



## AGENDA

**MEETING:** Special Meeting

**TIME:** Wednesday, September 19, 2018, 4:00 p.m.

← Starting time changed  
from 5:00 to 4:00 p.m.

**LOCATION:** Room 16, Tacoma Municipal Building North  
733 Market Street, Tacoma, WA 98402

### **A. Call to Order and Quorum Call**

### **B. Approval of Agenda and Minutes**

- Minutes – none

### **C. Public Comments**

- Comments are accepted on all discussion items, and are limited to 3 minutes per person.

### **D. Discussion Items**

#### **1. Historic Preservation Code Amendments**

- Description: Review the scope and current direction of the proposed amendments to Title 13 of the Tacoma Municipal Code pertaining to historic preservation issues. (This is an application of the 2019 Annual Amendment.)
- Action: Guidance
- Staff Contact: Reuben McKnight, 253-591-5220, [reuben.mcknight@cityoftacoma.org](mailto:reuben.mcknight@cityoftacoma.org)

#### **2. JBLM Airport Compatibility Overlay District**

- Description: Review and approve staff's analysis and recommendation concerning the proposed Airport Compatibility Overlay District in response to the JBLM Joint Land Use Study.
- Action: Release for Public Review and Set Public Hearing Date
- Staff Contact: Elliott Barnett, 253-591-5389, [elliott.barnett@cityoftacoma.org](mailto:elliott.barnett@cityoftacoma.org)

#### **3. Future Land Use Map (FLUM) Implementation**

- Description: Review proposed criteria for developing an initial draft of the potential rezone map, as well as the next steps for areas more detailed analysis is warranted, for the FLUM Implementation project. (This is an application of the 2019 Annual Amendment.)
- Action: Guidance
- Staff Contact: Stephen Atkinson, 253-591-5531, [satkinson@cityoftacoma.org](mailto:satkinson@cityoftacoma.org)

*(Continued on the Back)*



## **E. Communication Items**

### (1) Open Houses:

- Sound Transit's Tacoma Dome Link Extension project open house on September 19, 2018, 6-8 p.m., at Best Western Plus Tacoma Dome Hotel. There is also an online open house. Comments are due by September 21, 2018. Please visit [www.soundtransit.org/TDLINK](http://www.soundtransit.org/TDLINK).
- Pierce Transit's Bus Rapid Transit on Pacific Avenue project has open houses on September 18, 19, 25, and 27, at various locations. Please visit [www.piercetransit.org/BRT](http://www.piercetransit.org/BRT).

(2) The next meeting of the Planning Commission is scheduled for Wednesday, October 3, 2018, at 5:00 p.m., in the Council Chambers (changed location); tentative agenda (subject to change) includes: Commercial Zoning Update; Open Space Current Use Assessment; and Public Hearing – Detach Accessory Dwelling Unit Regulations.

(3) The next meeting of the Infrastructure, Planning and Sustainability Committee is scheduled on Wednesday, September 26, 2018, 4:30 p.m., in Room 16; tentative agenda (subject to change) includes: Cross Laminated Timber; Green Building; and Healthy Homes Healthy Neighborhoods.

## **F. Adjournment**



**To:** Planning Commission  
**From:** Reuben McKnight, Historic Preservation Officer  
**Subject:** **Historic Preservation Code Amendments**  
**Meeting Date:** **September 19, 2018**  
**Memo Date:** September 13, 2018

**Action Requested:**  
Review status and provide guidance.

**Discussion:**  
At the meeting on September 19, 2018, the Planning Commission will be briefed on the scope and current direction of the Landmarks Preservation Commission’s pending recommendations to the Planning Commission regarding amendments to several areas of Title 13 as they pertain to historic preservation issues. The briefing will include proposed “clean-up” amendments, such as process improvements and clarifications to the nomination process to the Tacoma Register of Historic Places, potential amendments to the Historic Conditional Use Permit, as well as substantive changes to the code that address impacts to cultural resources and demolitions that result from development activity, currently housed in TMC 13.12.570.

**Project Summary:**  
The objective of these amendments is to make general process improvements and clarifications to the body of regulations affecting historic preservation activities in Tacoma, as well as to address current gaps in the permit process for addressing impacts to cultural and historic sites resulting from development activities. These amendments are the product of several years of discussion including community stakeholders, the Landmarks Preservation Commission, and others.

- Prior Actions:**
- Landmarks Preservation Commission, Discussion – February 10, 2016
  - Planning Commission, Briefing – April 20, 2016
  - Infrastructure, Planning and Sustainability Committee, Briefing – May 25, 2016
  - Landmarks Preservation Commission, Discussion – July 26, 2017
  - Planning Commission, Scoping (as part of 2019 Amendments), May 2, 2018
  - Infrastructure, Planning and Sustainability Committee, Briefing – May 24, 2017
  - Planning Commission, Public Scoping Hearing (as part of 2019 Amendments), June 6, 2018
  - Planning Commission, Assessment (as part of 2019 Amendments), June 20, 2018
  - Landmarks Preservation Commission, Discussion – August 8, 2018
  - Landmarks Preservation Commission, Discussion – September 12, 2018

**Staff Contact:**  
Reuben McKnight, Historic Preservation Officer  
[reuben.mcknight@cityoftacoma.org](mailto:reuben.mcknight@cityoftacoma.org), 253-591-5220

- Attachment:**
- Historic Preservation Code Updates Discussion Outline



# Historic Preservation Code Updates

## Discussion Outline

*September 19, 2018*

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### BACKGROUND

The regulations that govern historic preservation activities in Tacoma appear in various sections of the Tacoma Municipal Code (TMC), including Title 1 (Administration – composition, powers and duties of the Landmarks Preservation Commission), Title 8 (Public Safety – historic property maintenance code), and Title 13 (Land Use – including designations to the register, design review and permitting, and demolition review).

The proposed revisions include:

1. Establishment of a citywide demolition review process that would include review of demolition permits for adverse effects to historically significant properties over 4,000 SF, within Mixed Use Centers, and within National Register Historic Districts or affecting National Register listed buildings, as well as clarifying existing demolition review language in code.
2. Amendments to clarify the nomination and designation process, including improvements to language regarding elements that can be included in historic designations, as well as improvements to the language regarding City Council review of nominations (TMC 13.07.050 and others).
3. Changes to nomination requirements to ease nominations locally for properties already on the National Register of Historic Places.
4. Increase effectiveness of Historic Conditional Use Permit by clarifying elements of listed properties eligible for Conditional Use, as well as potential expansion of use palette.

In addition, there are a number of “clean-up” items proposed for the historic preservation codes, including TMC 1.42 (which is outside of Title 13), including general language clean-up (removing outdated references and revising language to be gender-neutral), removing the “arts commission liaison” position from the Commission – which has not been used for several years – and other minor changes.

### SUMMARY OF PROPOSED AMENDMENTS

Staff will discuss the following proposed amendments:

1. Demolition Review (TMC 13.12.570)  
Currently, there are specific provisions in the code for demolition review for designated City landmarks and buildings within locally designated historic and conservation districts, as well as demolition review within the Downtown Subareas through the “Cultural Resources Management Plan” provision in TMC 13.12.570. However, outside historically designated areas and the Downtown Subareas, there is no formal provision for demolition review of potentially historic resources other than through SEPA. The SEPA review threshold for demolition permits is 12,000 SF. This has resulted in demolition of historically significant buildings without review.

**PROPOSED:**

- Revise existing code for the Downtown Subarea for clarity;
- Create a new pilot citywide demolition review that creates a lower threshold for review of the demolition of structures that are 50 years of age and older to 4,000 SF;
- Exempt single-family homes, except houses within National Register (NR) historic districts;
- Under 4,000 SF exempt, except in NR districts and mixed use centers;
- Create a checklist process; and
- May refer demolition permits to Landmarks Preservation Commission (LPC).

2. Nomination eligibility for City Landmarks (TMC 13.07.030 and 13.07.050)

Currently code definitions include the term *significant interior features*, which is defined as “architectural features, spaces, and ornamentations which are specifically identified in the landmark nomination and which are located in public areas of buildings such as lobbies, corridors, or other assembly spaces.” This is the only area in code that interiors are specifically defined. Elsewhere, in the nomination section, the term *significant interior spaces* is used to define interior spaces that may be included in the nomination, and this section further limits this to “publicly owned buildings.”

The City’s interpretation of this set of codes is that “significant interior features” and “significant interior spaces” are intended to mean the same thing.

**PROPOSED**

- Change the definition “significant interior features” to “significant interior spaces” to match the term elsewhere in the code;
- Eliminate the limitation to “public” areas for areas of exceptional significance where there is a broad public benefit to preserving such a space; and
- Eliminate the limitation of interior spaces to publicly owned buildings.

3. Nomination and designation process for City Landmarks (TMC 13.07.050.D.1)

Clarification of City Council review. Currently the code states that the Council may approve a resolution designating a landmark, deny it or refer the nomination back to the LPC, as it may deem appropriate. Further, the code states that if the designation is approved, the Council shall include in its resolution the elements that are part of the designation and subject to LPC review. This means that when Council passes a resolution, it may not contain all of the elements recommended by the LPC.

**PROPOSED:**

- Clarify the language to distinguish between the nomination, designation and the controls within the resolution that council passes.

4. Nomination of National Register Listed Properties to Landmarks Register (TMC 13.07.040 and 050)

Currently, individual properties that are on the historic register must still go through the full local nomination process to be locally designated, including a local nomination form and the “two meeting” process. There has been some discussion regarding individual NR listed properties and whether it should be easier to nominate them to the Tacoma register of historic places.

**PROPOSED:**

- Revise the code so that NR listed properties are automatically considered eligible for the Tacoma Register, eliminating the need for a “preliminary meeting,” and expedite the nomination process for NR listed properties (i.e. use existing nomination forms without further work).

5. Historic Conditional Use Permit (TMC 13.06.640.F)

The historic conditional use permit was created in 2007 in order to provide a land use tool that expanded potential uses in historic structures beyond what is allowed in the base zone. A prototypical example is an institutional building in a single family neighborhood, such as a school. However, since 2007, there has been only one successful application for the program that has resulted in an operating conditional use. Moreover, there has been some confusion whether all elements of a historically designated property may utilize the CUP or only the historically “contributing” elements.

**PROPOSED:**

- Add additional uses to the potential use table;
- Add clarifying language to indicate that the historic CUP is available for all elements on the parcel of the historically designated property; and
- Add review criteria evaluating the need for the historic conditional use permit/rationale for departing from base zoning.





**To:** Planning Commission  
**From:** Elliott Barnett, Senior Planner  
**Subject:** **JBLM Airport Compatibility Overlay District**  
**Meeting Date:** September 19, 2018  
**Memo Date:** September 12, 2018

**Action Requested:**

Staff request that the Commission review and provide direction on staff's recommendations, authorize the draft package for public review and comment, and set a Public Hearing date (tentatively for November 7, 2018).

**Discussion:**

Staff will provide an overview of the proposals and seek Commission direction pursuant to releasing the package for public review and comment. The substance of the proposals reflects the JBLM Joint Land Use Study (JLUS) and U.S. Air Force's Air Installations Compatible Use Zones (AICUZ) Program guidance, which provides a detailed starting point for this discussion. While most of the area is built out and would not be very affected by the proposals, certain uses which are considered incompatible with airport accident risk from a public safety standpoint would be significantly affected in the long-term. Therefore, staff are proposing a longer and more proactive engagement process in order to ensure robust stakeholder engagement.

**Project Summary:**

Create an Airport Compatibility Overlay District corresponding with the JBLM Accident Potential Zone (APZ) II in South Tacoma, and make corresponding changes to land use tables and related sections of the Tacoma Municipal Code. The Overlay District will implement the recommendations of the JLUS and AICUZ, by instituting changes to permitted land uses and development standards.

**Prior Actions:**

June 20, 2018 – the Commission reviewed this proposal as part of the 2019 Amendments scoping process and provided direction to tailor the JLUS recommendations to Tacoma on a separate, accelerated timeline (the *Scope and Assessment Report* is on the project webpage).

**Staff Contact:**

Elliott Barnett, Senior Planner – (253) 591-5389, [elliott.barnett@cityoftacoma.org](mailto:elliott.barnett@cityoftacoma.org)  
Project webpage: [www.cityoftacoma.org/JLUS](http://www.cityoftacoma.org/JLUS)

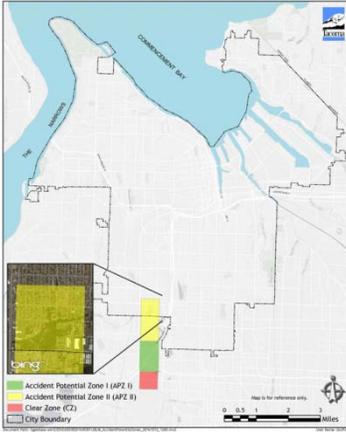
**Attachments:**

Staff Report and four attachments:

1. Map Folio
2. Air Force AICUZ Recommendations
3. Discussion Outline
4. Draft Code Changes

c: Peter Huffman, Director





# JBLM Airport Compatibility Overlay District

## Application: JBLM Joint Land Use Study – APZ II

Clear Zones and Accident Potential Zones (APZ) represent the most likely impact areas if an aircraft accident occurs. APZs are based on Department of Defense historical data on where accidents have previously occurred.

A small portion of South Tacoma is located within Joint Base Lewis McChord’s (JBLM) APZ II. Based on the elevated risk around aircraft safety, the JBLM JLUS Implementation Plan recommends that the City incorporate considerations in local planning and permitting processes to address the health and safety of residents.

A review of development standards and allowable uses is being conducted to ensure that appropriate measures are taken to limit design and land use decisions that unnecessarily elevate risks to the safety of people living or working in the APZ II.

### Project Summary

<b>Applicant:</b>	Planning and Development Services
<b>Location and Size of Area:</b>	The approximate boundaries of the Accident Potential Zone II are: Western Boundary: 170 feet east of S. Tacoma Way; Northern Boundary: 240 feet north of S. 72nd Street; Eastern Boundary: 85 feet east of S. Fife Street South Boundary: City limits (S. 80th Street alignment) 200.6 acres or 8.8 million square feet
<b>Current Land Use and Zoning:</b>	<u>Land Use Designations:</u> Primarily Single Family, also Parks and Open Space, Multi-Family, Commercial and Light Industrial <u>Zoning Districts:</u> Primarily R-2, also R-3, R-4L, Planned Residential Districts, C-2, and M-1 Districts (South Tacoma Groundwater Protection District)
<b>Neighborhood Council Area:</b>	South Tacoma
<b>Staff Recommendation:</b>	Release Staff Report and Draft Code Changes for Public Review and Set the Public Hearing Date
<b>Date of Report:</b>	September 19, 2018
<b>Project Proposal:</b>	Develop an Airport Compatibility Overlay District that will modify development patterns and standards of the underlying zoning in parcels impacted by the JLUS Accident Potential Zone II.



**Planning and Development Services**  
**City of Tacoma, Washington**

Peter Huffman, Director

Project Manager

Elliott Barnett, Senior Planner  
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[www.cityoftacoma.org/planning](http://www.cityoftacoma.org/planning)

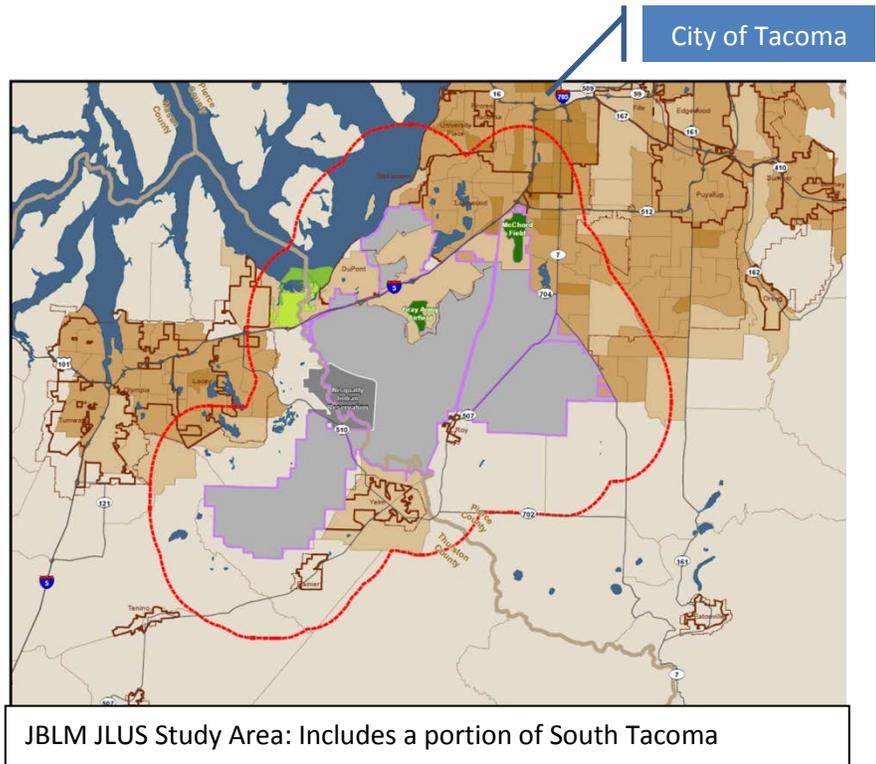
# Section A. Proposed Scope of Work

## 1. Area of Applicability



## 2. Background

The Joint Base Lewis-McChord (JBLM) JLUS is a collaborative process among federal, regional, and local governments and agencies, tribes, the public, and the south Puget Sound region's military installations of JBLM and Camp Murray. The study is designed to create a collective regional dialogue around sometimes complex issues of balancing military operational demands and mission changes with the region's and local communities' land use plans, economic development and infrastructure needs, and goals for environmental sustainability. Initiated in 1992, over time the JLUS effort has produced multiple guidance documents which provide the South Sound community with recommendations on a range of topics related to the proximity of the military installations.



One of the highest priority JLUS recommendations for the City of Tacoma is to address the potential risk to life and property within an approximately 200-acre area in South Tacoma which lies within JBLM's Accident Potential Zone II (APZ II). The JLUS, and associated studies, identify a heightened risk of airplane accidents within a corridor extending both north and south from JBLM's runways. The JLUS identifies the area nearest the end of the runway as the Clear Zone, followed by the Accident Potential Zone I, then the Accident Potential Zone II. While the APZ II area is considered the lowest risk, the JLUS and associated guidance strongly recommend actions there to ensure that land use and development standards are in place to promote the health and safety of residents.

The JLUS references the U.S. Air Force's Air Installations Compatible Use Zones (AICUZ) Program, which provides detailed land use and development standards recommendations to reduce the long-term risk of plane crashes, and of loss of life should an accident occur. The December 18, 2015 AICUZ provides the following guidance:

**3.10. Accident Potential Zone Land Use Compatibility.** The percentage of accidents that have occurred within the two APZs is such that purchase of the property within the APZs by the Air Force is not necessary; however, some type of land use control is essential. The DoD and Air Force recommendation is limiting the number of people exposed through land use planning. The land use guidelines for APZs are founded on the concept of minimizing density of land use in the vicinity of the installations. In addition to limiting density, certain types of land use such as residential, educational facilities, and medical facilities are considered incompatible and are strongly discouraged in APZs. To assist local governments in implementing land use controls in APZs, recommended floor area ratios (FARs) are provided for select commercial uses...

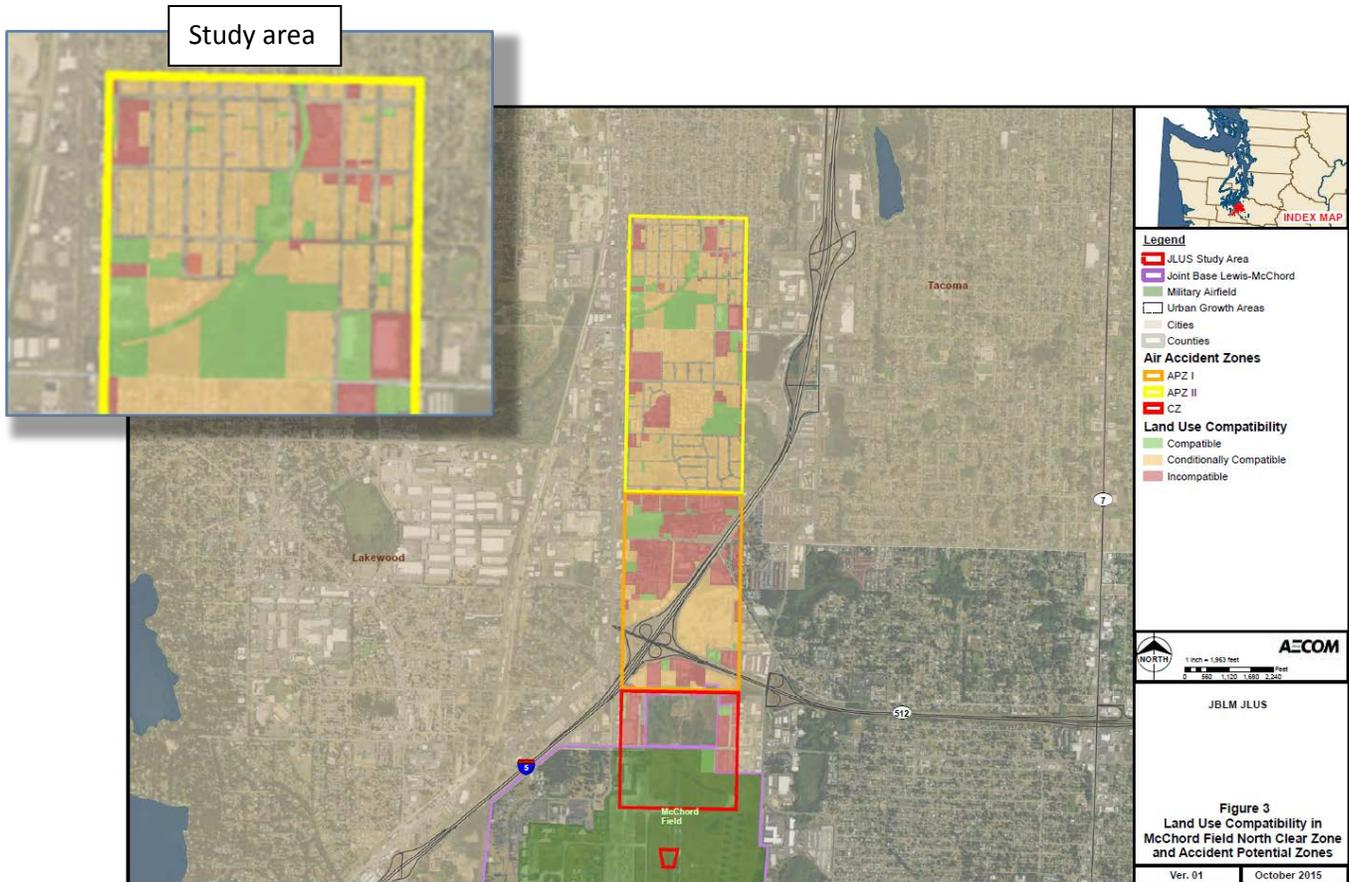
3.10.2. The accident potential in APZ II is less than APZ I, but still possesses a significant potential for accidents. Within APZ II, acceptable uses include those compatible within APZ I, as well as low-density

single family residential and those personal and business services and commercial/retail trade uses of low intensity or low scale of operation. High-density functions such as multi-story buildings, places of assembly (theaters, churches, schools, restaurants, etc.), and high-density office uses are not considered compatible.

The detailed AICUZ land use and development standard recommendations for APZ II areas (see Attachment 2) are the primary basis of Tacoma’s proposed JBLM Airport Compatibility Overlay District.

**Existing Land Uses and Zoning**

The JLUS analyzed current land uses within the JBLM Clear Zone, APZ I and APZ II and concluded that some current land uses are compatible, some could potentially be compatible, and others are incompatible (see below).



Existing zoning within South Tacoma’s APZ II area includes a range of residential, commercial and industrial zoning districts. While the current zoning prevents some uses which would be incompatible with the APZ II, other incompatible uses would be permitted.

The proposed Overlay District is intended to bring land use and development standards into compatibility with the JLUS and AICUZ recommendations. The proposal would mean that future expansion, renovation, and development, would be considered compatible with the risks of the APZ II. Given that this area is already built out, the objective shifts to limiting further densification and development of gathering spaces. Therefore, the proposal also addresses existing development, primarily through limiting future expansion and intensification of uses already in place.

### 3. Policy Framework

#### Comprehensive Plan

**Policy DD–9.9** - Where uses, densities or intensities adjoining the city differ significantly from planned or existing development patterns inside the city, work in collaboration with adjoining jurisdictions ensure appropriate transitions and compatibility between uses. For example, McChord Field, part of Joint Base Lewis-McChord (JBLM), is located near the city’s south border and development patterns in this area of Tacoma should be compatible with airfield activity. The City of Tacoma is working with JBLM to ensure long-term land use compatibility around the airfield.



**Policy PFS–3.8** - Protect the viability of existing airports as essential public facilities by encouraging compatible land uses and reducing hazards that may endanger the lives and property of the public and aviation users. Evaluate and implement appropriate policy and code amendments recommended by the Joint Base Lewis-McChord Joint Land Use Study (JLUS).

**Policy UF–13.53** Housing densities greater than six units per acre or any concentrations of more than 25 people per hour/per acre in any given 24-hour period are discouraged in the Accident Potential Zone II (APZ II).

#### JBLM Joint Land Use Study Implementation Plan - Tacoma Action Plan

**Strategy 9** - Incorporate specific land use compatibility requirements into local zoning codes and ordinances

**Strategy 10** - Incorporate considerations of aircraft safety and military operational noise into local jurisdiction planning and permitting processes.

### 4. Objectives

The application is responsive to the following objectives:

- **Address inconsistencies or errors in the Comprehensive Plan or development regulations;**  
The application addresses an inconsistency between the Comprehensive Plan policies pertaining to airport compatibility and the current zoning and development standards in the Accident Potential Zone II.
- **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;**  
Not applicable.
- **Maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern; and/or**

The proposed amendment would maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern.

- **Enhance the quality of the neighborhood.**

Not applicable.

## 5. Options Analysis

Several options were considered early in the Amendments process. In June 2018, the Planning Commission gave direction to remove this item from the 2019 Amendments package in order for it to move forward more quickly on its own timeline. The Commission also gave general concurrence to review the JLUS recommendations and develop an approach tailored to the specific conditions of Tacoma's portion of the APZ II. The options will address the inconsistencies between the Plan and Code and bring the zoning and development standards into compliance with the recommendations of the Joint Land Use Study:

**a) No change.**

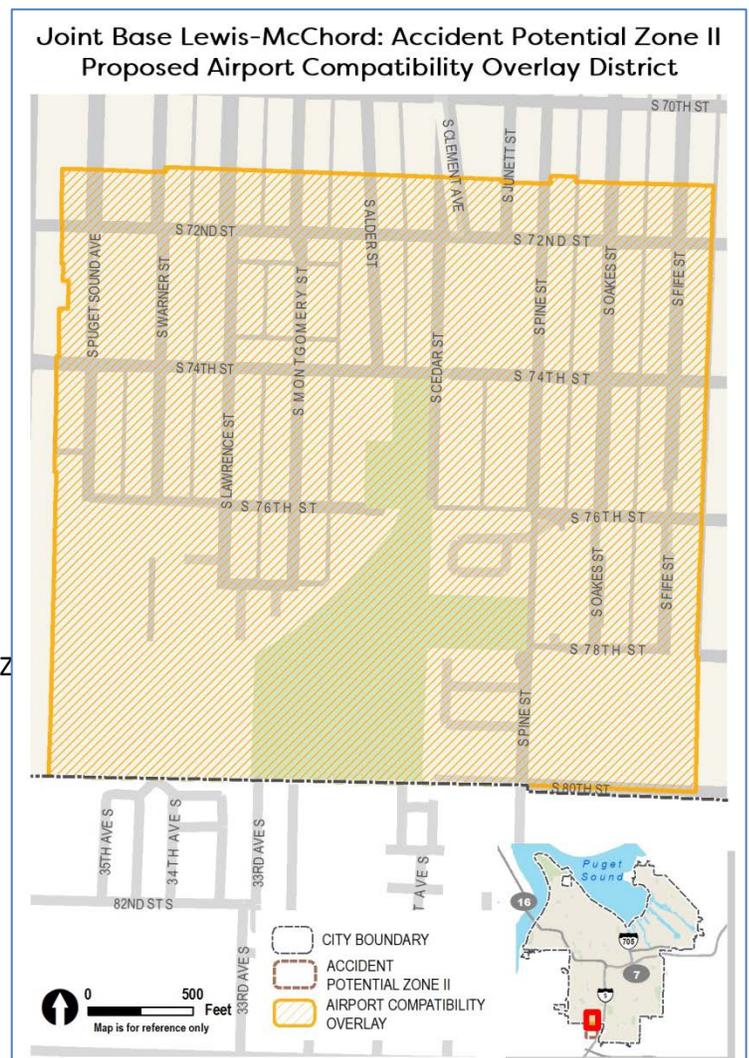
Staff do not recommend this as it will leave in place current zoning which could allow development which is incompatible with the APZ II designation, with an increased risk to life and property. Taking no action would not be consistent with the findings and recommendations of the JLUS, the U.S. Air Force AICUZ, or the Comprehensive Plan.

**b) Staff Recommendation:**

Create an Airport Compatibility Overlay District corresponding with the JBLM Accident Potential Zone (APZ) II in South Tacoma, and make corresponding changes to land use tables and related sections of the Tacoma Municipal Code. The Overlay District will implement the recommendations of the JBLM Joint Land Use Study (JLUS) and the U.S. Air Force's Air Installations Compatible Use Zones (AICUZ) Program, by instituting changes to permitted land uses and development standards.

The Overlay District would prohibit new development considered inconsistent with the APZ II, including the following (summarized) list:

- Residential, except low density single-family detached
- Land uses which gather groups of people together including churches, schools, active use parks, cultural institutions, eating and drinking establishments, shopping centers, hospitals and hotels



- Land uses incorporating tall structures including overhead transmission or distribution lines and wireless facility towers

Existing land uses that are not consistent with JLUS recommendations would be subject to restrictions on further expansion, particularly in regard to increasing the number of dwellings or occupancy.

Development standards would also limit the overall size of certain non-residential land uses through a Floor Area Ratio maximum, and would prohibit characteristics that could negatively affect pilots or aircraft (such as glare).



Development of the JBLM Airport Compatibility Overlay District is the clearest and most direct path to enhance public safety in balance with the reasonable expectations of current businesses, residents and property owners within the APZ II.

**c) Other options for the Planning Commission to consider:**

- Downzone of parcels in APZ II: Not recommended.  
Downzoning parcels would result in non-conforming status for more properties, which could limit use of property and reduce property values without any significant enhancement to public safety.
- Future JLUS implementation steps: Recommended for future consideration.  
The JLUS includes multiple recommendations on topics ranging from light and noise pollution to economic development. These could potentially generate future Comprehensive Plan and regulatory changes, and other inter-governmental cooperative actions. Staff will continue to participate in South Sound Military Community Partnership (SSMCP) discussions and to seek opportunities for better coordination on shared goals.

**6. Proposed Outreach**

The application is for a distinct area within the City and will affect residential, commercial and industrial properties. As such, public notice will be sent to taxpayers and occupants in the area as well as any other neighborhood, business and Planning Commission stakeholders. Staff will also seek to inform owners of properties which would be most affected by the proposals.

In addition, staff will utilize the City and Planning Commission notification methods to broadly disseminate information on the proposals. All told, outreach steps include the following:

- Planning Manager’s Letter to the Community
- Web, social media and TV Tacoma outreach
- Public notice mailed to residents, businesses and property owners within 1,000 feet of the proposed overlay district

- Public notice signs
- SEPA Checklist and notification
- Informational meetings with property owners and institutions most affected
- Public Community Meeting (Star Center, October 24, 2018 tentative date)
- Ongoing coordination with the South Sound Military Community Partnership (SSMCP) and the JLUS Implementation Committee
- South Tacoma Neighborhood Council (October 17, 2018)
- Planning Commission Public Hearing (November 7, 2018 tentative date)



## 7. Impacts Assessment

The proposal will impact the use and development capacity of the area. As such, staff will request that the Legal Department review the proposals for potential takings of private property rights as a part of this process.

Existing zoning, and the fact that the area is largely built out, mean that the overall proposed reduction in the development capacity in the area would be limited. However, the impacts vary significantly by land use type. While the entire Overlay District area would be subject to some restrictions, certain land uses would be more significantly affected.

1. For existing single-family homes, the proposal would have low impact.
2. Existing schools, churches, restaurants and other uses which would no longer be Permitted, meaning they would become non-conforming which limits future expansions.
3. Commercial and industrial properties would see their development capacity reduced.
4. Vacant parcels would be significantly affected as their development capacity and potential use would be restricted.

In taking this action, the City must duly consider these impacts in balance with the public health and safety objectives of the proposal. In addition, the City must consider the impacts to the exercise of religious freedom associated with the proposed limitation on churches.

No other impacts to traffic, critical areas, aesthetics, air or water quality would be expected as a result of this application.

## 8. Supplemental Information

Multiple studies prepared for the JLUS are available, including the following:

- Air Installations Compatible Use Zones Program (AICUZ), US Air Force, December 18, 2015
- Joint Base Lewis-MCChord (JBLM) Joint land Use Study (JLUS) Executive Summary, SSMCP, October 2015
- Joint Base Lewis-MCChord (JBLM) Joint land Use Study (JLUS), SSMCP, October 2015
- Joint Base Lewis-MCChord (JBLM) Joint land Use Study (JLUS) Land Use Compatibility Analysis, SSMCP, October 2015
- Joint Base Lewis-MCChord (JBLM) Joint land Use Study (JLUS) Existing Conditions Report, SSMCP, Sept. 2015
- Civilian-Military Land Use Study, WA Department of Commerce, December 2016
- Airport Compatible Land Use Program Update, Puget Sound Regional Council, December 2011

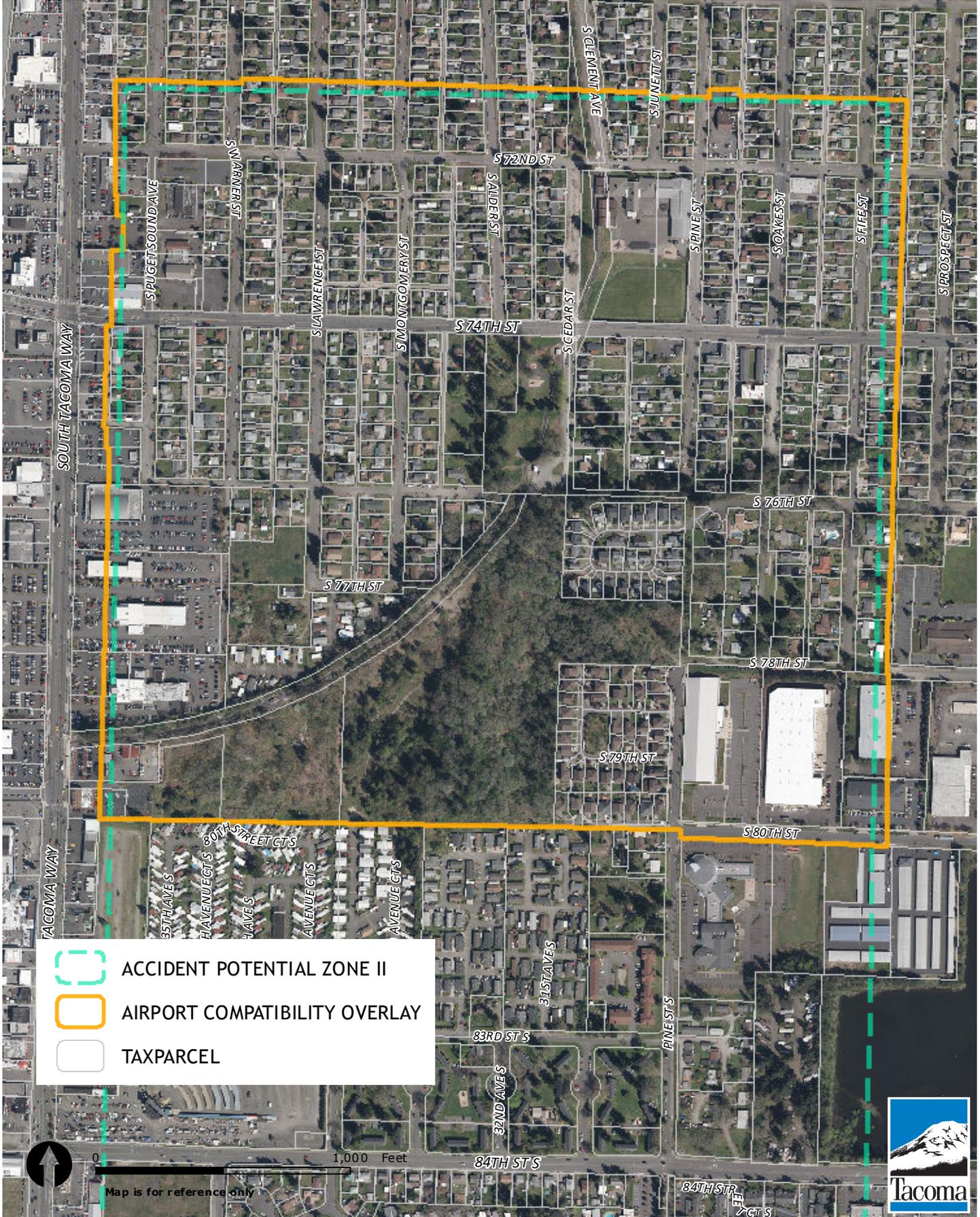
At this time, no further studies are expected to be necessary to conduct this review and provide a recommendation to the Planning Commission.

## Attachments

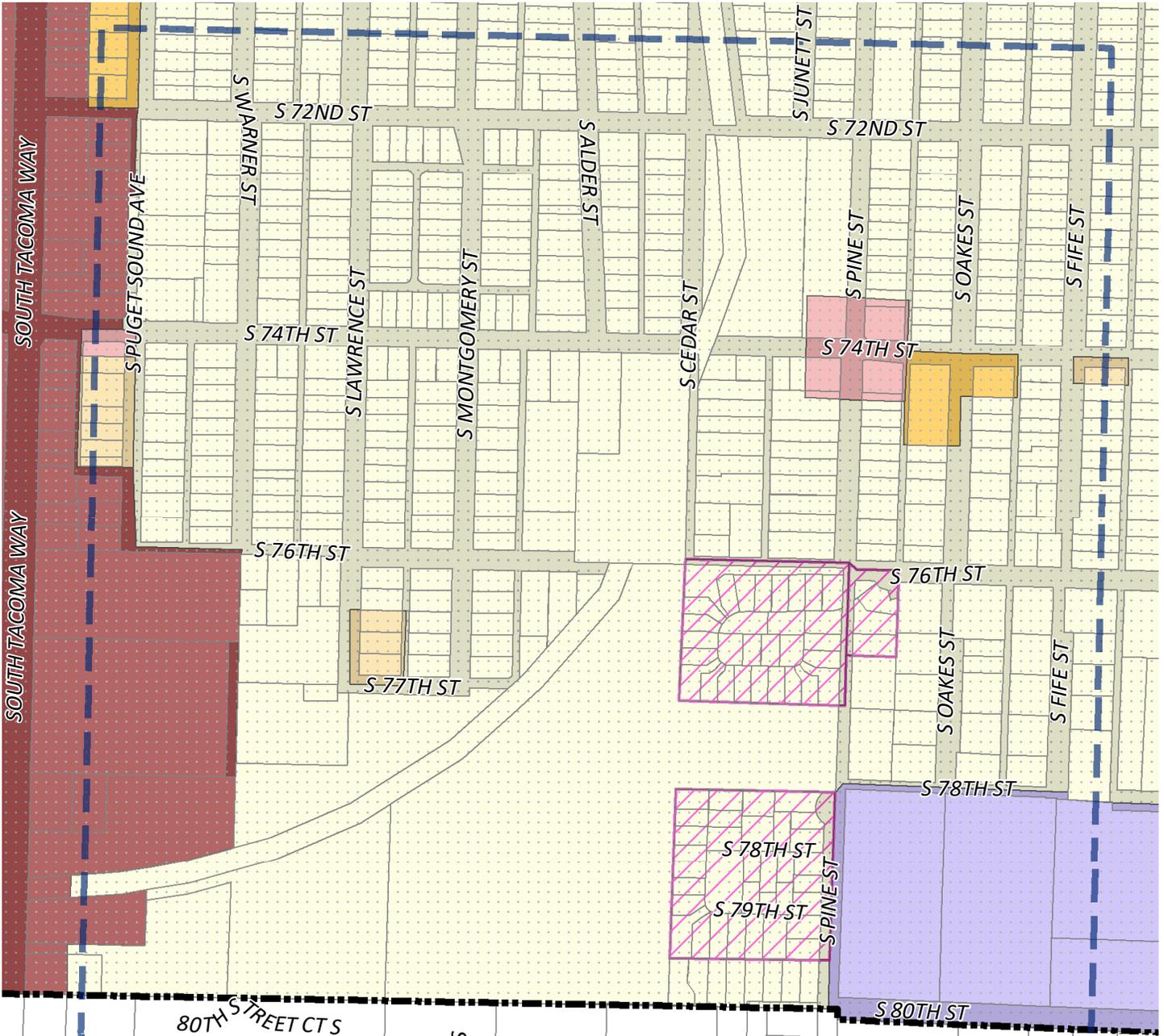
1. Map Folio
2. AICUZ Land Use Compatibility Recommendations
3. Overlay District Discussion Outline
4. Draft Code Changes



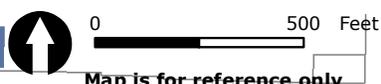
## Joint Base Lewis-McChord: Accident Potential Zone II Proposed Airport Compatibility Overlay District



# Joint Base Lewis-McChord: Accident Potential Zone II Existing Zoning Districts and Overlays



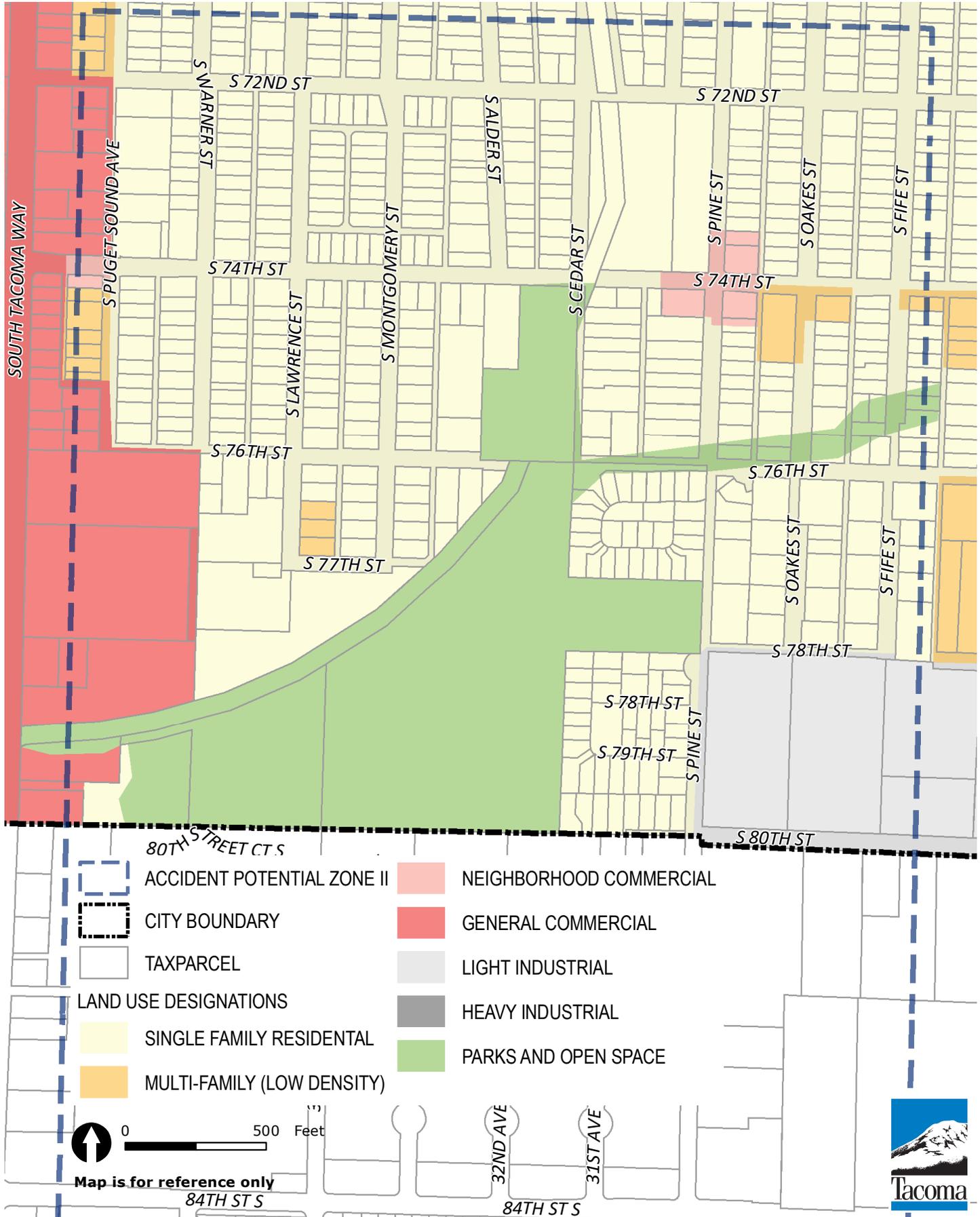
- MCCHORD ACCIDENT POTENTIAL ZONE II
- CITY BOUNDARY
- TAXPARCEL
- ZONING DISTRICTS OVERLAYS**
  - ST-M/IC : SOUTH TACOMA MANUFACTURING / INDUSTRIAL CENTER
  - STGPD : SOUTH TACOMA GROUNDWATER PROTECTION
  - PRD : PLANNED RESIDENTIAL DEVELOPMENT
- ZONING DISTRICTS**
  - COMMERCIAL**
    - C1 : GENERAL NEIGHBORHOOD COMMERCIAL DISTRICT
    - C2 : GENERAL COMMUNITY COMMERCIAL DISTRICT
  - RESIDENTIAL**
    - R2 : ONE FAMILY DWELLING
    - R3 : TWO FAMILY DWELLING
    - R4L : LOW DENSITY MULTIPLE FAMILY DWELLING
  - INDUSTRIAL**
    - M1 : LIGHT INDUSTRIAL
    - M2 : HEAVY INDUSTRIAL



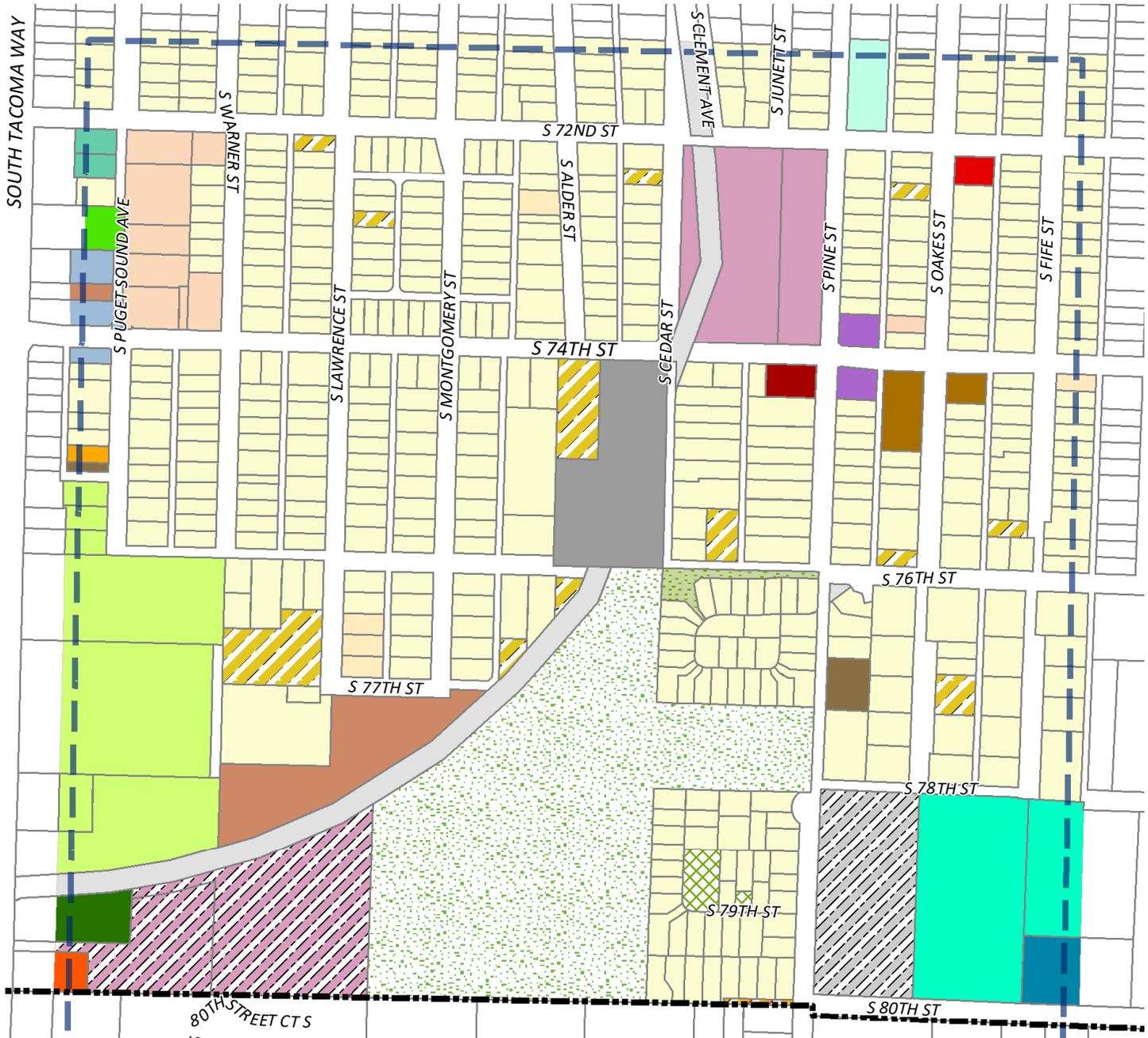
Map is for reference only



# Joint Base Lewis-McChord: Accident Potential Zone II One Tacoma Land Use Designations



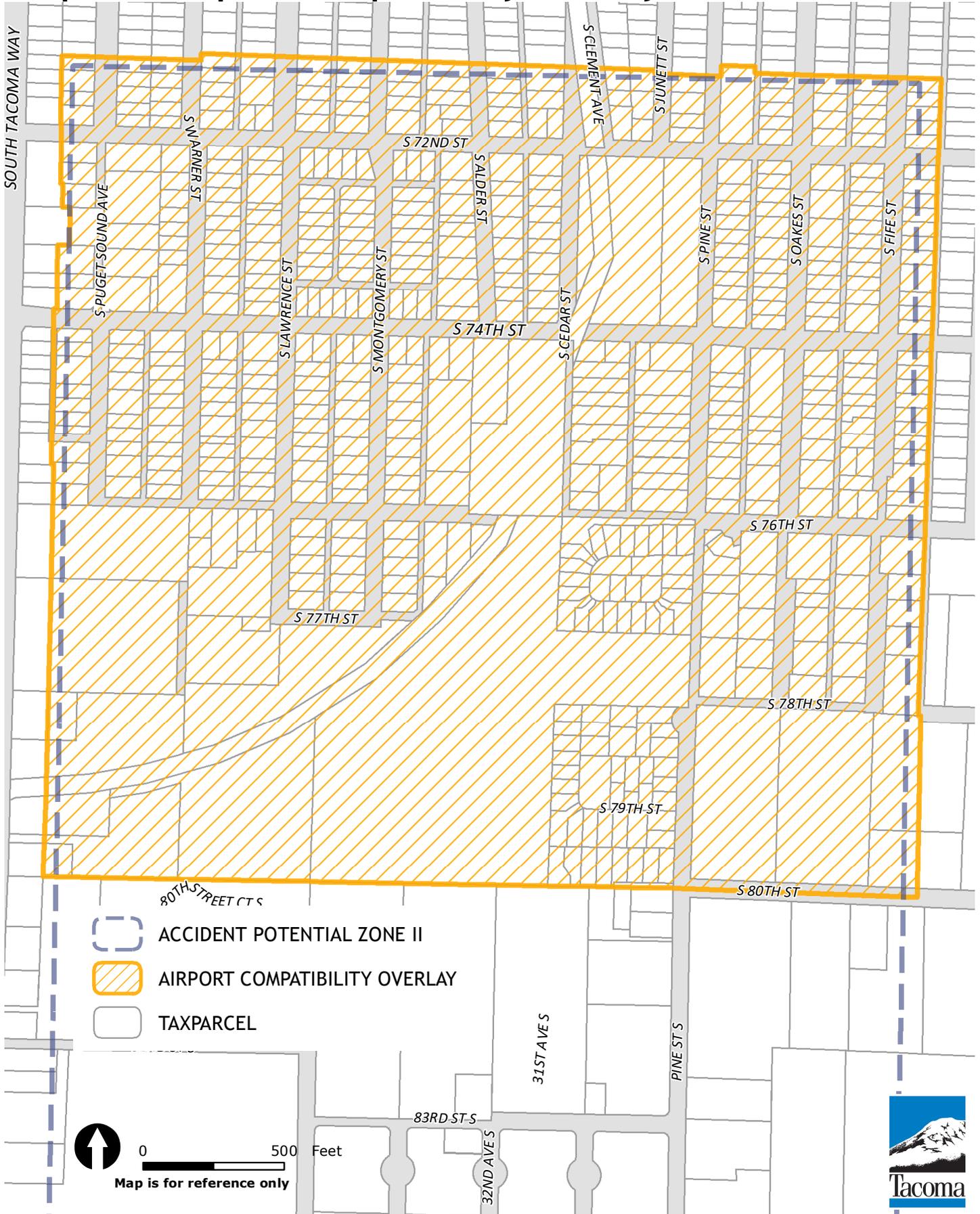
# Joint Base Lewis-McChord: Accident Potential Zone II Pierce County Assessor Land Use Description



CITY BOUNDARY	FOOD RETAIL TRADE	USED CAR LOTS ONLY RETAIL	MULTI FAM APTS 5 UNITS OR MORE
ACCIDENT POTENTIAL ZONE II	BUSINESS SERVICES	RV SALES RETAIL	OTHER RESIDENTIAL
PIERCE COUNTY ASSESSOR	MISC SERVICES	GRNBELT COMMON AREAS	STREET RIGHT OF WAY
LAND USE DESCRIPTION	GEN WAREHOUSING STORAGE	PARKS	UTILITIES
ELEM SCHOOLS 1 TO 6	OTHER RETAIL TRADE	UNKNOWN	COMM VAC LAND
REC ACTIVITIES	VETERINARIAN SERVICES	SINGLE FAMILY DWELLING	VAC INDUSTRIAL LAND
RELIGIOUS SERVICES	MISC OFFICE SPACE	DUPLEX 2 UNITS	VAC LND MAJOR PROBLEM
OTHER PUB ASSEMBLY	AUTO DLR NEW AND USED RETAIL	TRIPLEX 3 UNITS	VACANT LAND UNDEVELOPED
RESTAURANT	AUTO PARKING	MH PARK	



# Joint Base Lewis-McChord: Accident Potential Zone II Proposed Airport Compatibility Overlay District





## Attachment 2

## LAND USE COMPATIBILITY RECOMMENDATIONS FOR APZS

**A2.1. Suggested land use compatibility guidelines in the Clear Zone and APZs are shown in Table A2.1.** Additions to some land use categories have been incorporated into Table A2.1 subsequent to issuance of the SLUCM to reflect additional land uses and to clarify the categorization of certain uses. The compatible land use recommendations for the Clear Zone and APZ are provided for local governments as well as AF personnel for on-base planning.

Table A2.1. Land Use Compatibility in APZs.

LAND USE		SUGGESTED LAND USE COMPATIBILITY <sup>1</sup>			
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
10	Residential				
11	Household Units				
11.11	Single units: detached	N	N	Y <sup>2</sup>	Maximum density of 2 Du/Ac
11.12	Single units: semi-detached	N	N	N	
11.13	Single units: attached row	N	N	N	
11.21	Two units: side-by-side	N	N	N	
11.22	Two units: one above the other	N	N	N	
11.31	Apartments: walk-up	N	N	N	
11.32	Apartment: elevator	N	N	N	
12	Group quarters	N	N	N	
13	Residential hotels	N	N	N	
14	Mobile home parks or courts	N	N	N	
15	Transient lodgings	N	N	N	
16	Other residential	N	N	N	
20	Manufacturing <sup>3</sup>				
21	Food and kindred products; manufacturing	N	N	Y	Maximum FAR 0.56 IN APZ II
22	Textile mill products; manufacturing	N	N	Y	Maximum FAR 0.56 IN APZ II
23	Apparel and other finished products; products made from fabrics, leather and similar materials; manufacturing	N	N	N	
24	Lumber and wood products (except furniture); manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
25	Furniture and fixtures; manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
26	Paper and allied products; manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
27	Printing, publishing, and allied industries	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
28	Chemicals and allied products; manufacturing	N	N	N	
29	Petroleum refining and related industries	N	N	N	
30	Manufacturing <sup>3</sup> (continued)				

LAND USE		SUGGESTED LAND USE COMPATIBILITY <sup>1</sup>			
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
31	Rubber and miscellaneous plastic products; manufacturing	N	N	N	
32	Stone, clay, and glass products; manufacturing	N	N	Y	Maximum FAR 0.56 in APZ II
33	Primary metal products; manufacturing	N	N	Y	Maximum FAR 0.56 in APZ II
34	Fabricated metal products; manufacturing	N	N	Y	Maximum FAR 0.56 in APZ II
35	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks	N	N	N	
39	Miscellaneous manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
40	Transportation, communication, and utilities <sup>3,4</sup>				
41	Railroad, rapid rail transit, and street railway transportation	N	Y <sup>6</sup>	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
42	Motor vehicle transportation	N	Y <sup>6</sup>	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
43	Aircraft transportation	N	Y <sup>6</sup>	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
44	Marine craft transportation	N	Y <sup>6</sup>	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
45	Highway and street right-of-way	Y <sup>5</sup>	Y <sup>6</sup>	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
46	Automobile parking	N	Y <sup>6</sup>	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
47	Communication	N	Y <sup>6</sup>	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
48	Utilities <sup>7</sup>	N	Y <sup>6</sup>	Y <sup>6</sup>	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
48.5	Solid waste disposal (landfills, incinerators, etc.)	N	N	N	
49	Other transportation, communication, and utilities	N	Y <sup>6</sup>	Y	See Note 6 below
50	Trade				
51	Wholesale trade	N	Y	Y	Maximum FAR of 0.28 in APZ I & .56 in APZ II
52	Retail trade – building materials, hardware and farm equipment	N	Y	Y	See Note 8 below
53	Retail trade – including, discount clubs, home	N	N	Y	Maximum FAR of 0.16 in APZ II

LAND USE		SUGGESTED LAND USE COMPATIBILITY <sup>1</sup>			
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
	improvement stores, electronics superstores, etc.				
53.	Shopping centers-Neighborhood, Community, Regional, Super-regional <sup>9</sup>	N	N	N	
54	Retail trade – food	N	N	Y	Maximum FAR of 0.24 in APZ II
55	Retail trade – automotive, marine craft, aircraft, and accessories	N	Y	Y	Maximum FAR of 0.14 in APZ I & 0.28 in APZ II
56	Retail trade – apparel and accessories	N	N	Y	Maximum FAR of 0.28 in APZ II
57	Retail trade – furniture, home, furnishings and equipment	N	N	Y	Maximum FAR of 0.28 in APZ II
58	Retail trade – eating and drinking establishments	N	N	N	
59	Other retail trade	N	N	Y	Maximum FAR of 0.16 in APZ II
60	Services <sup>10</sup>				
61	Finance, insurance and real estate services	N	N	Y	Maximum FAR of 0.22 in APZ II
62	Personal services	N	N	Y	Office uses only. Maximum FAR of 0.22 in APZ II.
62.4	Cemeteries	N	Y <sup>11</sup>	Y <sup>11</sup>	
63	Business services (credit reporting; mail, stenographic, reproduction; advertising)	N	N	Y	Maximum FAR of 0.22 in APZ II
63.7	Warehousing and storage services <sup>12</sup>	N	Y	Y	Maximum FAR of 1.0 in APZ I; 2.0 in APZ II
64	Repair Services	N	Y	Y	Maximum FAR of 0.11 APZ I; 0.22 in APZ II
65	Professional services	N	N	Y	Maximum FAR of 0.22 in APZ II
65.1	Hospitals, nursing homes	N	N	N	
65.1	Other medical facilities	N	N	N	
66	Contract construction services	N	Y	Y	Maximum FAR of 0.11 APZ I; 0.22 in APZ II
67	Government Services	N	N	Y	Maximum FAR of 0.24 in APZ II
68	Educational services	N	N	N	
68.1	Child care services, child development centers, and nurseries	N	N	N	
69	Miscellaneous Services	N	N	Y	Maximum FAR of 0.22 in APZ II
69.1	Religious activities (including places of worship)	N	N	N	
70	Cultural, entertainment and recreational				
71	Cultural activities	N	N	N	

LAND USE		SUGGESTED LAND USE COMPATIBILITY <sup>1</sup>			
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
71.2	Nature exhibits	N	Y <sup>13</sup>	Y <sup>13</sup>	
72	Public assembly	N	N	N	
72.1	Auditoriums, concert halls	N	N	N	
72.11	Outdoor music shells, amphitheaters	N	N	N	
72.2	Outdoor sports arenas, spectator sports	N	N	N	
73	Amusements – fairgrounds, miniature golf, driving ranges; amusement parks, etc.	N	N	Y <sup>20</sup>	
74	Recreational activities (including golf courses, riding stables, water recreation)	N	Y <sup>13</sup>	Y <sup>13</sup>	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
75	Resorts and group camps	N	N	N	
76	Parks	N	Y <sup>13</sup>	Y <sup>13</sup>	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
79	Other cultural, entertainment and recreation	N	Y <sup>11</sup>	Y <sup>11</sup>	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
80	Resource production and extraction				
81	Agriculture (except live- stock)	Y <sup>4</sup>	Y <sup>14</sup>	Y <sup>14</sup>	
81.5-81.7,	Agriculture-Livestock farming, including grazing and feedlots	N	Y <sup>14</sup>	Y <sup>14</sup>	
82	Agriculture related activities	N	Y <sup>15</sup>	Y <sup>15</sup>	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
83	Forestry activities <sup>16</sup>	N	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
84	Fishing activities <sup>17</sup>	N <sup>17</sup>	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
85	Mining activities <sup>18</sup>	N	Y <sup>18</sup>	Y <sup>18</sup>	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
89	Other resource production or extraction	N	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives

LAND USE		SUGGESTED LAND USE COMPATIBILITY <sup>1</sup>			
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
90	Other				
91	Undeveloped land	Y	Y	Y	
93	Water areas <sup>19</sup>	N <sup>19</sup>	N <sup>19</sup>	N <sup>19</sup>	

**NOTES:**

1. A “Yes” or a “No” designation for compatible land use is to be used only for general comparison. Within each, uses exist where further evaluation may be needed in each category as to whether it is clearly compatible, normally compatible, or not compatible due to the variation of densities of people and structures. In order to assist air installations and local governments, general suggestions as to FARs are provided as a guide to density in some categories. In general, land use restrictions that limit occupants, including employees, of commercial, service, or industrial buildings or structures to 25 an acre in APZ I and 50 an acre in APZ II are considered to be low density. Outside events should normally be limited to assemblies of not more than 25 people an acre in APZ I, and maximum assemblies of 50 people an acre in APZ II. Recommended FARs are calculated using standard parking generation rates for various land uses, vehicle occupancy rates, and desired density in APZ I and II. For APZ I, the formula is  $FAR = 25 \text{ people an acre} / (\text{Average Vehicle Occupancy} \times \text{Average Parking Rate} \times (43560/1000))$ . The formula for APZ II is  $FAR = 50 / (\text{Average Vehicle Occupancy} \times \text{Average Parking Rate} \times (43560/1000))$ .

2. The suggested maximum density for detached single-family housing is two Du/Ac. In a planned unit development (PUD) of single family detached units, where clustered housing development results in large open areas, this density could possibly be increased slightly provided the amount of surface area covered by structures does not exceed 20 percent of the PUD total area. PUD encourages clustered development that leaves large open areas.

3. Other factors to be considered: Labor intensity, structural coverage, explosive characteristics, air-pollution, electronic interference with aircraft, height of structures, and potential glare to pilots.

4. No structures (except airfield lighting and navigational aids necessary for the safe operation of the airfield when there are no other siting options), buildings, or above-ground utility and communications lines should normally be located in Clear Zone areas on or off the air installation. The Clear Zone is subject to the most severe restrictions.

5. Roads within the graded portion of the Clear Zone are prohibited. All roads within the Clear Zone are discouraged, but if required, they should not be wider than two lanes and the rights-of-way should be fenced (frangible) and not include sidewalks or bicycle trails. Nothing associated with these roads should violate obstacle clearance criteria.

6. No above ground passenger terminals and no above ground power transmission or distribution lines. Prohibited power lines include high-voltage transmission lines and distribution lines that provide power to cities, towns, or regional power for unincorporated areas.

7. Development of renewable energy resources, including solar and geothermal facilities and wind turbines, may impact military operations through hazards to flight or electromagnetic interference. Each new development should to be analyzed for compatibility issues on a case-by-case basis that considers both the proposal and potentially affected mission.

8. Within SLUCM Code 52, maximum FARs for lumberyards (SLUCM Code 521) are 0.20 in APZ-I and 0.40 in APZ-11; the maximum FARs for hardware, paint, and farm equipment stores, (SLUCM Code 525), are 0.12 in APZ I and 0.24 in APZ II.
9. A shopping center is an integrated group of commercial establishments that is planned, developed, owned, or managed as a unit. Shopping center types include strip, neighborhood, community, regional, and super-regional facilities anchored by small businesses, a supermarket or drug store, discount retailer, department store, or several department stores, respectively.
10. Ancillary uses such as meeting places, auditoriums, etc. are not recommended.
11. No chapels or houses of worship are allowed within APZ I or APZ II.
12. Big box home improvement stores are not included as part of this category.
13. Facilities must be low intensity, and provide no playgrounds, etc. Facilities such as club houses, meeting places, auditoriums, large classes, etc., are not recommended.
14. Activities that attract concentrations of birds creating a hazard to aircraft operations should be excluded.
15. Factors to be considered: labor intensity, structural coverage, explosive characteristics, and air pollution.
16. Lumber and timber products removed due to establishment, expansion, or maintenance of Clear Zone lands owned in fee will be disposed of in accordance with applicable DoD guidance.
17. Controlled hunting and fishing may be permitted for the purpose of wildlife management.
18. Surface mining operations that could create retention ponds that may attract waterfowl and present bird/wildlife aircraft strike hazards (BASH), or operations that produce dust or light emissions that could affect pilot vision are not compatible.
19. Naturally occurring water features (e.g., rivers, lakes, streams, wetlands) are pre-existing, nonconforming land uses. Naturally occurring water features that attract waterfowl present a potential BASH. Actions to expand naturally occurring water features or construction of new water features should not be encouraged. If construction of new features is necessary for storm water retention, such features should be designed so that they do not attract waterfowl.
20. Amusement centers, family entertainment centers or amusement parks designed or operated at a scale that could attract or result in concentrations of people, including employees and visitors, greater than 50 people per acre at any given time are incompatible in APZ II.



# JBLM Airport Compatibility Overlay District

## Discussion Outline

Planning Commission - September 19, 2018

### PROPOSAL

Create an Airport Compatibility Overlay District corresponding with the JBLM Accident Potential Zone (APZ) II in South Tacoma, and make corresponding changes to land use tables and related sections of the Tacoma Municipal Code. The Overlay District will implement the recommendations of the JBLM Joint Land Use Study (JLUS) and the U.S. Air Force's Air Installations Compatible Use Zones (AICUZ) Program, by instituting changes to permitted land uses and development standards.

### INTENT

- Prevent development conditions that could interfere with aircraft operations
- Reduce risk to life and property in the incidence of a crash, through the following strategies
  - Prevent increases in densities and congregations of people; and,
  - Prevent development that includes highly flammable or explosive components
- Implement the City's policies calling for collaboration and compatibility with JBLM Airfield
- Increase knowledge of aircraft accident risks
- Recognize existing uses and avoid undue impacts to residents, property owners, businesses and institutions

### GENERAL PROVISIONS

- Notice: Notice on Title regarding the Overlay District is required for land use actions, for new construction, and for substantial alterations to existing structures
- Split parcels: The standards apply only to portions of parcels that lie within the Overlay
- Discretionary land use proposals (such as rezones, conditional uses, variances) must be consistent with the Overlay District intent

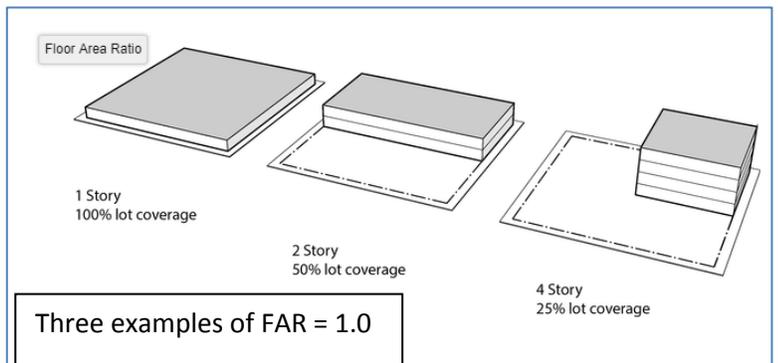
### LAND USES

- The **land use requirements** of the underlying zoning districts apply within the Overlay District, except that the following land uses are Prohibited:
  - Residential
    - Single-family platting denser than 2 dwelling units per gross acre
    - Accessory Dwelling Units
    - Special Needs Housing (above 6 residents)

- Two-family, three-family, townhouse, multifamily, mobile home, student housing, mixed-use, or other development incorporating more than one dwelling unit
  - Commercial recreation
  - Cultural institutions
  - Day care centers (above 12 children)
  - Eating and drinking establishments (and similar uses)
  - Hospitals/Medical Offices
  - Hotels/motels
  - Parks, recreation and open space uses requiring a Conditional Use Permit
  - Public assembly/theaters
  - Religious assembly
  - Shopping centers
  - Schools
  - Utilities (overhead transmission or distribution lines)
  - Wireless Facilities - Levels 3 and 4 (limits height to 60 feet)
- **Existing residential uses:** Lawfully existing residential uses (at the time of Overlay District adoption) which do not meet its provisions are Permitted and may be modified, provided there is no increase in the number of dwellings
- **Existing non-residential uses:** Other lawfully existing uses (at the time of adoption) which do not meet its provisions are Non-conforming, and subject to the following limitations
  - Meet the City's Nonconforming Uses standards
  - No increase in occupancy capacity (e.g., students, occupants, congregants)
  - Minor modifications to existing discretionary land use permits are allowed, but Major Modifications require compliance with the new standards

#### DEVELOPMENT STANDARDS

- The following characteristics, when proposed as part of any development, are not allowed in the Overlay District
  - Generation of air pollution, electronic interference or glare that could negatively affect pilots or aircraft
  - Structures taller than allowed in the base zoning districts
  - Manufacturing or processing of apparel, chemicals, petroleum, rubber or plastic
- The following land uses shall be subject to **Floor Area Ratio** limitations as specified
  - Commercial: 0.28
  - Office and Personal Services: 0.22
  - Industrial: 0.56
  - Warehouse/storage: 2.0





# JBLM Airport Compatibility Overlay District

## PROPOSED CODE CHANGES

Notes:

These amendments show all of the changes to existing Land Use regulations. The sections included are only those portions of the code that are associated with these amendments. New text is underlined and text that has been deleted is shown as ~~strikethrough~~.

CHANGES ARE PROPOSED TO THE FOLLOWING CHAPTERS AND SECTIONS:

### **Chapter 13.06 Zoning**

**13.06.100 Residential Districts.**

**13.06.200 Commercial Districts.**

**13.06.400 Industrial Districts.**

**13.06.535 Special needs housing.**

**13.06.545 Wireless communication facilities.**

THE FOLLOWING NEW SECTION IS PROPOSED TO BE ENACTED:

**13.06.585 JBLM Airport Compatibility Overlay District**

### 13.06.100 Residential Districts.

The 100 series will contain regulations for all residential classifications, including the following:

R-1	Single-Family Dwelling District
R-2	Single-Family Dwelling District
R-2SRD	Residential Special Review District
HMR-SRD	Historic Mixed Residential Special Review District
R-3	Two-Family Dwelling District
R-4	Multiple-Family Dwelling District
R-4-L	Low-Density Multiple-Family Dwelling District
R-5	Multiple-Family Dwelling District
PRD	Planned Residential Development District (see Section 13.06.140)

\*\*\*

#### C. Land use requirements.

1. Applicability. The following tables compose the land use regulations for all districts of Section 13.06.100. All portions of 13.06.100 and applicable portions of 13.06.500 apply to all new development of any land use variety, including additions, and remodels, in all districts in Section 13.06.100, unless explicit exceptions or modifications are noted. The requirements of Section 13.06.100.A through Section 13.06.100.C are not eligible for variances. When portions of this section are in conflict with other portions of Chapter 13.06, the more restrictive shall apply. For individually designated properties listed on the Tacoma Register of Historic Places, and for contributing buildings within Historic Special Review Districts, where there is a conflict between the regulations of this chapter and historic guidelines and standards, the historic guidelines and standards shall prevail pursuant to TMC 13.05.046.

2. Pedestrian streets designated. Figure 7 of the Comprehensive Plan designates Corridors that are considered key streets for integrating land use and transportation and achieving the goals of the Urban Form and Design and Development Elements. These Corridors are herein referred to as "Pedestrian Streets." The designation entails modified design requirements to improve building orientation, definition of the public realm, and pedestrian connectivity.

3. Use requirements. The following use table designates all permitted, limited, and prohibited uses in the districts listed. Use classifications not listed in this section or provided for in Section 13.06.500 are prohibited, unless permitted via Section 13.05.030.E.

[a. Within the JBLM Airport Compatibility Overlay District, the land use and development standards of this section are modified as specified in TMC 13.06.585 which shall prevail in the case of any conflict.](#)

4. Use table abbreviations.

P = Permitted use in this district.
TU = Temporary Uses allowed in this district subject to specified provisions and consistent with the criteria and procedures of Section 13.06.635.
CU = Conditional use in this district. Requires conditional use permit, consistent with the criteria and procedures of Section 13.06.640.
N = Prohibited use in this district.

5. District use table. (see next page for table)

Uses <sup>3</sup>	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5	Additional Regulations <sup>1,3</sup>
Accessory uses and buildings	P	P	P	P	P	P	P	P	Subject to additional requirements contained in Section 13.06.100.F
Adult family home	P	P	P	P	P	P	P	P	Subject to additional requirements contained in Section 13.06.535
***									
Uses not prohibited by City Charter and not prohibited herein	N	N	N	N	N	N	N	N	
<p>Footnotes:</p> <p><sup>1</sup> For historic structures and sites, certain uses that are otherwise prohibited may be allowed, subject to the approval of a conditional use permit. See Section 13.06.640 for additional details, limitations and requirements.</p> <p><sup>2</sup> Certain land uses, including two-family, townhouse, cottage housing, and Detached Accessory Dwelling Units in certain districts, are subject to the provisions of the Residential Infill Pilot Program. See Section 13.05.115.</p> <p><sup>3</sup> <a href="#">Within the JBLM Airport Compatibility Overlay District, the land use and development standards of this section are modified as specified in TMC 13.06.585 which shall prevail in the case of any conflict.</a></p>									

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D. Lot size and building envelope standards.

	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5
<b>1. Minimum Lot Area (in square feet, unless otherwise noted)</b>								
Single-family detached dwellings – Standard Lots	7,500	5,000	5,000	5,000	5,000	5,000	5,000	5,000
Single-family detached dwellings – Small Lots (Level 1)	6,750	4,500	4,500	4,500	2,500	2,500	2,500	2,500
Two-family dwellings		6,000	6,000	6,000	6,000	4,250	3,750	3,500
Three-family dwellings			9,000	9,000	9,000	5,500	5,000	4,500
Multiple-family dwellings					9,000	6,000 sq. ft. plus 1,500 sq. ft. for each unit in excess of four	6,000	6,000
Townhouse dwellings		3,000	3,000	3,000	3,000	1,500	1,000	1,000
Mobile home/trailer court						3.5 acres, provided at least 3,500 sq. ft. is provided for each mobile home		
Pre-existing lots	A lot which was a single unified parcel of land as indicated by the records of the Pierce County Auditor as of May 18, 1953 or a lot which was configured legally to conform to the applicable requirements but which became nonconforming as a result of subsequent changes to this chapter or other official action by the City, and which has been maintained in that configuration since, having an average width, frontage, or area that is smaller than the applicable minimum requirements may be occupied by a single-family dwelling; provided all other applicable requirements are complied with, including required setbacks, yards and design standards (see Sections 13.06.145 and 13.06.630).							
<a href="#">JBLM Airport Compatibility Overlay District</a>	<a href="#">Within the JBLM Airport Compatibility Overlay District, see the provisions of TMC 13.06.585, including the density limitation for new residential platting of 2 dwellings per gross acre.</a>							
Single-family Small Lots – Exceptions to Standard Minimum Lot Area Requirements	Reductions to minimum detached single-family dwelling lot area requirements, as shown above, may be allowed pursuant to Section 13.06.145. Lots smaller than the Minimum Lot Area for Standard Lots must meet the applicable Design Standards of Section 13.06.145. Single-family Small lot development must be oriented such that the lot frontage and the front façade of the house face the street. Small lot exceptions are not applicable to pipestem lots.							

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### 13.06.200 Commercial Districts.

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#### C. Land use requirements.

1. Applicability. The following tables compose the land use regulations for all districts of Section 13.06.200. All portions of Section 13.06.200 and applicable portions of Section 13.06.500 apply to all new development of any land use variety, including additions and remodels, in all districts in Section 13.06.200, unless explicit exceptions or modifications are noted. The requirements of Section 13.06.200.A through Section 13.06.200.C are not eligible for variance. When portions of this section are in conflict with other portions of Chapter 13.06, the more restrictive shall apply.

2. Pedestrian streets designated. Figure 7 of the Comprehensive Plan designates Corridors that are considered key streets for integrating land use and transportation and achieving the goals of the Urban Form and Design and Development Elements. These Corridors are herein referred to as “Pedestrian Streets.” The designation entails modified design requirements to improve building orientation, definition of the public realm, and pedestrian connectivity.

3. Use requirements. The following use table designates all permitted, limited, and prohibited uses in the districts listed. Use classifications not listed in this section or provided for in Section 13.06.500 are prohibited, unless permitted via Section 13.05.030.E. Certain street level use restrictions may apply; see Section 13.06.200.C.4 below.

[a. Within the JBLM Airport Compatibility Overlay District, the land use and development standards of this section are modified as specified in TMC 13.06.585 which shall prevail in the case of any conflict.](#)

4. Use table abbreviations.

P	=	Permitted use in this district.
CU	=	Conditional use in this district. Requires conditional use permit, consistent with the criteria and procedures of Section 13.06.640.
TU	=	Temporary Uses allowed in this district subject to specified provisions and consistent with the criteria and procedures of Section 13.06.635.
N	=	Prohibited use in this district.

5. District use table.

Uses <a href="#">4</a>	T	C-1	C-21	PDB	Additional Regulations <a href="#">2</a> , <a href="#">3</a> , <a href="#">4</a> (also see footnotes at bottom of table)
Adult family home	P	P	P	P	See definition for bed limit.
Adult retail and entertainment	N	N	N	N	Prohibited except as provided for in Section 13.06.525.
Agricultural uses	CU	CU	CU	CU	Such uses shall not be located on a parcel of land containing less than 20,000 square feet of area. Livestock is not allowed.
***					
Uses not prohibited by City Charter and not prohibited herein	N	N	N	N	
<p><b>Footnotes:</b></p> <ol style="list-style-type: none"> <li>1. Designated Pedestrian Streets – For segments here noted, additional use limitations apply to areas within C-2 Commercial District zoning to ensure continuation of development patterns in certain areas that enhance opportunities for pedestrian-based commerce. North 30th Street from 200 feet east of the Starr Street centerline to 190 feet west of the Steele Street centerline: street level uses are limited to retail, personal services, eating and drinking, and customer service offices.</li> <li>2. For historic structures and sites, certain uses that are otherwise prohibited may be allowed, subject to the approval of a conditional use permit. See Section 13.06.640 for additional details, limitations and requirements.</li> <li>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 13.06.635.</li> <li>4. <a href="#">Within the JBLM Airport Compatibility Overlay District, the land use and development standards of this section are modified as specified in TMC 13.06.585 which shall prevail in the case of any conflict.</a></li> </ol>					

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D. Building envelope standards.

	<b>T</b>	<b>C-1</b>	<b>C-2</b>	<b>PDB</b>
Minimum Lot Area	0 non-residential; 1,500 square feet per residential unit	0	0	0
Minimum Lot Width	0	0	0	0
Maximum Building Coverage – applies to single-use multi-family residential development only	None non-residential; Residential maximum building coverage in accordance with the R-4-L District	None non-residential; Residential maximum building coverage in accordance with the R-4-L District	None non-residential; Residential maximum building coverage in accordance with the R-4 District	None non-residential; Residential maximum building coverage in accordance with the R-4 District
Minimum Front Setback	In all districts listed above, 0 feet, unless abutting a residential zoning, then equal to the residential zoning district for the first 100 feet from that side. Maximum setbacks (Section 13.06.200.E) supersede this requirement where applicable. Animal sales and service: shall be setback from residential uses or residential zoning district boundaries at least 20 feet.			
Minimum Side Setback	In all districts listed above, 0 feet, unless created by requirements in Section 13.06.502. Animal sales and service: shall be setback from residential uses or residential zoning district boundaries at least 20 feet.			
Minimum Rear Setback	In all districts listed above, 0 feet, unless created by requirements in Section 13.06.502. Animal sales and service: shall be setback from residential uses or residential zoning district boundaries at least 20 feet.			
Maximum Setback from Designated Streets	See Section 13.06.200.E for application with any district listed above on designated segments of North 30th Street and 6th Avenue. Residential development shall meet the Build-to Area standard in 13.06.100.D.6.			
Maximum Height Limit	35 feet	35 feet	45 feet	45 feet
	Height will be measured consistent with Building Code, Height of Building, unless a View Sensitive Overlay District applies. Height may be further restricted in View-Sensitive Overlay Districts, per Section 13.06.555. Certain specified uses and structures are allowed to extend above height limits, per Section 13.06.602.			
Maximum Floor Area	20,000 square feet per building	30,000 square feet per building	45,000 square feet per business for retail uses, unless approved with a conditional use permit. See Section 13.06.640.	7,000 square feet per business for eating and drinking, retail and personal services uses
<a href="#">JBLM Airport Compatibility Overlay District</a>	<a href="#">Within the JBLM Airport Compatibility Overlay District, see the provisions of TMC 13.06.585, including specific Floor Area Ratio standards.</a>			
Minimum Usable Yard Space – applies to single-use residential development only	Minimum usable yard space shall be provided in accordance with the residential building type requirements in 13.06.100.D.7. Duplex/triplex dwellings shall provide usable yard space in accordance with the R-3, R-4-L, R-4 and R-5 Districts.			

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### 13.06.400 Industrial Districts.

The 400 series contains regulations for all industrial classifications, including the following:

- M-1 Light Industrial District
- M-2 Heavy Industrial District
- PMI Port Maritime & Industrial District

#### A. Industrial district purposes.

The specific purposes of the Industrial districts are to:

1. Implement goals and policies of the City’s Comprehensive Plan.
2. Implement Growth Management Act goals, county-wide planning policies, and multi-county planning policies.
3. Create a variety of industrial settings matching scale and intensity of use to location.
4. Provide for predictability in the expectations for development projects.

#### B. Districts established.

- M-1 Light Industrial District
- M-2 Heavy Industrial District
- PMI Port Maritime & Industrial District

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#### C. Land use requirements.

1. Applicability. The following tables compose the land use regulations for all districts of Section 13.06.400. All portions of Section 13.06.400 and applicable portions of Section 13.06.500 apply to all new development of any land use variety, including additions and remodels. Explicit exceptions or modifications are noted. When portions of this section are in conflict with other portions of Chapter 13.06, the more restrictive shall apply.

2. Pedestrian streets designated. Figure 7 of the Comprehensive Plan designates Corridors that are considered key streets for integrating land use and transportation and achieving the goals of the Urban Form and Design and Development Elements. These Corridors are herein referred to as “Pedestrian Streets.” The designation entails modified design requirements to improve building orientation, definition of the public realm, and pedestrian connectivity.

3. Use Requirements. The following use table designates all permitted, limited, and prohibited uses in the districts listed.

Use classifications not listed in this section or provided for in Section 13.06.500 are prohibited, unless permitted via Section 13.05.030.E.

[a. Within the JBLM Airport Compatibility Overlay District, the land use and development standards of this section are modified as specified in TMC 13.06.585 which shall prevail in the case of any conflict.](#)

#### 4. Use table abbreviations.

P	=	Permitted use in this district.
CU	=	Conditional use in this district. Requires conditional use permit consistent with the criteria and procedures of Section 13.06.640.
TU	=	Temporary Uses allowed in this district subject to specified provisions and consistent with the criteria and procedures of Section 13.06.635.
N	=	Prohibited use in this district.

#### 5. District use table.

Uses <sup>2</sup>	M-1	M-2	PMI	Additional Regulations <sup>1,2</sup>
Adult family home	P/N*	N	N	In M-1 districts, permitted only within residential or institutional buildings in existence on December 31, 2008, the effective date of adoption of this provision, or when located within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *Not permitted within the South Tacoma M/IC Overlay District See Section 13.06.535.
Adult retail and entertainment	P	P	P	Subject to development standards contained in Section 13.06.525.
Agricultural uses	CU	CU/N*	CU/N*	Such uses shall not be located on a parcel of land containing less than 20,000 square feet of area. *Per Ordinance No. 28470, on an interim basis, such uses are not permitted within the Port of Tacoma M/IC. See 13.06.400.G.
***				
Uses not prohibited by City Charter and not prohibited herein	N	N	N	
<b>Footnotes:</b>				
1. For historic structures and sites, certain uses that are otherwise prohibited may be allowed, subject to the approval of a conditional use permit. See Section 13.06.640 for additional details, limitations and requirements.				
2. <a href="#">Within the JBLM Airport Compatibility Overlay District, the land use and development standards of this section are modified as specified in TMC 13.06.585 which shall prevail in the case of any conflict.</a>				

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#### D. Building envelope standards.

	M-1	M-2	PMI
Minimum Lot Area	N/A	N/A	N/A
Minimum Lot Width	N/A	N/A	N/A
Maximum Lot Coverage	None	None	None
Minimum Front Setback	In all districts listed above, 0 feet, unless: <ul style="list-style-type: none"> <li>Created by requirements in Section 13.06.502; or</li> <li>Abutting a dwelling district, then equal to the dwelling district setback for the first 100 feet from that side.</li> </ul> The above setback requirements may be waived if demonstration is made that a 20-foot vertical grade between the properties offers comparable protection.		
Minimum Side Setback	In all districts listed above, 0 feet, unless created by requirements in Section 13.06.502, which may be waived if demonstration is made that a 20-foot vertical grade between the properties offers comparable protection.		
Minimum Rear Setback	In all districts listed above, 0 feet, unless created by requirements in Section 13.06.502, which may be waived if demonstration is made that a 20-foot vertical grade between the properties offers comparable protection.		

	M-1	M-2	PMI
Maximum Height Limit	75 feet	100 feet, unless such building or structure is set back on all sides one foot for each four feet such building or structure exceeds 100 feet in height.	100 feet, unless such building or structure is set back on all sides one foot for each four feet such building or structure exceeds 100 feet in height.
Maximum Height Exceptions	Certain specified uses and structures are allowed to extend above height limits, per Sections 13.06.602.A.2 and 13.06.545.		
<a href="#">JBLM Airport Compatibility Overlay District</a>	<a href="#">Within the JBLM Airport Compatibility Overlay District, see the additional development standards called out in TMC 13.06.585.</a>		

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### 13.06.535 Special needs housing.

A. Intent. It is found and declared that special needs housing facilities are essential public facilities which provide a needed community service. It is also recognized that these types of facilities often need to be located in residential neighborhoods. Thus, in order to protect the established character of existing residential neighborhoods, the public interest dictates that these facilities be subject to certain restrictions. The intent of these regulations is to minimize concentrations of certain types of facilities, mitigate incompatibilities between dissimilar uses, preserve the intended character and intensity of the City’s residential neighborhoods, and to promote the public health, safety, and general welfare.

B. Use Requirements. The following use table designates all permitted, limited, and prohibited uses in the districts listed.

[1. Within the JBLM Airport Compatibility Overlay District, maximum occupancy shall be limited to six residents.](#)

<b>Special Needs Housing – Use Table</b> (P = Permitted Outright, CU = Conditional Use Permit Required, N = Not Permitted) *Note: See Subsection C, below, for additional siting restrictions **Note: The residency limitations indicated in this use table apply to the number of residents housed at a facility, exclusive of any support or care staff. Where specific residency limitations are provided in the definition of the use, the size information herein is provided for reference only.						
	Size (number of residents)	R-1, R-2, R-2SRD, HMR-SRD, NRX	R-3	R-4-L, R-4, R-5, PRD, URX, RCX, NCX, T, C-1, HM, HMX, PDB	UCX, CCX, CIX, C-2, M-1, DCC, DMU, DR, WR	M-2, PMI
Emergency and Transitional Housing	Limit 6	N	N	CU	P	N
Emergency and Transitional Housing	7-15	N	N	CU	P	N
Emergency and Transitional Housing	16 or more	N	N	CU	P	N
Confidential Shelter, Adult Family Home, Staffed Residential Home	Limit 6	P	P	P	P	N
Confidential Shelter, Extended Care	7-15	N	P	P	P	N

Facility, Intermediate Care Facility, Continuing Care Retirement Community, Retirement Home, Residential Care Facility for Youth						
Confidential Shelter, Residential Chemical Dependency Treatment Facility, Extended Care Facility, Intermediate Care Facility, Continuing Care Retirement Community, Retirement Home, Residential Care Facility for Youth	16 or more	N	N	P	P	N

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**13.06.545 Wireless communication facilities.**

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E. Wireless communication towers and facilities use category.

1. Wireless communication towers or wireless communication facilities. Wireless communication towers or wireless communication facilities use type refers to facilities used in the transmission of information by wire, radio, optical cable, electromagnetic, or other similar means. These types of facilities also include central office switching units, remote switching units, telecommunications radio relay stations, and ground level equipment structures.

Level 1: Modification of an existing wireless tower. This may include the complete replacement of an existing wireless communication tower or antenna support structure to its existing height or modifications to accommodate collocation or the installation of a concealed antenna. Such modifications are limited to a cumulative increase in height and/or width from the originally permitted facility, as specified in the criteria pertaining to substantial changes as set forth in subsection 13.06.545.G.8. Level 1 also includes an antenna attached to the sides of a building, an existing tower, water tank, or a similar structure. This level is limited to the following types of antenna(s): an omni-directional or whip antenna no more than seven inches in diameter and extending no more than 16 feet above the structure to which it is attached; a panel antenna no more than 16 square feet in total area per panel and extending above the structure to which it is attached by no more than 16 feet; or a parabolic dish no greater than three feet in diameter per dish and extending no more than 16 feet above the structure to which it is attached.

Level 2: Wireless communication towers with associated antennas or dishes to a height of 60 feet, as well as building or structure-mounted antennae that exceed the associated limitations of Level 1 facilities outlined above.

Level 3: Wireless communication towers with associated antennas or dishes over 60 feet in height and not exceeding 140 feet in height.

Level 4: Wireless communication towers with associated antennas or dishes over 140 feet in height.

Wireless Facility Use Category	Zoning District Classifications <sup>4</sup>			
	R-1; R-2; R-2SRD; R-3; R-4; R-4-L; R-5; T; HMX; DR; NRX	PDB; C-1; C-2, NCX; CCX; RCX; URX; UCX; DCC; DMU; WR	CIX; M-1	M-2; PMI
Level 1	A <sup>1,3</sup>	A	A	A
Level 2	C <sup>3</sup>	C <sup>2</sup>	A	A
Level 3	C <sup>3</sup>	C	C	A
Level 4	C <sup>3</sup>	C	C	C

**Symbols:**  
A - Allowed with administrative review  
C - Allowed only with approval of a Conditional Use Permit

**Footnotes:**  
1 - Permitted on public facility sites, subject to administrative review and building permit.  
2 - Allowed 16 feet above underlying zoning district height limit, except in the C-1, C-2, and NCX Districts.  
3 - New wireless communication towers and antennas prohibited in R-1, R-2, R-2SRD, and R-3 Districts, except on public or quasi-public property developed with existing public or quasi-public facilities and properties developed with existing wireless communication facilities.  
4 - [Within the South JBLM Airport Compatibility Overlay District, Levels 3 and 4 are prohibited.](#)

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### **13.06.585 Airport Compatibility Overlay District**

A. Purpose: The purpose and intent of the Airport Compatibility Overlay District is to increase safety within the Joint Base Lewis McChord (JBLM) Accident Potential Zone II (APZ II), specifically as follows.

1. Prevent development conditions that could interfere with aircraft operations or increase the likelihood of an accident.
2. Reduce risk to life and property in the incidence of a crash, through the following strategies.
  - a. Prevent increases in densities and congregations of people which are incompatible with the APZ II designation.
  - b. Prevent development that presents a higher risk in the incidence of a crash due to explosive or flammable characteristics.
3. Implement the City’s policies calling for collaboration and compatibility with JBLM Airfield.
4. Increase knowledge of aircraft accident risks in order to inform public and private decision-making.
5. Recognize existing uses and avoid undue impacts to residents, property owners, businesses and institutions.

B. Scope and Applicability: The Overlay District applies to an approximately 200-acre area located in South Tacoma corresponding with the JBLM Accident Potential Zone II (APZ II).

C. Definitions.

1. Joint Base Lewis McChord (JBLM) Joint Land Use Study: A collaborative process among local, state, and regional jurisdictions; the public; federal, state, and regional agencies; and military installations within the South Puget Sound region that presents recommendations for consideration by local and state governments that promote development compatible with military presence and protecting public health, safety, and welfare while also protecting the ability of the military to accomplish its vital training and operational missions presently and over the long-term.
2. JBLM Accident Potential Zone II (APZ II): Clear Zones and Accident Potential Zones (APZs) are areas where the potential for aircraft accidents has been identified through the Air Installation Compatible Use Zone (AICUZ) program of the U.S. Air Force. The APZ II designation has a lower accident potential than either the Clear Zone or APZ I, but still is considered high enough to warrant land use restrictions to promote public safety.

D. General provisions

- 1. Notice on Title regarding the Overlay District shall be required for any land use action or Major Modification to a land use permit, for new construction and for substantial alterations to existing structures, as defined in the TMC.
- 2. Discretionary land use proposals shall not be approved unless they are consistent with the Overlay District intent.
- 3. For parcels located partially within the Airport Compatibility Overlay District, only that portion within the Overlay District shall be subject to these provisions.

E. Land Uses

- 1. The land use standards of the underlying zoning districts apply within the Overlay District, except that the following land uses are Prohibited.

**PROHIBITED LAND USES WITHIN THE JBLM AIRPORT COMPATIBILITY OVERLAY DISTRICT**

a. Residential uses: The following residential uses are prohibited.

- Single-family development at a density greater than 2 dwelling units per gross acre
- Accessory Dwelling Units
- Special Needs Housing with more than six residents
- Two-family, three-family, townhouse, group housing, multifamily, mobile home, student housing, mixed-use, or other development incorporating more than one dwelling unit

b. Non-residential uses: The following non-residential uses are prohibited.

- Airports
- Assembly facilities
- Brewpubs
- Carnivals
- Commercial recreation and entertainment
- Correctional facilities
- Cultural institutions
- Day care centers with more than twelve children
- Detention facilities
- Eating and drinking
- Heliports
- Hospitals
- Hotels/motels
- Industry, heavy
- Medical offices
- Parks, recreation and open space uses identified in TMC 13.06.560.C.1 as requiring a Conditional Use Permit
- Public assembly
- Religious assembly
- Shopping centers

[Schools](#)

[Theaters](#)

[Utilities \(overhead transmission or distribution lines\)](#)

[Wireless Facilities - Levels 3 and 4](#)

[2. Existing residential uses. Lawfully existing residential uses \(at the time of Overlay District adoption\) which do not meet the provisions of the Overlay District are Permitted, and may be modified or expanded provided there is no increase in the number of dwellings.](#)

[3. Existing non-residential uses. Non-residential lawfully existing uses \(at the time of Overlay District adoption\) which are Prohibited under the Overlay District are Non-conforming, and subject to the following limitations.](#)

[a. In addition to provisions of the City's Nonconforming code, no increase in occupancy capacity \(e.g., students, occupants, congregants\) shall be allowed.](#)

[b. Minor modifications under TMC 13.05.080 are allowed to existing discretionary land uses; however, Major Modifications must come into compliance with the Overlay District for approval.](#)

[F. Development Standards](#)

[1. The following characteristics, when proposed as part of any development, are not allowed in the Overlay District.](#)

[a. Generation of air pollution, electronic interference or glare that could negatively affect pilots or aircraft.](#)

[b. Structures taller than permitted outright in the base zoning districts \(i.e., no height variances\).](#)

[c. Manufacturing or processing of apparel, chemicals, petroleum, rubber or plastic.](#)

[b. The following land use categories shall be subject to Floor Area Ratio \(FAR\) limitations as specified.](#)

[\(1.\) Commercial: 0.28 FAR maximum.](#)

[\(2.\) Office and Personal services: 0.22 FAR maximum.](#)

[\(3.\) Industrial \(except Warehouse/storage\): 0.56 FAR maximum.](#)

[\(4.\) Warehouse/storage: 2.0 FAR maximum.](#)

[\(5.\) For purposes of calculating FAR maximums for parcels partially within the Overlay District, the portion of the site located outside the Overlay District shall be excluded from the calculation.](#)

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City of Tacoma  
Planning and Development Services

**Agenda Item  
D-3**

**To:** Planning Commission  
**From:** Stephen Atkinson, Principal Planner  
**Subject:** **Future Land Use Map Implementation – Potential Rezones**  
**Meeting Date:** September 19, 2018  
**Memo Date:** September 13, 2018

**Action Requested:**

Guidance on options for developing an initial draft potential rezone map.

**Discussion:**

At the meeting on September 19, 2018, staff will present criteria and options for use in developing an initial potential rezone map. The attached FLUM: Options Analysis document outlines multiple tiers of issues for review through this process. These tiers include:

1. Potential Rezones that are out of scope;
2. Minor Issues, citywide, such as Planned Residential Development, Schools and Parks, and Split Zoning;
3. Zoning Selection Criteria for Multi-family designations; and
4. Area Specific FLUM Policy Profiles

With concurrence from the Planning Commission, staff would apply the approach for each tier to generate a FLUM and Zoning Amendment Review Draft for the Commission's consideration. The staff proposed approach is intended to balance the need for city-wide review with the desire to consider area-specific context and character. The attached Sample Area Specific FLUM Policy Profile identifies a progression of review that would result in clear documentation of proposed amendments and the supportive findings.

**Project Summary:**

The Future Land Use Map, Figure 2 of the One Tacoma Comprehensive Plan, illustrates the City's intended future land use pattern through the geographic distribution of residential and commercial areas, the designation of mixed-use and manufacturing/industrial centers, as well as shoreline and single-family detached designations. These designations correspond to specific zoning districts and use and development standards that implement the policies of the One Tacoma Plan.

Per the Washington State Growth Management Act and the Tacoma Municipal Code, the City's Land Use Regulations, including zoning districts, should be consistent with the policies of the One Tacoma Plan. However, in many areas throughout the City current zoning is inconsistent with the Land Use Designation in the Future Land Use Map. This project will seek to improve the consistency between the One Tacoma Plan and implementing zoning.

**Prior Actions:**

- 5/2/2018 – Reviewed draft scope of work for Future Land Use Map Implementation project.

- 6/4/2018 – Conducted a public hearing on the proposed scope of work for 2019 Amendments.
- 6/20/2018 – Approved an amended scope of work and recommended the work program to the City Council Infrastructure, Planning and Sustainability Committee.
- 9/5/2018 – The Commission reviewed background information on the City's growth targets, buildable lands capacity, and current permit trends.

**Staff Contact:**

- Stephen Atkinson, Principal Planner, [satkinson@cityoftacoma.org](mailto:satkinson@cityoftacoma.org), (253) 591-5531.

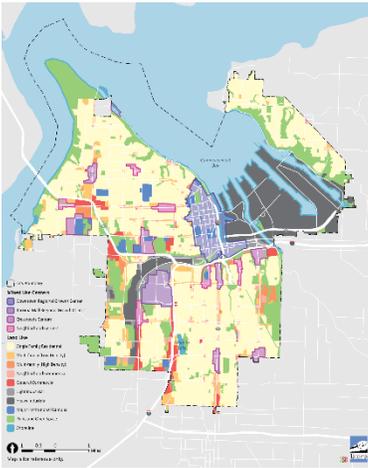
**Attachments:**

- A. FLUM: Options Analysis.** This document outlines multiple tiers of issues for guidance from the Planning Commission.
- B. Sample Area Specific FLUM Policy Profile.** This document provides an initial template and example of an area specific summary of FLUM and zoning issues. These issue summaries will be developed for areas with significant congruent potential rezones to supplement the Commission's review and ultimate recommendations.

c: Peter Huffman, Director

# Future Land Use Implementation

## Application: 2019 Amendment



The Future Land Use Map, Figure 2 of the *One Tacoma Plan*, illustrates the City's intended future land use pattern through the geographic distribution of residential and commercial areas, the designation of mixed-use and manufacturing/industrial centers, as well as shoreline and single-family detached designations. These designations correspond to specific zoning districts and use and development standards that implement the policies of the *One Tacoma Plan*.

Per the Washington State Growth Management Act and the Tacoma Municipal Code, the City's Land Use Regulations, including zoning districts, should be consistent with the policies of the *One Tacoma Plan*. However, in many areas throughout the City current zoning is inconsistent with the Land Use Designation in the Future Land Use Map. This project will seek to improve the consistency between the One Tacoma Plan and implementing zoning.

Outcomes of this project are intended to support the development of compact, complete and connected neighborhoods with a variety of housing choices and employment opportunities in close proximity to schools, parks, transit, and other amenities.

Project Summary	
<b>Applicant:</b>	Planning and Development Services
<b>Location and Size of Area:</b>	Citywide
<b>Current Land Use and Zoning:</b>	Multiple
<b>Neighborhood Council Area:</b>	This application will include potential rezones in all Neighborhood Council districts.
<b>Type of Amendment:</b>	Plan and Zoning Amendment
<b>Staff Recommendation:</b>	Release the Draft Scope of Work and Assessment Report for Public Review and Comment.
<b>Project Proposal:</b>	<p>This project will do the following:</p> <ul style="list-style-type: none"> <li>• Identify areas where the Plan and Zoning are inconsistent;</li> <li>• Evaluate options for bringing the Plan and Zoning into compliance;</li> <li>• Recommend amendments to the Future Land Use Map or area-wide rezones to ensure that the Plan and Zoning are mutually supportive and consistent.</li> </ul>



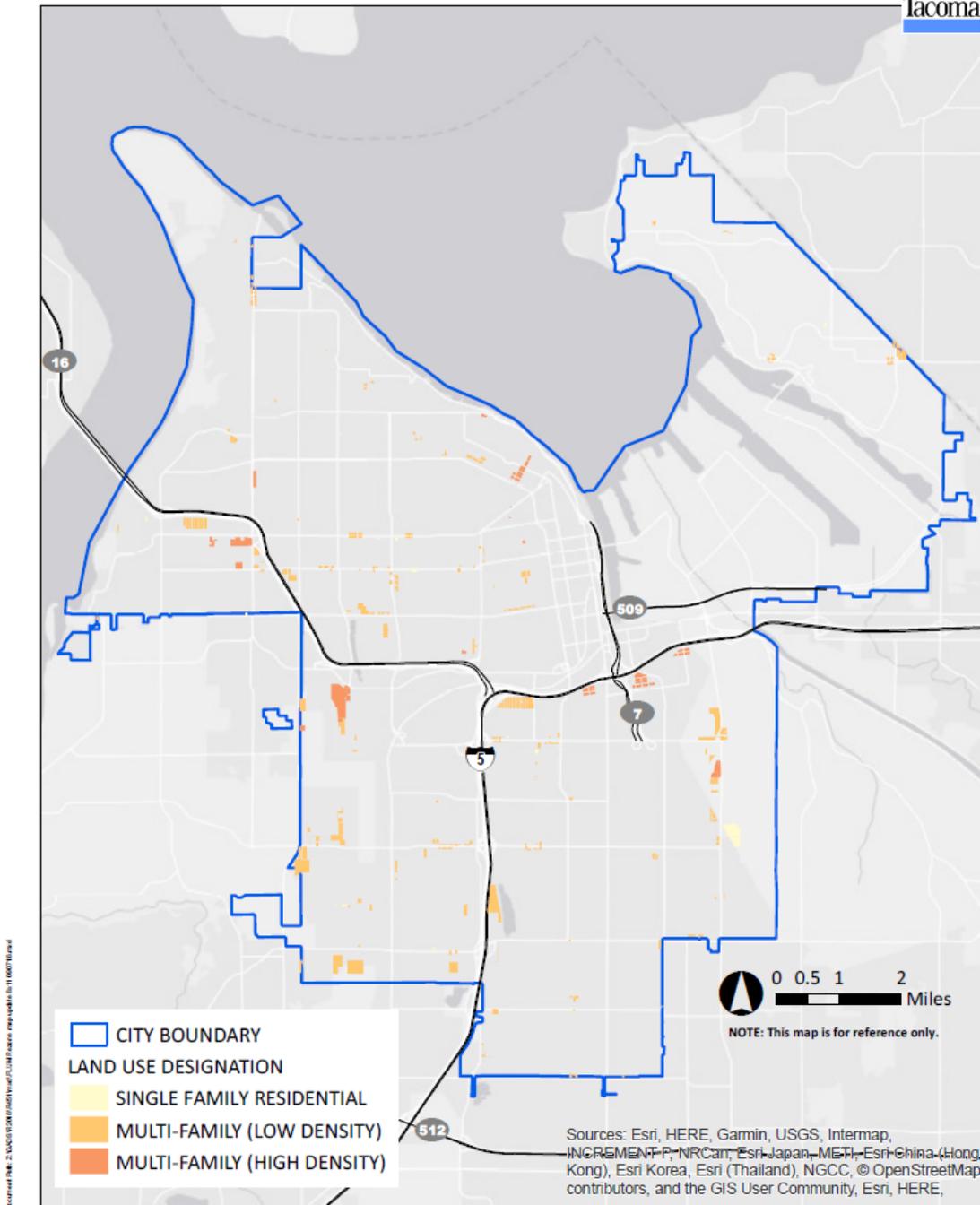
**Planning and Development Services**  
 City of Tacoma, Washington  
 Peter Huffman, Director

**Project Manager**  
 Stephen Atkinson, Principal Planner  
[satkinson@cityoftacoma.org](mailto:satkinson@cityoftacoma.org)  
[www.cityoftacoma.org/planning](http://www.cityoftacoma.org/planning)

## Area of Applicability

Areas subject to this review and potential amendment are located City-wide. The following map shows the location and distribution of sites where the current Residential Land Use Designation and Zoning are inconsistent and subject to review. An interactive map is available at <https://wspdsmap.cityoftacoma.org/website/FLUM/> to enable a closer identification of properties subject to review. The colors on the map indicate the proposed Designation in the One Tacoma Plan.

### Area of Applicability: Future Land Use and Zoning Review



## Options Analysis

In considering the potential rezones, the Commission may consider the following options for improving the consistency between the One Tacoma Plan and Zoning. The intent of these guidelines is to provide a starting point for developing an initial draft of a potential rezone map. After the initial map is developed the Commission will have additional opportunities to review and refine the proposal as well as to accept and respond to public comments.

The guidelines are organized into “types.” Type 1 issues are those that, upon staff review, appear to be outside the scope of this project phase or may be more appropriately considered within the context of the commercial zoning and FLUM review scheduled for 2019-2020. Type 2 are minor issues that reflect patterns of inconsistencies across the City. Some of these minor issues were previously more extensive but review and amendments have slowly addressed them over time. Type 3 are more substantive criteria to guide how staff will initially apply specific zones to implement the overarching Future Land Use Map designation. Type 4 issues are those that will be reviewed on an area by area basis to provide additional context for the potential rezones and consistency with other One Tacoma Plan policies.

### Type 1: Out of Scope

#### 1. Commercial Zones:

The Issue: In some cases, properties are identified in the Future Land Use Map for multifamily development, but are currently zoned commercial. This is primarily the result of Transition District site rezones that were approved for multifamily developments. The Transition District (T) is considered a commercial zoning district, even though one of the primary uses of the district is for townhouse or low-density multifamily uses. Rezoning these developments to a consistent multi-family zone would potentially remove any concomitant zoning agreements that were placed on the rezone. In addition, staff is proposing to review the T District as part of the Commercial Zoning update.

- *Staff Recommended Approach: At this time, staff recommends removing these properties from the scope of work for these potential rezones and to consider these T Zone properties as part of the Commercial Zoning update.*
- *Alternative Approach: The Commission could alternatively consider rezoning these Transition Districts to the closest residential zone that matches the existing development.*

### Tier 2: Minor Issues

#### 1. Planned Residential Developments

The Issue: In certain cases, Planned Residential Developments were established with a single-family base zone (R-2) but in areas that were designated in the Comprehensive Plan for a higher residential density. The following are factors for Planning Commission consideration:

- a. PRDs have special rezoning procedures. Given the procedures required to change the zoning within a Planned Residential Development, area wide rezones are not a feasible tool for changing the zoning in these areas (according to TMC 13.0... ). Staff will identify areas within the scope of work that are currently zoned “PDR” and evaluate alternatives that the Commission may consider.
- b. Single Family PRDs are consistent with the Single Family Designation and Multi-family (low density) Designation. Planned Residential Districts are one of the means with which a single-family base zone can be modified to allow alternative residential building types and uses. The policy intent for Single

Family Land Use Designations recognizes the limited allowance for other types of residential development.

- *Staff Recommended Approach: Staff recommends no modifications to zoning for the PRDs.*
- *Other Options: The Commission could consider either designating the PRDs in accordance with the base zone or maintaining the existing land use designation.*

## 2. **Split Zones**

The Issue: In some cases, parcels are included within the scope of review as a result of split zoning and/or split designations. In the past, zoning districts were often drawn at a specific distance from the right-of-way. Recent practice is to draw zoning lines following parcels, except in unique situations. Split zoning can be problematic for use and development as the use of the site must generally comply with both zoning districts.

- *Staff Recommended Approach: Apply the majority zone to the full site.*
- *Secondary Staff Recommended Approach: Where feasible, draw the zoning lines on an area-wide basis following logical parcel lines.*
- *Other Approaches: The Commission could consider maintaining the existing split zoning and modifying the designations to conform to the zoning or taking a parcel by parcel approach to determining zoning boundaries.*

## 3. **School and Park Properties:**

The issue: School and park properties have frequently had mismatched zoning and land use designations. As a result of past reviews, only a few sites remain to be addressed as part of this review. This issue was addressed for high schools and higher education through the implementation of a Major Institutional Campus designation in the Future Land Use map. However, there are several elementary schools that retain a mismatch between the Land Use Designation and the current zoning.

- *Staff Recommended Approach: Amend the Future Land Use Map for consistency with existing zoning. Rezoning schools and parks can be problematic because it can create community concern that the City's intent is facilitate a change in use or redevelopment. The underlying zoning typically does not affect school or park function in these circumstances.*
- *Alternative Approach: Alternatively, the Commission could consider rezoning the schools to comply with the Future Land Use Map.*

## 4. **Multifamily (high density) in a View Sensitive District (VSD):**

The issue: In several limited circumstances, properties within the View Sensitive District Overlay (VSD) are designated for Multi-family (high density). The View Sensitive District Overlay Zone typically limits new development to 25 feet in height, whereas the R-4 and R-5 high density multifamily zoning districts allow heights between between 65 and 150 feet.

- *Staff Recommended Approach: Staff recommends designating these properties Multi-family (low density). This designation would continue to implement the general land use policy for these properties while also improving consistency with the View Sensitive Overlay. The properties that fall within this*

*category are currently zoned for Multi-family (low density). As a result, the FLUM modification would create internal consistency with both the VSD and the current zoning.*

- *Alternative Approach: Maintain the existing Multi-family (high density) designation and apply appropriate zoning.*

**Tier 3: Zoning Selection Criteria:** Each Land Use Designation is associated with multiple potential zoning districts. Staff proposes to develop guidance to assist the Commission in weighing appropriate zoning options. For example, the Multi-family (low-density) Land Use Designation corresponds to both the R-3 and R-4L Zoning Districts.

1. Low Density Multifamily Designations. R-4L is appropriate where:
  - a. Transit access is high frequency or high capacity, or
  - b. On designated pedestrian streets, or
  - c. Within ¼ mile walkshed of a Mixed-use Center.
2. Multi-family High Density Designations: Staff recommend applying only the R-4 Multifamily High Density Zoning District. The R-5 District allows development up to 150 feet in height, a scale of development that is only otherwise allowed in the City's designated Regional Growth Centers. In addition, the potential impacts from such a scale of development are more appropriately reviewed within the context of a site rezone application where greater project details can be reviewed and conditions placed on the proposed development to address potential off-site impacts.

**Tier 4: Area-specific Rezoning Profile.** In addition to the above, staff recognizes that there are both additional policies as well as unique circumstances to account for in the Commission's review and recommendation. Staff proposed to provide the Commission with an Area-specific FLUM Policy Profile for areas with multiple, congruous parcels, or a larger district. The Profile will include a discussion of current conditions, as well as the following types of policy issues:

1. Existing Uses: What is the predominant character of the current uses in the area?
2. Nonconforming Uses: Would the proposed amendments address existing non-conforming uses or create new nonconforming uses?
3. 20-min Neighborhood: Is the proposed amendment within walking distance of community services and amenities?
4. Zoning and Land Use Transitions: Does the proposed amendment support transitions of use or scale between districts?
5. Street Grid and Alley Access: Is the area supported by a walkable grid system and alley access for off-street parking?
6. Past Zoning Changes: Has the area previously undergone significant zoning changes?
7. Planned Transportation Facilities: Is the area supported by, or planned for, multi-modal transportation choices?
8. Historic and Cultural Resources: Are there Historic Landmarks, Historic Districts, or Conservation Districts within the subject area?



# STADIUM DISTRICT FLUM POLICY PROFILE

## Area under review:

The area under review (highlighted below) is generally comprised of the area along N 4<sup>th</sup> Street between N Yakima and N D Street including several properties along N 5<sup>th</sup> and to the south of N Yakima.



## Why is this area under review?

This area is under review due to an inconsistency between the Land Use Designation in the One Tacoma Plan and the current zoning. Based on the Land Use Designation, this area is currently planned for R-4 or R-5 High Density Multifamily Zoning.

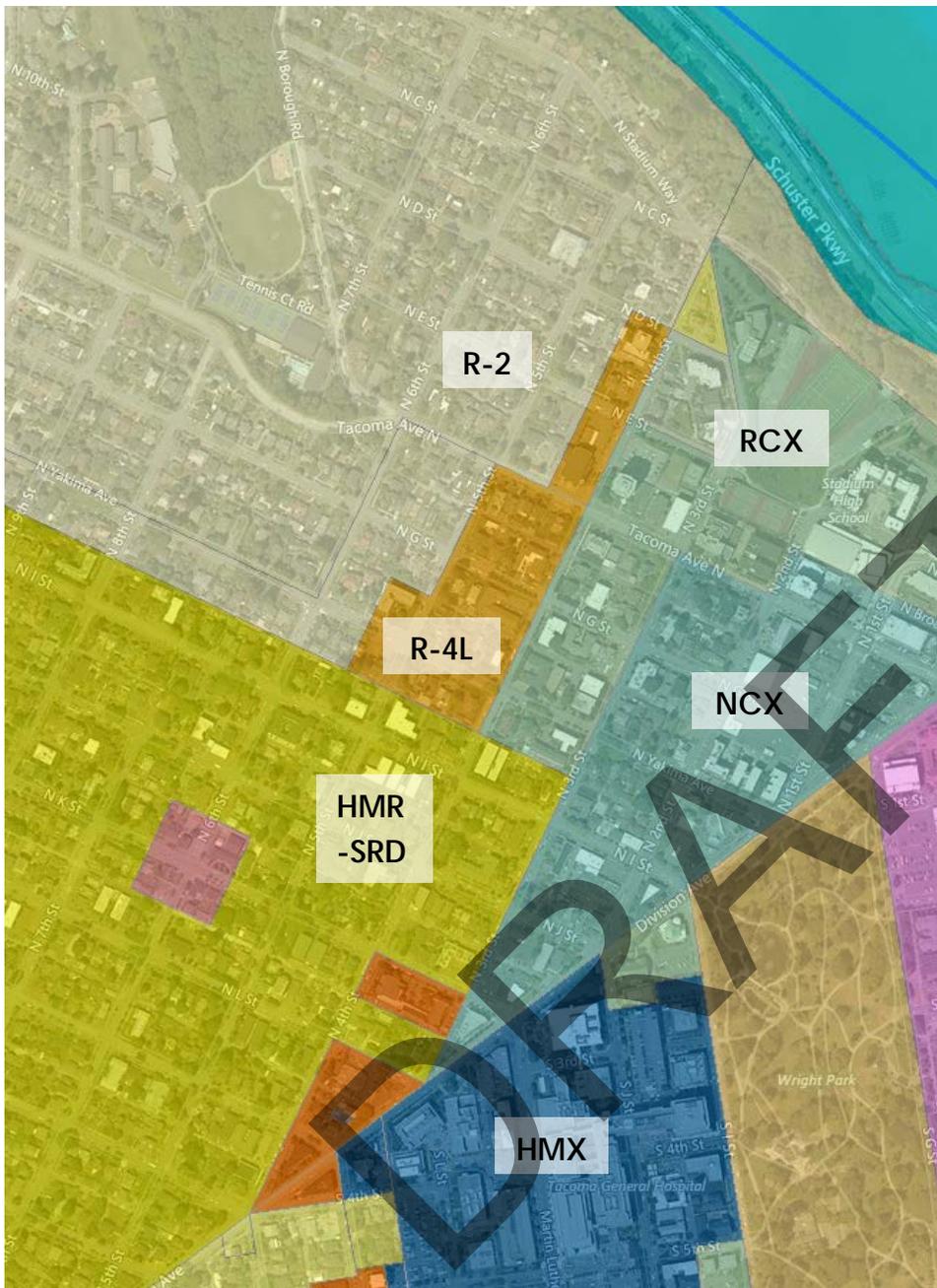
Current Future Land Use Designation: Multi-family (high-density)

Current Zoning: R-4L Low Density Multi-family

The **Multi-family (High-Density)** designation allows for a wide range of residential housing types at medium and higher density levels, along with community facilities and institutions, and some limited commercial uses and mixed-use buildings. These areas are generally found in the central city and along major transportation corridors where there is increased access to public transportation and employment centers



## Planning Context: Current Zoning Districts



**Summary:** The existing zoning in this area steps down from NCX in the core of the Stadium Neighborhood Center, to RCX, R-4L in the subject area, and finally to R-2 Single Family Residential. South of the subject area is the HMR-SRD which is currently only associated with the North Slope Historic District, which recognizes and accommodates existing multifamily in that district.

What are the differences between R-4L Zoning and R-4 or R-5?

Height:

- R-4L: 35'
- R-4: 60'
- R-5: 150'

\*Front Setback:

- R-4L: 20'
- R-4: 15'
- R-5: 10'

\*On designated pedestrian streets, buildings must be located between 5' and 20' of the public right of way.

Maximum Building Coverage:

- R-4L: 50% of site
- R-4/R-5: 65% of site

Off-street Parking:

- Duplex and Townhouse are uniform.
- Multifamily Parking Requirements are reduced in higher density zoning districts.

Open Space/Yard Area:

- These standards are uniform across these zoning districts and are based on building type.

For more, see Tacoma Municipal Code Chapter 13.06.



## Historic Resources

- The area is located within the Stadium-Seminary National Historic District.
- Landmarks include two residences and the Central Lutheran Church.

## Past Zoning Changes:

- The Stadium Mixed-Use Center begins across N 4<sup>th</sup> St to the East. This area was rezoned from R-5 and C-3 to NCX in 1996.
- North 4<sup>th</sup> Street was rezoned from R-5 to R-4L in 1981.
- A portion of North 5<sup>th</sup> Street was rezoned from R-4 to R-2 in 1963 and a portion was rezoned from R-4 to R-4L in 1981.
- A view sensitive overlay was established in 1989 that applies to the area north of Tacoma Avenue. The VSD limits height to 25 feet.

## Urban Form and Design:

- Views. The area has view potential and view protections in place (VSD Overlay northeast of Tacoma Avenue).
- Transitions. Zoning is currently constructed to create a transition of use and development scale between the Mixed-use Center and the surrounding neighborhoods. Current height allowances step down from a maximum of 85 feet (with a height bonus) in the NCX district, to 60 feet in the RCX, and down to 35 feet in the R-4L and the R-2 Districts.
- Street Grid.
  - The street grid is very well connected and blocks tend to be fairly short, supporting a highly walkable environment.
  - Alleyways are prevalent, supporting rear access for parking.
- Transit Oriented Development Potential. Transit oriented development is beginning to occur in anticipation of the development of the LINK Light Rail extension.
- Park and Recreation. Park and recreation opportunities are generally consolidated at larger sites, such as Wright Park, Garfield Gulch, Buckley Gulch and Ruston Way. There is a lack of smaller dispersed sites in the neighborhood. Stadium High School and Jason Lee Middle School provide other recreational opportunities.
- Commercial Amenities. The area has access to the Stadium Business District, 6<sup>th</sup> Avenue, Old Town and smaller dispersed commercial sites integrated into the neighborhood.
- Pattern Area. The subject area is located within Residential Pattern Area 3. This is Tacoma's most historic section of residential development, also some of the densest neighborhoods in Tacoma, containing homes ranging from pre-1900 to the current era.



Central Lutheran Church is one of the defining landmarks in the area.

Source:

<http://www.centrallutheranchurch.com/media/photo-gallery/>



## Proposed Future Land Use Map and Zoning Amendments

### 1. Preliminary Zoning and FLUM Map Amendment

This exhibit would detail amendments resulting from the application of the recommended approach to Tier 1, 2, and 3 issues.

### 2. Staff Zoning and FLUM Map Exhibit

This exhibit would detail amendments resulting from the review and analysis of the Area-specific FLUM and Policy Profiles. This exhibit may identify departures from the Preliminary Map as a result of other policies and unique area circumstances.

### 3. Planning Commission Public Review Draft

This exhibit would detail amendments made by the Commission to the Staff Zoning and FLUM Map Exhibits. This draft would be released for public review and testimony.

### 4. Planning Commission Recommendation

These exhibits would reflect Commission consideration of public testimony on the Public Review Draft, as well as consideration of the Non-project Action SEPA Review and the housing impact assessment.

DRAFT