

Growth Strategy & Development Concept Element

Index:

Section I – Background

Section II – Assumptions

- Growth and Development Pattern
- Growth Center
- Population Growth and Change
- Development Timing
- Residential Development
- Commercial Development
- Economic Development
- Industrial Development
- Transportation
- Open Space/Shorelines
- Environment
- Urban Design
- Capital Facilities
- Utilities
- Joint City/County Planning

Section III – Growth Strategy and Development Concept

- Mixed-use Centers
- Concentrations
- Corridors
- Advantages

Section IV – Development Intensities

- High Intensity Development
- Medium Intensity Development
- Low Intensity Development

Section V – Concentrations

- High Intensity Concentrations
- Medium Intensity Concentrations
- Low Intensity Areas

Section VI – Mixed-use Centers

- Downtown Center
- Urban Center
- Community Center
- Neighborhood Center

Section VII – Manufacturing/Industrial Centers

Section VIII – Generalized Land Use Plan Map

Section IX – Center Designations

Maps

- Tacoma Growth Concept:
Concentrations and Corridors –
Designated Centers
- Generalized Land Use Plan Map

Section I – Background

For some residents, continued growth means prosperity and a healthy city. For others, any amount of growth is undesirable. It is unrealistic to think that growth will not occur in our city. In the past several years, increasing numbers of people have been attracted to the Pacific Northwest area. With so many coming to our area, the problem the city faces is how much, when and where should growth take place.

The comprehensive plan for growth and development adopted by the City of Tacoma addresses managed, desirable growth and development and, as such, can be considered a major force for shaping and reshaping the city's urban form. The Plan is a means of managing growth in a way that is physically, socially and environmentally acceptable, while at the same time providing for the preservation, redevelopment and improvement of the City's established residential neighborhoods.

Section II – Assumptions

Various trends and influences affect growth, development, and redevelopment. Certain assumptions helped form the basis for the overall growth strategy and development concept. The goals, policies and recommendations found in the comprehensive plan provide direction to implement the development concept.

Growth and Development Pattern

The underlying development pattern for the city has been established. Past development will continue to influence, and to some extent determine, the pattern of future development. Future development and redevelopment will further shape the city's form. A mix of uses and higher densities concentrated in mixed-use centers will encourage more overall urbanization of the city while retaining the residential

character of established neighborhoods. Some areas will experience population and density increases that will increase demand for the improvement and expansion of public facilities and services.

Emphasis will be placed on concentrating growth and development rather than expansion. Growth will be directed toward compact mixed-use centers and in nodes along major transportation corridors including primary transit routes. The greatest concentrations of growth can be expected in regionally designated growth centers that emphasize a greater mix of land use types and regional transit access. Future development and redevelopment will be dependent on the ability to provide adequate facilities and services. The City will influence development outside of its boundaries and within its urban growth area to ensure compatible development is achieved.

Growth Center

Tacoma will continue to be the major city and focal point of growth for the Tacoma/Pierce County metropolitan area. The City will accommodate a greater share of regional population and employment growth than in the past. The City's sphere of influence extends beyond its own boundaries and affects development of adjacent and nearby urban communities and the region. An efficient transportation system will be important to link Tacoma with surrounding areas and other centers throughout the region.

Expansion of the city's boundaries to adjacent areas within Tacoma's urban growth area where City services are provided or where such services can be provided efficiently may occur. Such expansion may occur over an extended period of time.

Population Growth and Change

The population of the City of Tacoma is projected to increase at a slightly higher rate than the slow, steady growth experienced since 1950. The population allocation for the year 2022 is 255,240, an increase of 61,676 from the 2000 census. The populations of both Pierce County and the State of Washington are expected to increase at a higher rate than

population growth within the city. The population is expected to continue getting older and more diverse. The percentage of the non-white population will continue to increase.

Development Timing

Development will be dependent on the availability and adequacy of necessary facilities and services to support development. Growth will occur first where facilities and capacities are available. Development will occur next in areas that are developed or partially developed and that can be served by a combination of existing facilities and the concurrent development of needed facilities and services. Development of a "fill-in" nature will occur on vacant lots throughout the city.

Residential Development

The single-family detached house will continue to be the preferred type of housing structure. Nevertheless, the demand for multifamily residential development, including duplexes and triplexes, townhouses, condominiums and apartments, will increase due to the projected growth in population, increased housing costs, and the need for other housing options for some segments of the population.

Housing will continue to be developed in the urban growth area outside the city's boundaries where adequate facilities and services are available. Residential density is likely to increase in mixed-use centers, along some major transportation routes, near transit centers, and within or near employment and shopping centers. Preservation of existing housing stock will be emphasized. Accommodating the projected population growth will be achieved through a variety of strategies including infill housing, multifamily housing development and innovative techniques such as clustering and adding second units to existing homes.

Commercial Development

Pressure can be expected for additional retail and service uses to support the growing population. It is anticipated that this demand can be accommodated through redevelopment and intensification of uses within established

commercial areas. The downtown area will continue to be a major office, financial, governmental, educational, cultural, retail and residential center. As redevelopment continues, supportive and specialty retail establishments will become more important in the downtown area. The Tacoma Mall urban center area will remain as the city's major retail center and pressure for expansion is likely. Pressure will also be exerted for development of office, supporting retail and multifamily residential uses near the Mall complex. Neighborhood shopping districts will continue to be important in meeting neighborhood needs and serving as a focal point for surrounding residential areas. Development and redevelopment will emphasize a concentration of a mix of uses including specialty retail, neighborhood services and some residential uses. Such development will be particularly likely to concentrate around major transit facilities. Increased sensitivity to neighborhood character, the pedestrian environment and design will be necessary to maintain the economic health of older shopping areas.

Economic Development

Tacoma will continue to grow as an economic center. Much of this growth can be attributed to steadily increasing activity in the Port of Tacoma as it pursues a greater share of the national and international trade market. The downtown area will also continue to be a major employment center for the city. The revitalization of the downtown area depends on both public and private investment. Healthy economic growth entails not only attracting a mix of businesses in the downtown, but also encouraging diverse development throughout the city, especially within neighborhood business districts. Attention to environmental concerns will also play a major role in economic development and redevelopment.

Industrial Development

The Port Manufacturing/Industrial Center will remain as one of the city's and region's major employment centers. Continued growth in marine import-export activities will cause the Port of Tacoma to increase its prominence in the local, regional, state and national economy. The South Tacoma Manufacturing/Industrial area will

be designated as a Regional Manufacturing/Industrial Center, and as such will become a priority location for future manufacturing and industrial development. Other industrial areas will continue to be viable and will undergo some expansion and redevelopment. The rate of employment growth for manufacturing will be less than for other sectors of the economy, such as retail, service industries, government, transportation, trade and education.

Transportation

The automobile will continue to be the primary means of transportation for most people. However, other methods of transportation including transit, bicycling, and walking will be more prevalent. The movement of people and goods rather than vehicles will be emphasized in determining transportation improvements. The past dispersal of housing and employment will continue to impact travel patterns that will affect transit ridership and the ability to resolve traffic congestion in some areas. Increases in the use of public transportation will occur for daily travel between home and work as well as for travel between activity centers within the city, to other communities in Pierce County and to other cities in the region. Support of the high-capacity transit system, including light rail and commuter rail, will be a top priority of the City. Energy concerns, higher transportation-related costs, transportation demand management controls and concerns for improved air quality will curtail the use of the private automobile. New transportation facilities will be compatible with planned land use and will be developed concurrently with new growth or within six years. Since transportation problems do not respect jurisdictional boundaries, more intergovernmental coordination as well as public-private cooperation will be needed to address transportation issues in a consistent, integrated and cost-effective manner.

Open Space/Shorelines

The City's more than 45 miles of shorelines and its many natural features are essential to defining the city's character. As development increases and certain areas within the city become denser, accessible open space will be of even greater importance. Demand for open

space and land for recreational needs, such as parks and other outdoor recreational areas, will continue to increase, as will the need for urban public spaces such as plazas and courtyards. Protection and preservation of shorelines and other natural features of the environment will be necessary to maintain the present quality of life and to protect the function and values of critical areas. Public acquisition of open space and shoreline areas will continue to be important. The identification and protection of corridors that link open spaces will be essential to ensure their continual viability. Corridors of regional significance will require multi-jurisdictional planning and protection. Environmentally sensitive lands such as geologically hazardous and steep slope areas, wetlands and stream corridors will require protection from urbanization, growth and development demands. Provision of opportunities for appropriate water-dependent or water-related development along the City's shorelines will continue. It is anticipated that pressures for development of privately owned shoreline property with non-water dependent uses will increase.

Environment

Air, noise and water pollution will continue to be of special concern to the region. Maintaining the quality of the air we breathe, the quiet of our residential neighborhoods, and the quality of the water we drink, live around and use for recreation is essential for assuring the health and welfare of the region. The region's economic development is dependent upon water-related commerce and trade. Maintaining pollution-free waters is vital to present and future economic interests. Ensuring that the region's water resources remain relatively pollution free is paramount to its survival and continual growth and development.

Measures to control suspended particulates (dust, smoke, fumes and other liquid or solid matter) will continue to be needed to maintain air quality in the region. Reduction of the level of transportation related emissions will continue to be important in addressing air pollution problems. Transportation plans and policies concerned with traffic congestion and related air and noise pollution will focus on a multi-modal transportation system and the curtailment of single-occupancy vehicle use.

Urban Design

Design will influence the degree to which development is attractive and appealing, comfortable and safe, whether it is compact, efficient, and encourages natural and social interaction, discourages environmentally disruptive influences, and is well connected to other areas. Greater awareness and appreciation of the value of design will continue and the demand for development that demonstrates design excellence will increase. Public participation and interest in design will continue to increase with greater emphasis on design in city projects. With increasing density in some areas, particularly within mixed-use centers, design will become an important factor in providing stylistic compatibility and privacy.

Capital Facilities

Increased growth makes heavy demands on all forms of capital facilities and infrastructure. As growth continues, the demand for developing new facilities and maintaining and improving existing facilities will increase. Private investment will be necessary to continue to provide adequate services to growing urban areas. Growth is dependent on the provision of necessary services and facilities. Services and facilities in urban areas will need to be provided at a consistent level of service and new growth will occur only with the provision of adequate facilities and services. Tacoma must plan closely with other providers of capital facilities to coordinate the provision of services.

Utilities

The city, for the most part, is adequately served by all utilities. As growth and development occurs, the expansion or upgrading of existing facilities may be necessary. The expansion or upgrading of utilities and services will be accomplished concurrently with new development. Extension of service areas will occur consistent with growth management goals for phasing of urban development. Many utilities have system reliability and conservation programs to efficiently use existing resources and reduce the need for new facilities that will be more aggressively pursued through governmental regulations and programs.

Joint City/County Planning

Joint planning will be important to successfully guide orderly and timely growth within urban growth areas. Prior to any annexation, areas within the city's urban growth area will be planned jointly by the City, other jurisdictions and Pierce County to discourage sprawl, inappropriate development and to ensure the adequacy and concurrent development of public facilities and services.

Section III – Growth Strategy and Development Concept

Tacoma's growth and development concept is derived from consideration of state goals, regional policies, factors affecting land use, the assumptions about future trends, and public opinion. The concept is entitled *Concentrations and Corridors - Designated Centers* and is shown in Maps and Figures.

The *Concentrations and Corridors - Designated Centers* concept directs future development to specified areas of the city. The concept directs new development to occur in three types of areas: mixed-use and manufacturing/industrial centers, in concentrations of similar uses, or in concentrated nodes along major transportation corridors. These elements are defined as:

Mixed-use Centers

Mixed-use centers are compact, self-sufficient areas, identifiable as the focus of the surrounding area. The mixed-use center is a dense, well-integrated variety of development types, combined in such a way that it is pedestrian-oriented and transit supportive.

Manufacturing/Industrial Centers

Manufacturing/industrial centers are concentrations of manufacturing, industrial and related uses and are major employment areas.

These areas need good access to local and regional transportation systems.

Concentrations

Concentrations are broad areas of moderate to high levels of development. Various housing types, employment opportunities or commercial and industrial development may be included within these areas.

Corridors

Corridors are major transportation routes consisting of freeways, highways, principal arterial streets and transit routes that provide access into and out of the city, act as travel ways between designated centers and concentrations and/or support high levels of transit service.

Increased growth and development in the metropolitan area has made the daily movement of people and goods a complex problem, requiring a sophisticated system of multimodal transportation facilities and services. The predominant characteristics of this system are the major transportation routes, primarily the interstate freeways and higher traffic volume arterials and the regional transit system including local feeder service. This system provides for the movement of people and goods via rail, bus, automobile, ferry, bicycle, walking and other modes at the neighborhood, community, regional and interstate levels. Major arterial streets link residential neighborhoods to the regional system and to other neighborhoods, as well as expediting movement between centers.

Transportation corridors can act as boundaries, providing a physical separation between different types of land use and as corridors for joint use activities such as public utility lines and communication networks. Compatible land use development along major corridors is important. Higher intensity development is appropriate to take advantage of access and visibility.

In addition to directing where and how growth should occur, the concept is intended to guide when growth should occur. It is intended that growth occur only when adequate needed public facilities and services are in place at the time of

development. The timing of growth and development will be consistent with growth tiers that delineate areas in the city and within its urban growth area based on the availability and adequacy of facilities and services.

Advantages

The concept, policies, and strategies included in the comprehensive plan will guide the orderly development of Tacoma. Encouraging growth into concentrations and designated centers where development already exists will limit sprawl, reduce environmental impacts, and efficiently use land and infrastructure.

The concept and attendant policies will guide more intensive growth and development to concentrate in compact and well-defined centers. The centers will be easily accessible by both transit and pedestrian means, thereby improving convenience for residents, employees and visitors within centers and nearby areas. Growth will also be encouraged within concentrations and in nodes along transportation corridors.

Concentrating growth within mixed-use centers will alter the manner in which development has occurred in the past. It will strengthen the existing development pattern, protect neighborhoods and the environment and create attractive urban living and working environments which encourage walking, cycling and public transit.

Encouraging growth where development already exists and where adequate capacity for utilities such as sewer lines, water mains and other public facilities are in place can significantly reduce public investment costs.

The use of transit as a travel alternative will be encouraged. A well-developed transportation system will be necessary to provide efficient travel between homes and employment or retail centers.

Section IV – Development Intensities

The amount and type of development allowed in an area is determined by designating development intensities on the Generalized Land Use Plan Map. Development intensities are an indication of how much influence a development has over the surrounding area. Conventional land use plans separate developments according to categories of uses such as residential, commercial and industrial. The development intensities approach in the comprehensive plan recognizes that different types of land use may be located in the same area as long as the character of the area remains consistent. This approach permits greater flexibility in land use arrangements and encourages innovative techniques of land development.

Factors that determine the intensity level of a development include size, scale, bulk, nuisance level, amount of open space and traffic generation. For example, a ten-story apartment complex and high traffic generation would be viewed as a high intensity use while a typical, single-family detached home is regarded as a low intensity development.

Although land use intensity and density are somewhat related, they are not the same concept. Density is the number of people or housing units per unit of land. The type and size of housing units and the number of occupants in these units can widely vary; therefore, density does not accurately indicate the degree of impact a given development asserts over surrounding land uses. The concept of density is further limited in that it only applies to residential development and cannot be used to assess the impacts of commercial or industrial development. Development intensities, on the other hand, apply to all land uses and provide a more accurate account of the character and nature of a given development.

Development intensities are classified as high intensity, medium intensity and low intensity.

High Intensity Development

High intensity development generates high activity patterns and high traffic generation. High-density residential development, major employment centers and commercial and industrial developments of regional significance are all examples of high intensity development. These include two of the City's designated mixed use centers: Downtown and the Tacoma Mall area and the regionally designated Port Manufacturing/Industrial Center.

Medium Intensity Development

Medium intensity development generates moderate activity patterns and traffic generation. Commercial or industrial activity of community-wide significance and medium density residential development are examples of medium intensity development. Mixed use centers other than Downtown and the Tacoma Mall area are further examples of medium intensity areas.

Low Intensity Development

Low activity patterns and traffic generation characterize low intensity development. Low intensity development is predominantly single-family residential development, but can include duplexes, triplexes, and small-scale multifamily development. Supportive neighborhood convenience commercial establishments and community facilities such as churches, schools, libraries and fire stations also are considered low intensity uses. Open space areas may also be considered a low intensity use and can include recreational areas and parks. To better differentiate the range of uses within low intensity areas, single-family detached housing areas are delineated separately.

Section V – Concentrations

The relationship of intensity and density is shown below.

Intensity Designation	Allowable Density (min – max) (dwelling units/net acre)
Low Intensity	0 – 15
Single-family Detached Housing Areas	0 – 8
Medium Intensity	0 – 45
Medium Intensity in Mixed-Use Centers	25 – unlimited Minimum site densities should range from 25 to 60 dwelling units per net acre, with minimum densities of 25 units per net acre envisioned for areas near single-family zones where building height should be limited to ensure compatibility. Higher minimum densities are envisioned in other parts of the mixed-use centers depending on the established height limit.
High Intensity	0 – unlimited
High Intensity in Mixed-Use Centers	25 – unlimited Minimum site densities should range from 25 to 80 dwelling units per net acre, with minimum densities of 25 units per net acre envisioned only for areas near single-family zones where building height should be limited to ensure compatibility. Higher minimum densities are envisioned in other parts of the mixed-use centers depending on the established height limit.

Areas where medium to high intensity development is focused are identified as concentrations. Concentrations are generally areas of existing medium to high intensity development and are, therefore, appropriate for further infill development and redevelopment. Concentrations may be most distinguishable by their separateness from low intensity areas.

High Intensity Concentrations

High density residential development, employment opportunities, industrial activity, entertainment-cultural centers, and office, government, shopping and medical facilities are all characteristic of developments that can be found in a high intensity area. Within the mixed-use centers, there are at least two levels of residential density that are possible within high intensity areas: densities located along commercial corridors will be higher than densities found in other areas of the mixed-use centers. The degree of activity generated in a high intensity area necessitates convenient access to regional transit facilities and major transportation facilities such as the interstate and principal arterial streets.

Commercial and industrial developments in high intensity areas are usually of regional scale. They are linked to the communities and neighborhoods of the immediate urban area as well as to other cities. High intensity commercial and industrial developments draw their labor force from the city's residential communities as well as provide service to these areas. Linkages outside the urban area are important for the importing of raw materials and shipping of finished goods. These same activities require strong linkages within the urban area among other manufacturers, suppliers, distributors and transportation facilities. A central location and access to major transportation facilities are crucial for high intensity commercial and industrial development due to the high volume of traffic moving into and out of the area.

Medium Intensity Concentrations

Medium intensity areas include developments that attract people from several neighborhoods within the urban area and, in some cases, from areas outside the city. Commercial and industrial developments within these areas have a community-wide service level and are linked to both neighborhood and regional activity centers. Within medium intensity areas, office, light industrial and other medium intensity uses may be located adjacent to single-family residential uses so long as adverse impacts to residential uses are appropriately mitigated.

The business, retail and industrial establishments found in medium intensity areas usually draw their labor force from the areas that they serve. Although many business establishments may have direct linkages outside the city, linkages are stronger within the city, particularly to the surrounding neighborhoods and to nearby support activities such as suppliers, distributors and wholesalers.

Residential development in these areas consists of middle density apartments located in concentrated centers or in nodes along transportation corridors. Within the mixed-use centers, there are at least two levels of residential density that are possible within Medium Intensity areas: densities located along commercial corridors will be higher than densities found in other areas of the mixed-use centers. Medium intensity residential areas are strongly linked by major transportation and transit routes to community shopping centers, employment centers and other community facilities that require frequent visits.

Low Intensity Areas

Although not a focus for growth, identification of low intensity areas is important in order to insure separation from higher intensity development. Low intensity areas are primarily characterized by single-family detached housing. Some duplexes, triplexes, and low-intensity apartments may also be present. These areas are found throughout the city and are usually referred to by particular neighborhoods such as Westgate, Fern Hill and South Tacoma. Low intensity areas are strongly linked to

neighborhood-serving commercial establishments. Linkages with the industrial area and other employment centers are present, supporting a substantial daily home-to-work movement by car and public transit.

Residential neighborhoods are also linked directly to neighborhood community facilities such as elementary schools, middle schools and parks and recreational areas. Some of these linkages involve daily movements of large numbers of people. Movement to other areas, such as parks and recreational areas, occur less frequently but periodically can involve large numbers of people. However, major parks or recreational areas that contain unique or outstanding facilities are usually linked to several neighborhood communities, sometimes drawing people from the entire urban area.

Internal linkages in low intensity residential areas involve movement between homes and local commercial establishments, libraries, neighborhood parks and playgrounds, churches and homes of friends and neighbors. Many of these internal linkages are for pedestrian travel, cycling, and public transit.

Section VI – Mixed-use Centers

Mixed-use centers are compact, defined areas of medium to high intensity development. Generally, mixed-use centers are located within a larger concentration. They are distinguishable from the concentration, however, by their focus on mixed-use development, pedestrian-orientation and support of public transit.

Mixed-use centers have been designated with the following objectives in mind:

- Strengthen and direct growth with a concentrated mix of diverse uses (work, housing, and amenities) and development toward centers;
- Create a range of safe, convenient, and affordable housing opportunities and choices;
- Create walkable and transit-supportive neighborhoods;

- Build on and enhance existing assets and neighborhood character and identity;
- Foster efficient provision of services and utility;
- Reduce dependence on cars and enhance transportation connectivity;
- Support neighborhood business development; and
- Encourage sustainable development, including green building techniques, green/plant coverage, and low impact development.

There are four types of mixed-use centers.

Downtown Center

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

Urban Center

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

Community Center

The community center is a concentration of commercial and/or institutional development that serves many nearby neighborhoods and generally includes a unique attraction that draws

people from throughout the city. Some residential development may already be present, and there is a goal to have more residential development. It is directly accessible by arterials and local transit. Pedestrian accessibility is important within the center, but because of its focus on larger scale commercial development, the community center continues to provide for automobile parking, preferably within structures.

Neighborhood Center

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

Section VII – Manufacturing/Industrial Centers

Employment concentrations within designated manufacturing/industrial centers are intended to be well-served by major transportation facilities including rail, interstate and transit systems. These employment concentrations are important to the local and regional economy and are priority locations for future manufacturing and industrial development and public investments in infrastructure. Many of the industrial uses are land intensive in nature. To preserve land at these centers, large retail, residential or non-related office uses are discouraged.

Section VIII – Generalized Land Use Plan Map

The *Generalized Land Use Plan Map* applies the *Concentrations and Corridors - Designated Centers* concept and its components. The land use intensity and centers configuration shown would allow for a population of about 250,000 to 270,000, if fully developed. This figure is based on past trends, future projections, and certain assumptions and is not an absolute number.

The *Generalized Land Use Plan Map* illustrates the City's intended future land use pattern through the geographic distribution of three levels of land use intensities, and the designation of mixed-use and manufacturing/industrial centers. This illustrated form was a result of analysis of the development concept, existing land use and zoning, development trends, anticipated land use needs and desirable growth and development goals. Various types of zoning and land use may be permitted within each of the intensity areas. The land use intensity area configuration, designation and boundaries and the designations and boundaries for the mixed-use and manufacturing/industrial centers are established by adoption of the Comprehensive Plan and amendments thereof. The *Generalized Land Use Plan Map* is the official land use map of the City, and is maintained as such by the Community and Economic Development Department. The official *Generalized Land Use Plan Map* has been adopted and is maintained in electronic format to facilitate its accurate use and implementation. The *Generalized Land Use Plan Map* depicted in this document on a citywide basis and by Neighborhood Council area is generated from the official, *Generalized Land Use Plan Map* electronic map file.

The *Generalized Land Use Plan Map* is intended to provide a firm basis for land use and zoning decisions. Policies should be considered and interpreted in accordance with the geographic characteristics of the mapped areas.

Areas of the city should develop and redevelop in accordance with the intensity configuration depicted on the *Map*. Generalized intensities have also been developed for Tacoma's urban growth areas. These designations are based on current information and reflect anticipated future

patterns of development. However, as more detailed planning efforts take place, these urban growth area intensities may be modified. Land use intensities and a generalized intent for the City's urban growth area can be found in the Land Use chapter of this plan.

Development both in and out of the city should be consistent with these designations; however, in some instances lower intensity developments may occur in higher intensity areas. Some supporting reasons for such lower intensity development include physical site limitations, surrounding area characteristics, environmental constraints and prematurity of higher intensity development.

The boundaries of the intensity areas were located on the map based upon existing and proposed land use and zoning patterns. These boundaries often correspond with readily identifiable features such as freeways, streets, alleys, topographic breaks, land use changes, and other physical features normally associated with land use separation. Where no readily identifiable feature was available, a determination was made to locate the boundary edge to provide a logical separation and transition of intensity areas. The boundary edge could coincide with the boundary of a zoning classification, the pattern of adjacent development or the extension of an imaginary line representing the logical and desired pattern of future development.

It is recognized that some areas of the city may not be zoned consistent with the intensity levels shown on the map. Areas that may need to be rezoned will undergo separate study to determine the appropriate zone changes. The Planning Commission or City Council will normally initiate these studies with the actual zone changes accomplished by established area-wide rezoning procedures. Private property owners or developers also may initiate rezone requests. Such requests must be consistent with the *Generalized Land Use Plan Map* and adopted policies of the Comprehensive Plan and will be subject to appropriate development controls as determined in established site specific rezone procedures.

The following chart depicts the relationship between intensity designations, designated mixed-use and manufacturing/industrial centers and zoning classifications. Some zoning classifications may be appropriate in more than one intensity designation.

Relationship of Comprehensive Plan Designations and Zoning Classifications

Comprehensive Plan Designations	Typical Zoning Classifications*	
High Intensity (outside mixed-use centers)	R-5 HM	Multiple Family Dwelling District Hospital Medical District
Medium Intensity (outside mixed-use centers)	R-4L R-4 C-2 PDB M-1 M-2	Low-Density Multiple Family Dwelling District Multiple Family Dwelling District General Community Commercial District Planned Development Business District Light Industrial District Heavy Industrial District
Low Intensity	R-3 R-4L HMR-SRD T C-1	Two Family Dwelling District Low-Density Multiple Family Dwelling District Historic Mixed Residential District Transitional District General Neighborhood Commercial District
Single Family Detached Housing Area	R-1 R-2 R-2SRD	One-Family Dwelling District One-Family Dwelling District Residential Special Review District
Downtown Mixed-Use Center	DR DMU WR DCC UCX-TD	Downtown Residential Downtown Mixed-Use Warehouse Residential Downtown Commercial Core Urban Center Mixed-Use District – Tacoma Dome
Urban Mixed-Use Center	UCX RCX URX	Urban Center Mixed-Use District Residential Commercial Mixed-Use District Urban Residential Mixed-Use District
Community Mixed-Use Center	CCX RCX HM URX	Community Commercial Mixed-Use District Residential Commercial Mixed-Use District Hospital Medical District Urban Residential Mixed-Use District
Neighborhood Mixed-Use Center	NCX RCX CIX URX NRX	Neighborhood Commercial Mixed-Use District Residential Commercial Mixed-Use District Commercial Industrial Mixed-Use District Urban Residential Mixed-Use District Neighborhood Residential Mixed-Use District
Manufacturing / Industrial Center	PMI M-2 M-1	Port Maritime and Industrial District Heavy Industrial District Light Industrial District

* This chart does not include shoreline and overlay zoning districts. Other zoning classifications may be present in the designated areas due to a number of factors including non-conforming use rights.

Section IX – Center Designations

The City has defined eighteen (18) mixed-use centers including one located in the urban growth area, outside of the city's limits and two manufacturing/industrial centers. The mixed-use centers have been placed into a hierarchy of different types of centers depending upon the size, scale and character of development, mix of uses, and the potential for increases in employment and resident population. The downtown center and Tacoma Mall urban center have been additionally designated as regional growth centers in Vision 2020, the Central Puget Sound's growth, economic and transportation strategy. The Port Industrial Area also has been additionally designated as a regional Manufacturing/Industrial Area in Vision 2020.

The centers are listed below and designated on the *Generalized Land Use Plan Map*.

Downtown Tacoma Center

Tacoma Mall Urban Center

Community Centers:

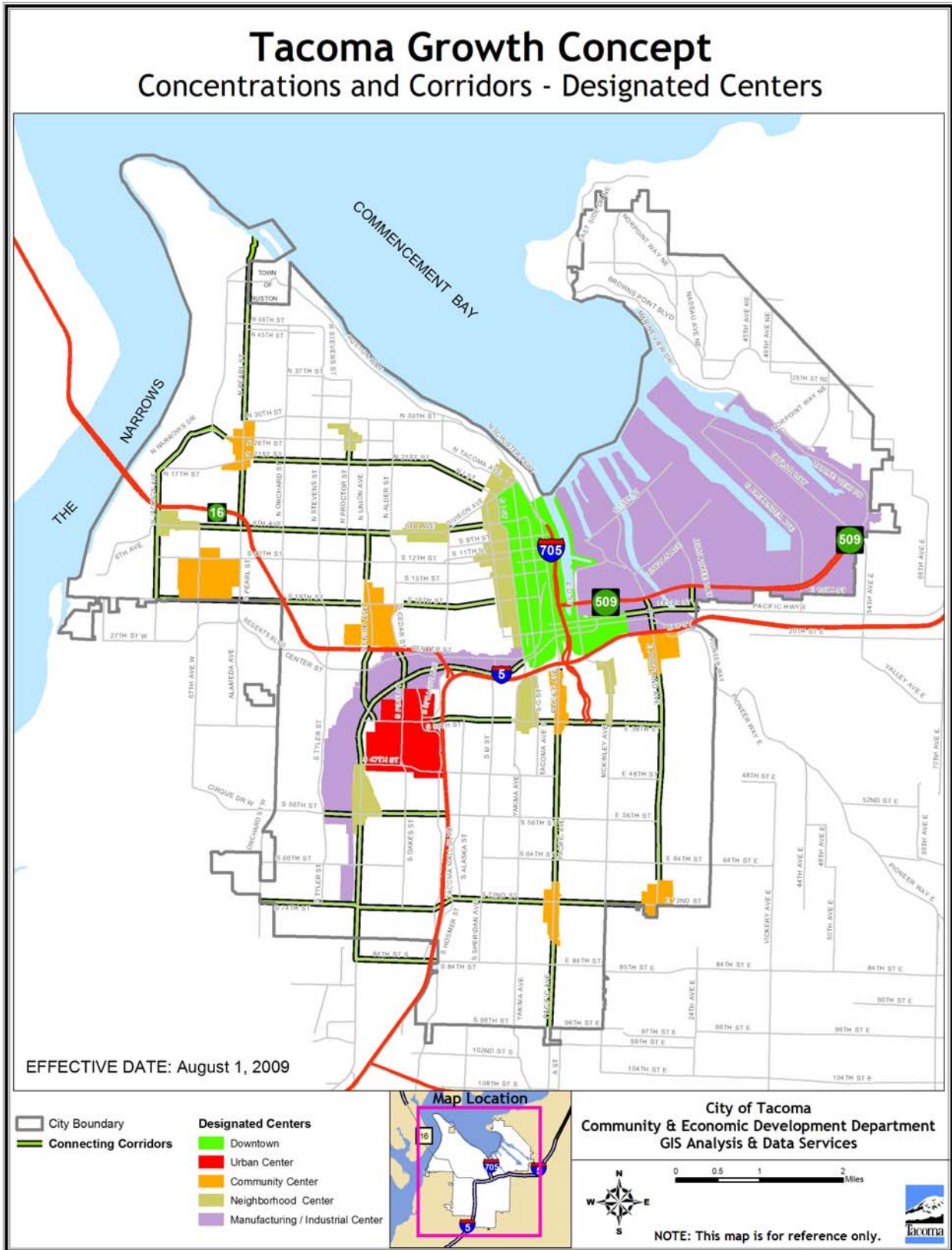
- *Tacoma Central Plaza/Allenmore (Tacoma Central)*
- *S. 72nd and Pacific Avenue*
- *S. 72nd and Portland Avenue*
- *TCC/James Center*
- *Westgate*
- *Lower Portland Avenue*
- *S. 34th and Pacific Avenue*
- *S. 121st and Pacific Avenue (Outside the city within the urban growth area)*

Neighborhood Centers:

- *6th Avenue and Pine Street*
- *N. 26th and Proctor (Proctor)*
- *S. 38th and 'G' Street (Lincoln)*
- *S. 56th and S. Tacoma Way*
- *S. 11th and Martin Luther King Jr. Way (MLK)*
- *N. 1st and Tacoma Avenue (Stadium)*
- *6th Avenue and S. Jackson (Narrows)*
- *E. 34th and McKinley (McKinley)*

Manufacturing/industrial centers:

- *Port Industrial Area*
- *South Tacoma Industrial area*

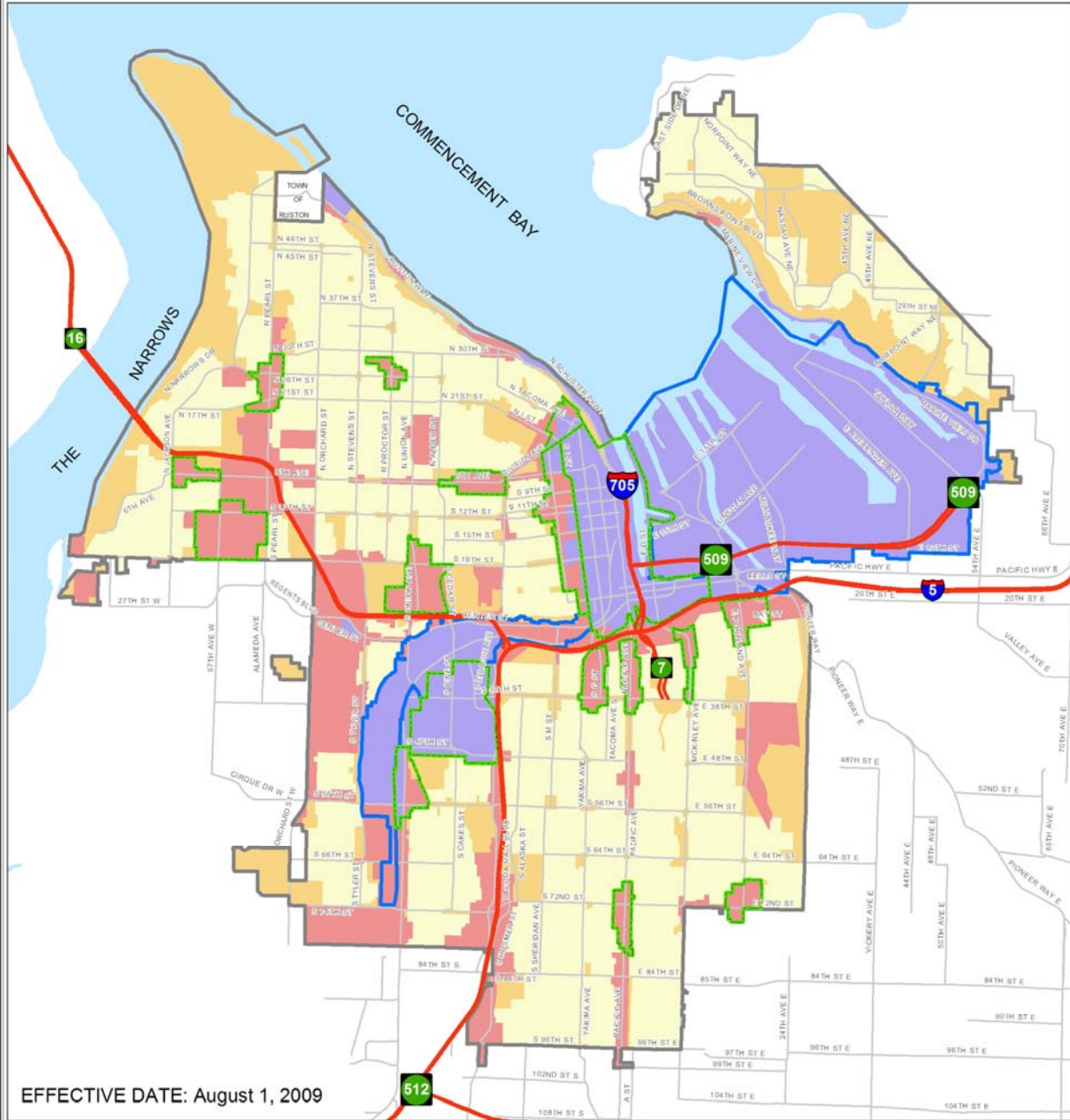


Plot Date: 8/1/2009

File Name: \\geobase-win\ced\GADS\R2009\R227\TGC2.mxd

Created By: CEDD, GIS ANALYSIS & DATA SERVICES

Generalized Land Use Plan Map



EFFECTIVE DATE: August 1, 2009

- City Boundary
- Mixed Use Centers
- Manufacturing / Industrial Center

- Land Use Intensity**
- Single Family
 - Low
 - Medium
 - High



City of Tacoma
Community & Economic Development
GIS Analysis & Data Services



0 0.5 1 2 Miles

NOTE: This map is for reference only.

