
 - XX MPH **Posted Speed Limit**

Image obtained from
Pierce County Public GIS



JTE, Inc.
FIGURE 4

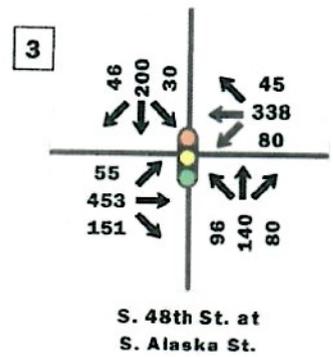
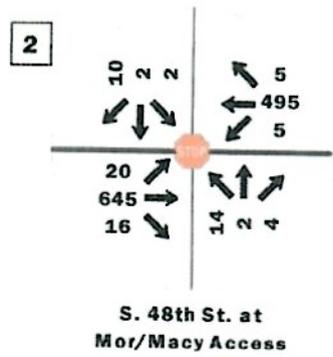
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**S. 48TH STREET MOR FURNITURE - TACOMA
TRAFFIC IMPACT ANALYSIS**

EXISTING PM PEAK HOUR TRAFFIC



- ↑
NORTH
-
- LEGEND**
- **PM Peak Hour Trip & Direction**
 - **Stop Sign**
 - **Traffic Signal**
 - ☒ **Analysis I/S #**
 - X-L's **# of Travel Lanes**
 - XX MPH **Posted Speed Limit**
- Image obtained from
Pierce County Public GIS



* - Saturday peak turning movement shown

JTE, Inc.
FIGURE 7

Reprint in Color Only

**S. 48TH STREET MOR FURNITURE - TACOMA
TRAFFIC IMPACT ANALYSIS
PROJECTED 2019 PM PEAK HOUR TRAFFIC VOLUMES
WITH THE PROJECT**

Attachment B: Impacts Analysis - Mor Furniture Land Use Designation Request

Analysis Requirements

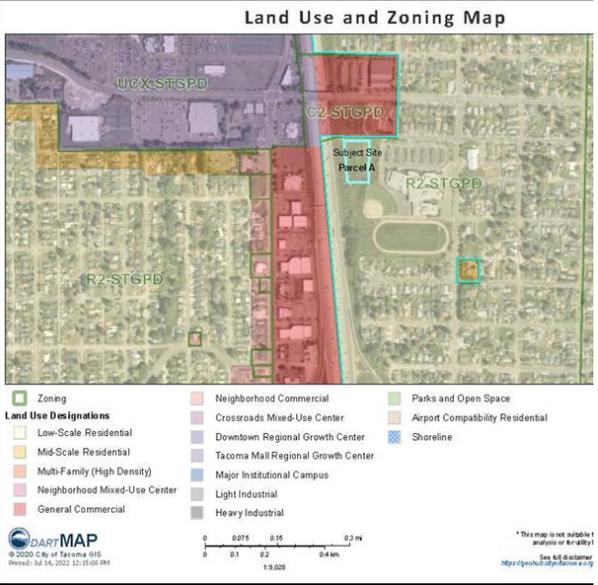
Tacoma Municipal Code 13.02.070.F requires the following analysis of proposed amendments, including as appropriate:

- a) A staff analysis of the application in accordance with the elements described in 13.02.070.D;
- b) An analysis of the consistency of the proposed amendment with State, regional and local planning mandates and guidelines;
- c) An analysis of the amendment options identified in the assessment report;
- d) An assessment of the anticipated impacts of the proposal, including, but not limited to: economic impacts, noise, odor, shading, light and glare impacts, aesthetic impacts, historic impacts, visual impacts, and impacts to environmental health, equity and quality

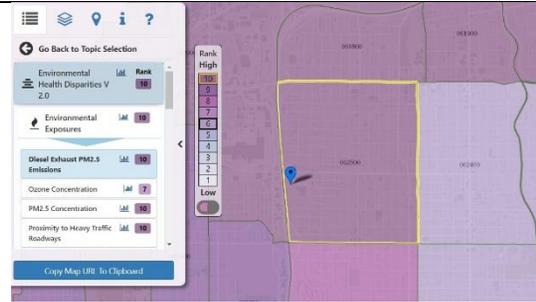
Additional Analysis

Along with information provided in the staff analysis report, staff conducted an Impact Analysis to better understand current conditions and potential impacts related to Wesco Management/Mor Furniture's application for land use designation change to General Commercial at the subject site (1824 South 49th St.). The Impact Analysis attempts to respond to some of the categories that would be addressed in a SEPA checklist. The analysis is intended to identify potential impacts related to the amendment request and the applicable city plans and development standards that could address potential impacts, especially if this amendment application were to be approved and move into the rezone and permitting stages. Application for rezone and development permits at the subject site would be subject to additional analysis and potential conditions to mitigate any identified impacts to the surrounding area.

Impact Analysis – Mor Furniture Amendment Application

Applicable Plans and Development Standards	Baseline Conditions	Staff Analysis
Land Use and Housing		
<p>TMC Title 13 Land Use Regulatory Code</p> <p>TMC 2.19 Site Development Code</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p style="text-align: center; font-weight: bold;">Land Use and Zoning Map</p>  </div>	<p>The subject site is vacant and undeveloped with current land use of “Low-Scale Residential” and Zoning R2-STGPD. No existing dwellings or structures would be demolished as part of future development of this site.</p> <p>The subject property is approximately 1.24 acres. Based on the size, the site could accommodate, under existing zoning, approximately 10-11 housing units based on a standard 5,000 sq. ft. lot, though this does not take into account other roadway and site improvements needed to accommodate housing development.</p> <p>The area is in proximity to Giaudrone Middle School and single-family residential dwellings that are Low-Scale Residential and R2-STGPD; and General Commercial land uses zoned C2-STGPD.</p>	<p>Development of the subject site will have impacts on adjacent land uses, but the extent of impacts and need for mitigation measures will be more fully analyzed at the rezone and permit application stages.</p> <p>The subject parcel, being located within an identified Critical Area of the South Tacoma Groundwater Protection District Overlay District, may be subject to additional development and use standards, restrictions, and reporting requirements as established in TMC Title 13.06.070.D South Tacoma Groundwater Protection District and TMC 13.11 Critical Areas Preservation.</p>

Parking		
<p>TMC 13.06.090.C Off-street parking areas</p> <p>TMC 13.06.090.D Loading Spaces</p>	<p>Currently the site is vacant and no parking is provided on site.</p>	<p>TMC 13.06.090.C Off-street parking areas details the Off-Street Parking Space Requirements (quantity standards) per applicable zoning district. Further evaluation at project level and permitting will be required to be in accordance with development standards.</p> <p>Typical minimum parking requirements for retail/shopping center/office developments range from 2.5 – 4 parking spaces per 1,000 square feet of building floor area and warehousing uses are required to provide 1 off street parking space per 2,000 square feet of floor area.</p>
Air Quality		
<p>The City of Tacoma does not have development standards related to air quality. The staff report does note some City plans and policy that are intended to help address air quality concerns.</p> <p>Regulatory Hierarchy for air quality policy, regulations, and monitoring: United States Environmental Protection Agency Washington State Dept. Of Ecology Puget Sound Clean Air Agency</p>	<p>The air quality at the subject site is a problem and of concern for the area. The subject site borders Interstate 5 and automobile traffic from the freeway is a primary driver of adverse air quality. According to the Washington State Dept. Of Health Environmental Health Disparities Map shown below, the subject site lies within an area that is in the highest rank (10) for “Diesel Exhaust PM2.5 Emissions” and “PM2.5 Concentration.”</p>	<p>Staff notes that there is established precedent concerning considerations of residential development along Interstate 5 and air quality concerns. This precedent pertains to the Tacoma Mall Neighborhood Regional Growth Center (RGC), and while the subject parcel is not within the Tacoma Mall Neighborhood RGC, it is located across Interstate 5 to the southeast.</p> <p>Goal LU-1 (Mixed-use development) of the Tacoma Mall Neighborhood Subarea Plan</p>



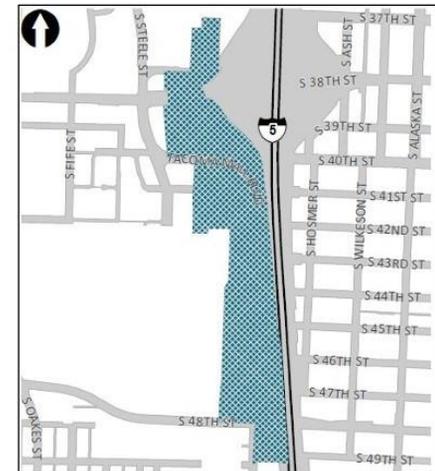
Giaudrone Middle School borders the subject site to the east. The Giaudrone MS attendance boundary encircles low- and very low-opportunity neighborhoods, as identified on the City’s Equity Map. Student and resident health are important concerns, especially in considering adverse health effects from PM2.5 emissions.

Tree canopy is also lacking in the area. The Urban Tree Canopy Assessment (2018) identified 12% urban tree canopy for the U.S. Census block group that the subject site is located within (pg. 19).

(pp. L-U 8 – L-U 9), in part, states “Limit residential development in close proximity to Interstate-5 due to air quality concerns.”

TMC 13.06.040.J.6 Tacoma Mall Neighborhood Regional Growth Center, Residential Uses Prohibited contains a map showing that residential uses are not allowed along Interstate 5 in the RGC.

Figure 4: Tacoma Mall Neighborhood RGC – No Residential Uses



Giaudrone Middle School, adjacent to subject site, is one of nine Tacoma Public Schools (TPS) selected for more targeted air monitoring through the Tacoma Pierce County Health Dept. Urban Air pilot project in partnership with UW Tacoma, TPS, City of Tacoma, and Microsoft.

	<p>The parcel contains slopes that range from 25-40% and >40%. Rated “Very Low” Liquefaction Susceptibility.</p> <p>No identified flood hazard, wetlands, streams, or biodiversity area/corridor.</p> <p>Stormwater and Wastewater utility infrastructure in proximity to serve potential development of parcel.</p> <p>The project is located within the Flett Creek Watershed. The Stormwater Management Manual outlines the stormwater mitigation requirements for each watershed.</p>	<p>development project meets impact thresholds, applicant will be required to address flow control and water quality.</p> <p>As a result of these standards, it is unlikely that the proposed development would have a significant adverse impact on water quality and flow control.</p> <p>There is ongoing/upcoming work that will be conducted by City staff to update the South Tacoma Groundwater Protection District Code and the One Tacoma Comprehensive Plan.</p>
Plants and Tree Canopy		
<p>TMC Title 13 Land Use Regulatory Code</p> <ul style="list-style-type: none"> • TMC 13.06.030.F Commercial District Development Standards • TMC 13.06.090.B Landscaping Standards <p>Urban Forest Manual</p>	<p>The Urban Tree Canopy Assessment (2018) identified 12% urban tree canopy for the U.S. Census block group that the subject site is located within (pg. 19).</p> <p>Tree canopy on site appears to be negligible and there are no mapped or known priority species on site. Additional site-specific review to identify unknown or potential critical areas is conducted as part of permitting.</p>	<p>Overall, staff expects that future development will result in an increase in tree canopy on site based on current conditions and applicable development regulations. Specific landscaping and Tree Canopy requirements will be evaluated at project level and permitting and will be required to be in accordance with standards set in the Urban Forest Manual and other City policies outlined in the TMC.</p> <ul style="list-style-type: none"> • Parking lot overall tree planting requirements: One Small Tree per 700 square feet; one Medium Tree per 1,000 square feet; or, one

		<p>Large Tree per 1,400 square feet of parking lot area.</p> <ul style="list-style-type: none"> • Per TMC 13.06.090.B Landscaping Standards, Commercial Zoning Districts have Overall Site Landscaping Minimums of 10 percent, among other standards. • Site Perimeter Landscaping: A minimum 7-foot-wide site perimeter strip shall be provided on sides without abutting street trees... The perimeter strip shall be covered with a mixture of trees, shrubs, and groundcover plants, as follows: <ul style="list-style-type: none"> (a) At least one Small Tree per 200 sf; one Medium Tree per 300 sf; or one Large Tree per 400 sf of required landscaped area. <p>Finally, of note, under the existing zoning, there are no tree canopy requirements for residential development.</p>
Aesthetics, Light, and Glare		
<p>TMC 13.06.090 Site Development Standards</p> <p>TMC 13.06.100 Building design standards</p> <p>TMC 13.06.100.A Commercial District Minimum Design Standards</p>	<p>The site is currently vacant and undeveloped. There is an existing undeveloped area on the school property to the east that establishes an approximate 100' separation between the subject property and school access. There is approximately 250' separation between subject property and nearest residential property to the northeast (S 49th St & S</p>	<p>Not applicable at this stage of consideration of land use designation change of a vacant/undeveloped parcel.</p> <p>Applicant will be required to meet applicable requirements in project-level stages, including aesthetic requirements</p>

Wilkerson St.); and approximately 600' separation between nearest residential property to the south.



detailed in TMC 13.06.100.A Commercial District Minimum Design Standards.

TMC 13.06.090.I addresses sign standards. With the site in close proximity to residential parcels, additional standards will need to be met per TMC 13.06.090.J Residential transition standards and other applicable requirements. Transition standards include limits on lighting and light trespass as well as the use of landscape buffers to minimize noise, light, and aesthetic impacts on adjacent properties.

Noise-related impacts and mitigations will also be assessed at project-level. Any development would be required to meet the standards detailed in TMC 8.122 Noise Enforcement.

Parks and Recreation

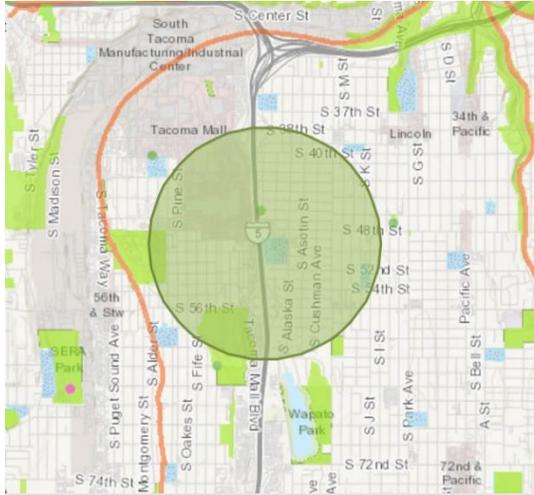
TMC Title 13.06.090 Site Development Standards

- TMC 13.06.090.F Pedestrian and bicycle support standards

The subject site is mapped in the One Tacoma Plan as an educational facility, as it was previously owned by the school district, and is identified as part of the City's overall park and recreation system.

The proposed land use designation change is not anticipated to displace any existing recreational uses. While the parcel is identified as an educational facility as part of the City's recreation system, the

The following map depicts a ¼ mile radius from the subject site as compared to the City’s planned park and recreation system. While several facilities are within this walk distance, the majority of sites require crossing I-5 or other busy arterials.



specific subject site is not improved to provide any recreational value.

The dearth of walkable recreation facilities near this site, and impediments to existing sites, likely would result in new residential development under the baseline zoning being more dependent on SOV trips to meet recreational needs.

Historic and Cultural Preservation

TMC 13.12.570 Archaeological, Cultural, and Historic Resources

No known archaeological, cultural, or historic resources on site.

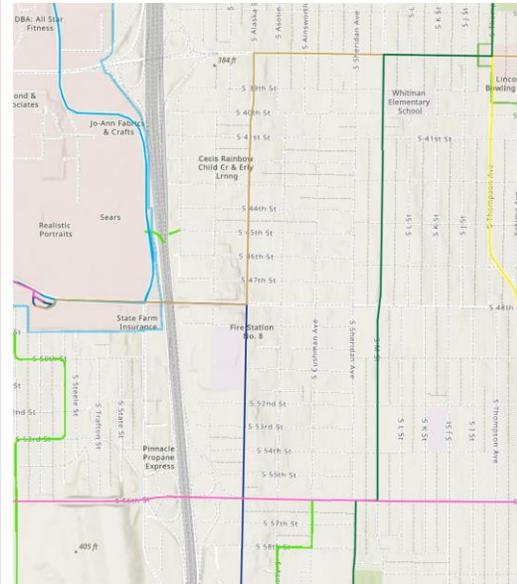
No historic districts or overlays apply to the property.

Per TMC 13.12.570.C Unanticipated Discovery of Archaeological, Cultural and Historic Resources, “All permit applications shall prepare a plan for the possible unanticipated discovery of historic, cultural or archaeological resources, including a point of contact, procedure for stop-work notification, and for notification of appropriate agencies.”

Transportation

<p>TMC 13.06.090.F Pedestrian and bicycle support standards</p> <p>13.06.100 Building design standards (A. Commercial District Minimum Design Standards)</p> <p>TMC 13.12.580 Traffic Impact Assessment</p> <p>Destination 2040: Pierce Transit Long Range Plan Update (2020)</p>	<p>Auto: Several streets in close proximity to subject site are designated arterials per TMC 11.05.490 Arterial streets designated:</p> <ul style="list-style-type: none"> • Auto: South 48th Street from Pacific Avenue to Wapato Street is a minor arterial (protected streets that have a near balanced percentage of long-distance vehicle trips, with local access usage) • South Alaska Street from S 38th Street to 72nd Street is a collector arterial (protected streets that have a low percentage of long-distance vehicle trips) <p>A portion of S 49th Street which serves the subject site has been vacated and is part of parcels B, C, D and E which are zoned for general commercial uses.</p> <p>Transit: The City’s Transportation Master Plan (TMP) identifies S 48th Street (Medium Intensity) and S Alaska Street (Low Intensity) in the future Transit Priority Network.</p> <p>Pierce Transit Route 54 currently serves S 48th Street but proceeds north on S Alaska Street and then east onto S 38th Street. Route 55 serves 48th Street before proceeding south on S Alaska Street. Both routes provide access to the Tacoma Mall. Destination 2040 Pierce</p>	<p>Automobile Trip Generation: Any Future development of the site will result in increased number of trips intersecting with existing and planned bike infrastructure as well as school walking routes. A trip generation analysis, dated December 22, 2022, was conducted by Jake Traffic Engineering (JTE) and concluded that the proposed General Commercial Mor Furniture Store use is projected to generate fewer trips than Low Scale Residential (single and multifamily) uses; potential for five PM peak hour trips to street grid; no documented issues with traffic safety at intersections and streets near subject site; and no documented conflicts with existing pedestrian, bicycle, or transit infrastructure or level of service. If the proposed land use designation change to General Commercial were to be approved, the applicant could then pursue a site rezone and may be subject to additional traffic study requirements and/or conditions for approval to help mitigate any impacts that may be identified through SEPA or City standards.</p> <p>Preliminary site plans indicate that sole access to the site will be from S 48th Street. Emergency vehicle access to the site may be available at South 49th Street.</p>
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Transit Long Range Plan Update (2020) notes Fixed Route Network Restructuring beginning in March 2017 and identified modifications in “Frequency, Span, or Run Time Improvements” for Routes 54 and 55. Routes 54 and 55 are identified as Urban Routes that “serve arterial streets within urbanized areas” and “operate most days of the week, providing somewhat frequent service on weekdays with some night and weekend service.”



Pedestrians: The neighborhoods surrounding the subject site are generally constructed on a grid with adequate route directness and basic pedestrian facilities. However, the subject site and its immediate vicinity lacks

One anticipated impact of development to a commercial use is increased vehicular and truck traffic on roadways within vicinity of the subject parcel. Potential impacts will be assessed at the project-level and subject to TMC Title 13.06.090 Site Development Standards and TMC 13.06.090.F Pedestrian and bicycle support standards.

Pedestrian: The City has site development and design standards that the applicant would need to meet at the permitting/development stages of the project, including TMC 2.22.040 “Off-site improvements shall be required for all New Construction” proportional and related to development.

Bicycle: The City’s current plans include future bike facilities at this location and planning studies to evaluate improvements to the I-5 crossing to help facilitate increased active transportation safety and options.

Transit: The Pierce Transit Stream System Expansion Study includes an alternative alignment on S 48th Street adjacent to this development.

Under the baseline zoning, the site could be developed for residential uses. However, residents at this subject site

	<p>pedestrian connections to the surrounding neighborhoods due to the middle school, I-5, and commercial properties to the north.</p> <p>Bicycles: S 48th Street and S Alaska Street are identified as bicycle priorities in the Bicycle Priority Network per the TMP. The section of S Alaska Street (Collector or Nonclassified Arterial) in vicinity to the subject site does have bicycle lanes. The section of S 48th Street (Minor Arterial) in vicinity to the subject site does not have bicycle-specific infrastructure. The TMP identifies proposed bicycle lanes on S 48th Street as part of Short-Term Bicycle Network Recommendations.</p> <p>Vision Zero: The Tacoma Vision Zero identifies section of S 48th Street in vicinity of the subject site as a High Risk Network for multiple modes, including as Pedestrian and Bicycle Corridors.</p> <p>According to the City of Tacoma Equity Index, the subject site is within an area rated in the lowest quintile for Average Road Quality in the City of Tacoma.</p> <p>Interstate 5 crossing study over/under S 48th Street overpass tentatively expected to begin Summer 2023.</p>	<p>would likely be more auto-dependent due to the lack of immediate connectivity and walkable destinations.</p>
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