



ORDINANCE NO. 27825

1 AN ORDINANCE relating to downtown parking; amending Section 13.06A.060
2 of the Tacoma Municipal Code, eliminating off-street parking
3 requirements for the new construction in the International Financial
4 Services Area.

5 WHEREAS the proposal to eliminate off-street parking requirements in
6 the International Financial Services Area ("IFSA") is one of a series of
7 measures being taken to put into action the objectives of the 2008 Update to
8 the Downtown Element of the City's Comprehensive Plan; the work of Angelou
9 Economics, VIA Architects, and Vision 2040; and the City's Green Ribbon
10 Climate Action Task Force Recommendations, and

11 WHEREAS it is intended that this proposal provide some economic
12 stimulus to the City's downtown redevelopment by allowing businesses to avoid
13 the large-scale capital costs associated with structured parking by making
14 greater use of public transit, van pools, biking, and walking, and

15 WHEREAS, on June 17, 2008, the City Council adopted
16 Resolution No. 37508, establishing the IFSA as,

17 "That portion of Downtown Tacoma between and
18 defined roughly by the parcels on the north side
19 of South 8th Street on the north to the parcels on
20 the south side of South 15th Street on the south;
21 and by the west side of Commerce Street on the
22 west and I-705 on the east, along with any
23 parcels contiguous thereto . . ."

24 and

25 WHEREAS Resolution No. 37508 states that downtown development
26 regulations "may contain provisions which are a barrier to facilitate desired
development and need to be revised" and that the City Manager is requested to



1 bring back to the City Council recommendations from Angelou Economics for a
2 Downtown Tacoma Economic Development Strategy, as well as any additional
3 recommendations, regarding steps that can be taken and policy choices that
4 can be considered that would help Tacoma grow its international financial
5 services industry,” and

6 WHEREAS Resolution No. 37508 listed off-street parking requirements
7 as being among the downtown regulations to be evaluated, and

8 WHEREAS, on November 17, 2008, acting on a request from the City
9 Manager, the Environment and Public Works Committee asked the Planning
10 Commission to study the off-street parking requirements in the IFSA, and
11

12 WHEREAS the Planning Commission conducted a major public
13 outreach effort, held a public hearing on February 4, 2009, and is
14 recommending to the City Council the elimination of off-street parking
15 requirements in the IFSA, and

16 WHEREAS, on April 14, 2009, after providing extensive public notice,
17 the City Council held a public hearing on this proposal, and

18 WHEREAS this public notice generated a letter of concern from the
19 Tacoma Area Commission on Disabilities that led to a dialogue among
20 stakeholders and a proposed revision to the Planning Commission’s
21 recommendation to specifically address mobility issues faced by people with
22 disabilities, and
23

24 WHEREAS this revised proposal was the subject of a second public
25 hearing before the City Council on July 14, 2009, and
26



1 WHEREAS the City Council's Environment and Public Works Committee
2 considered the revised proposal at its July 22, 2009, meeting and made a
3 "do pass" recommendation with minor clarifications to the revised proposal,
4 including a provision for consultation with the City's Americans with Disabilities
5 Act coordinator and an extended expiration date, and

6 WHEREAS the City Council takes particular note of the Planning
7 Commission's conclusion that going to a market-based approach to off-street
8 parking in the IFSA is consistent with transit-oriented development principles,
9 sound urban design and livability criteria, and Tacoma's Green Ribbon Task
10 Force recommendations, and

11 WHEREAS the City Council takes particular note of the Planning
12 Commission's opinion that the elimination of mandated parking should foster
13 quality development, allow for more improvements to the public realm, assist in
14 retaining downtown's heritage of distinctive buildings and unique character, and
15 provide a significant economic stimulus to new downtown development, and

16 WHEREAS the City Council finds that within this overall context,
17 additional regulations are necessary to address mobility issues faced by people
18 with disabilities provided that these additional regulations recognize the
19 circumstances associated with the specifics of an individual site within the
20 IFSA, and
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WHEREAS, consistent with the public comments received, the City

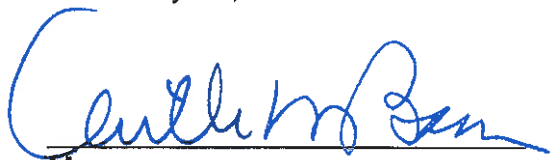
Council concurs with the Planning Commission that early consideration should be given to placing some controls on the development of surface parking lots;

Now, Therefore,

BE IT ORDAINED BY THE CITY OF TACOMA:


Section 1. That Section 13.06A.060 of the Tacoma Municipal Code is amended, as set forth in the attached Exhibit "A," and as recommended by the Environment and Public Works Committee on July 22, 2009.

Passed AUG 11 2009



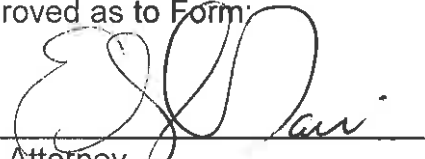
Mayor

Attest:



City Clerk

Approved as to Form:



City Attorney



EXHIBIT "A"

13.06A.060 Development standards.

Development Standards Table.

Districts	Maximum Allowable Floor Area Ratio (FAR) ¹						Height Limits	Non-Residential Parking ^{2,3,4,6}	
	"As of Right"		With Design Standards		With Special Features			Min	Max
	Non-Res	Res	Non-Res	Res	Non-Res	Res		(stalls/floor area sf) ⁵	
DCC	3	3	6	6	12	12	400'	2.4/1000	3.6/1000
DMU	2	3	4	5	6	7	100'	2.4/1000	3.6/1000
DR	1	2	2	4	4	6	90'	1.2/1000	3.6/1000
WR	3	4	4	5	6	7	100'	1.2/1000	3.6/1000

Notes:

1. The FAR for non-residential and residential uses within a given development are individually calculated and may be added together for a cumulative total, provided that the respective maximum FAR for each use is not exceeded. For example, in the DCC, an "as-of-right" development may have a total FAR of 6, with a FAR of 3 in non-residential use and a FAR of 3 in residential use in a single development.
2. For the purposes of calculating maximum allowable FAR, hotels shall be considered a residential use.
3. A minimum FAR of 1 shall be achieved for structures within the Downtown Commercial Core district. The gross floor area shall be used to calculate the minimum FAR.
4. Building Height will be measured consistent with the applicable Building Code, Height of Building and excludes parapets, mechanical penthouses, elevator overruns and machine rooms, and decorative architectural features (e.g., spires, towers, pergolas, pyramids, pitched roofs) not intended for residential, office or retail space.
5. Maximum Building Height within 150' east of the centerline of the right-of-way of Yakima Avenue shall be 60 feet, in order to create a transition to lower-rise residential development to the west.
6. Minimum parking ratios for non-residential development located east of Market Street, or located east of Jefferson Avenue from South 21st to South 28th streets shall be reduced by 50 percent in recognition of the availability of transit.
7. The first 3,000 square feet of each street level establishment, whether inside or outside the IFSA, is exempt from parking requirements.
8. Maximum parking ratios may be exceeded for providing parking available to the public and which is not dedicated to individual owners, tenants and lessees of the building.
9. Tandem parking is permitted only for residential development subject to approval of the Traffic Engineer.



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- 10. Development shall also comply with the requirements of 13.06.510(C) Loading Spaces.
- 11. No variances shall be granted to these development standards unless otherwise indicated.
- 12. Buildings lawfully in existence on January 10, 2000, the time of reclassification to the above districts, including buildings within the IFSA, do not need to conform to these standards; however, additions will need to conform. No addition can increase nonconformity to these standards or create new nonconformity
- 13. Unless otherwise specified herein, the off-street parking area development standards contained in TMC 13.06.510, which include minimum stall size and height, aisle width, paving and access requirements, but not including minimum quantity requirements, shall apply to all new off-street parking provided.
- 14. For buildings that contain multiple types of uses, the required number of parking spaces shall be equal to the total number of spaces determined by computing each use types separately, except where specifically stated otherwise herein.

1 The maximum allowable Floor Area Ratio may be exceeded as provided for in Section 13.06A.080.

2 Residential developments shall be required to provide one stall per residential unit, except within the IFSA (see Footnote 6 for applicable standards). Special needs housing, including, but not limited to, seniors, assisted living, congregate care, licensed care, or group care homes may provide less than one stall per residence upon a showing that a lesser parking requirement will reasonably provide adequate parking for residents, staff, and visitors, subject to the approval of the Traffic Engineer.

3 Required parking for hotels shall be 5 stalls per room inclusive of all accessory uses, except within the IFSA (see Footnote 6 for applicable standards).

4 Telecommunications exchange facilities may provide less than the required parking stalls upon a showing that a lesser parking requirement will reasonably provide adequate parking for operational, vendor, and transient service staff, subject to approval of the Traffic Engineer.

5 Floor area is determined pursuant to the definition provided in Section 13.06A.030(7)

6. Minimum and maximum off-street parking stall quantity requirements do not apply within the International Financial Services Area (IFSA) (see Figure 1), however, accessible parking shall be provided for people with physical disabilities as part of all new buildings and additions to existing buildings in accordance with the standards set forth in the building code as adopted by the City of Tacoma in TMC Chapter 2.02, based on the parking provided, but not less than the following:

- a. The minimum number of accessible parking stalls to be provided shall be based on the following criteria:
 - i. For non-residential development, accessible parking shall be calculated as if one general parking space were provided for each 1,000 square-feet of gross floor area of the development, minus the first 3000 square-feet of each street level establishment.
 - ii. For hotels, accessible parking shall be calculated as if one-half (0.5) a general parking space was provided for each guest room, inclusive of all accessory uses (see Footnote 3).
 - iii. For residential development, accessible parking shall be calculated as if one general parking space was provided for each dwelling unit.
- b. After consulting with the City's ADA Coordinator, the Building Official may approve an alternate to providing on-site accessible parking, as outlined in Footnote 6(a), when it is determined that the alternate provides a reasonable alternative in light of circumstances associated with the specifics of an individual site and the needs of people with disabilities; this provision will expire 12/31/2011 unless otherwise extended.



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Figure1: International Financial Services Area (IFSA)

