

# Shoreline Trails Plan

City of Tacoma, Washington  
Metropolitan Park District of Tacoma  
Conducted by the Tacoma Planning Commission

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# Shoreline Trails Plan

City of Tacoma, Washington

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This plan supplements the 1983 *Recreation and Open Space Facilities Plan* and is a guide for the location, development and future land acquisition for trails along the shoreline areas of the Tacoma peninsula.

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The *Shoreline Trails Plan* is an element of the City's long-range, comprehensive *Land Use Management Plan* and *Master Program for Shoreline Development*. It is accomplished pursuant to the authority conferred by the Washington State Constitution and Title 13 of the City's Charter and General Ordinances.

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*Longleaf Mahonia (Mahonia nervosa), a low-growing relative of Oregon Grape (Mahonia aquifolium), carpets small pockets of woodland.*



### Background

The need and desire for a shoreline trail system has been documented in previous waterfront open space studies and plans. The majority of the shorelines within the plan area are bounded by steep, wooded slopes and gulches. These natural areas are a prime location for the development of a recreational trail system. Their generally undeveloped status offers a pleasant contrast to the urban environment and their location provides close-in, passive recreational opportunities for Tacoma's citizens. An urban, pedestrian network will unify and connect the city's shoreline areas and provide a unique recreational trail. The proposed trail system provides opportunities for traveling to and along the waterfront. Spectacular marine and mountain views are possible at many locations within the proposed trail network.

### Plan Concept

The Shoreline Trails Plan discusses an urban pedestrian trail system lying within the shoreline districts, steep slopes and gulches from City Waterway north to Ruston Way, through Point Defiance Park and south along the western shores of Tacoma.



*The existing exercise trail at Titlow Park provides a link in the shoreline trail system.*

## SUMMARY

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The plan proposes a coordinated trail system that will tie individual trail segments together into a unified, urban pedestrian network. The trail system will provide an alternative means of travel to and from shoreline areas and neighborhoods. The trail segments will be linked together by connecting trails and, where this is not possible, by using nearby streets and sidewalks. The trail system is composed of a corridor trail, access trails, trailheads, trail access points, viewpoints, shoreline access points and destination locations.

The corridor trail is the primary route of travel. Access trails will feed into and connect nearby neighborhoods with the corridor trail and will allow the trail user frequent opportunities to enter and leave the trail network.

The proposed trail system is intended to connect with other existing and planned trail systems within the city and Pierce and King Counties to become part of a region-wide trail network.

### Implementation

The Shoreline Trails Plan will be used as a guide for future land acquisition and the location, development and improvement of a shoreline trail system. Implementation of the plan's recommendations and proposals will be shared by the City of Tacoma and the Metropolitan Park District.

The Metropolitan Park District is the primary provider of public recreation and open space facilities. The District owns, operates and maintains parks, playgrounds, playfields, and other recreation facilities in the City limits as well as some recreation facilities located outside the City's boundaries, but under the jurisdiction of the District.

The City of Tacoma is charged with serving the overall needs of the community which includes recreation. The City provides some funds to the Metropolitan Park District for administration, development and maintenance of recreational facilities. The City also has developed some limited recreation facilities and has acquired a considerable amount of property for natural, open space areas.

It is anticipated that the responsibility to develop the trail system will be shared by the City and the Metropolitan Park District. Maintenance of the developed trail system will be carried out by the District with support by the City.

A preliminary estimate for accomplishing the proposed shoreline trail system ranges from approximately 4 million to 5.2 million dollars. This cost estimate is based on 1989 dollars.



The figures represent an estimate which reflects acquisition and development costs. Actual cost may significantly differ from these estimated costs, depending on site conditions, property ownership and final design. More detailed analysis of these costs will occur prior to construction of the trail system and its segments.

Many factors will influence the successful implementation of the plan's proposals including community support, timing and availability of funding. Due to funding constraints, it is unlikely that the entire shoreline trail system will be developed at one time, but smaller portions of the trail system may be developed over time. Some parts of the proposed system may never be developed.

Securing funding will be the most difficult part of plan implementation. The City and the Metropolitan Park District should seek funds needed to acquire land, develop and improve the trail system, and provide on-going maintenance. Acquisition costs may be reduced through obtaining trail easements or land donations. Development and maintenance costs may be reduced through programs using citizen volunteers.

### Recommendations

The plan makes several recommendations which will help achieve the desired continuous trail system. These recommendations are summarized below. More detailed discussion of the recommendations can be found in the "Shoreline Trail System" and "Shoreline Trail Development Proposals" sections of the plan document.

Recommendations for the development of the proposed trail system are as follows:

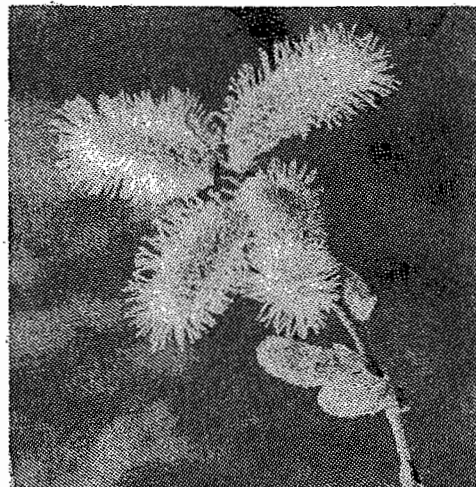
1. Responsibility to develop the trail system should be shared by the City and the Metropolitan Park District of Tacoma. Maintenance of the trail system should be conducted by the Metropolitan Park District of Tacoma with support from the City.
2. The Metropolitan Park District of Tacoma should develop an "Adopt-A-Trail" or similar volunteer program to help reduce the costs of development and maintenance of trails.
3. The trail system should be developed in a manner sensitive to the fragile environment within the steep slope and gulch areas.
4. Future links from the shoreline trail system to other trails within the city or neighboring jurisdictions that are existing or planned should be developed.

## SUMMARY

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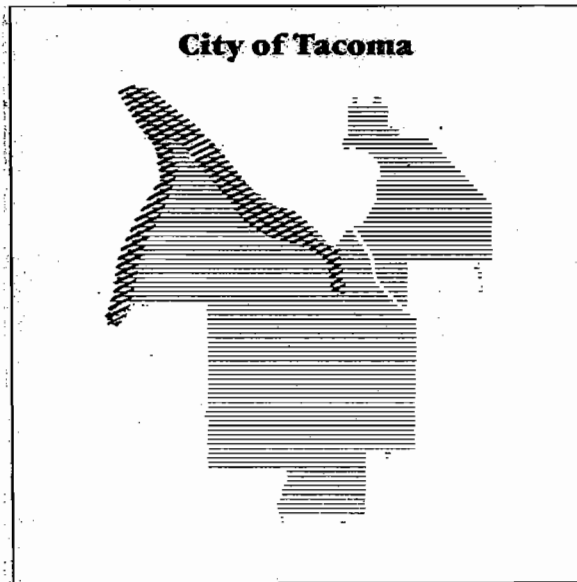
5. Development of the trail system should include rehabilitation or restoration of deteriorating conditions within the public open space lands through which the trail will pass.
6. The City should continue its program of purchasing open space lands. Properties lying within the proposed trail system should be considered as a high priority.
7. Easements should be obtained, wherever possible, to provide for trail access and development and to lower costs of land acquisition in developing the trail system.
8. The City and the Metropolitan Park District of Tacoma should seek funds needed to acquire land, and develop and improve the shoreline trail system.
9. The City and the Metropolitan Park District of Tacoma should identify funds for annual, complete and regular maintenance of the shoreline trail system.
10. The City and the Metropolitan Park District of Tacoma should initiate negotiations with Burlington Northern to use railroad right-of-way for trail development.
11. Shoreline developments within the plan area should be required to provide waterfront public access and to develop any corresponding portions of the shoreline trail system.
12. Developments which do not have direct waterfront access within the plan area should be required to develop any corresponding portions of the shoreline trail system.
13. Use of utility easements should be negotiated where appropriate for development of the shoreline trail system.
14. Utility sub-station property should be negotiated where appropriate for development of the shoreline trail system.
15. If use of the Western Slopes Wastewater Treatment Plant is discontinued, it should be acquired and/or used for a public use which complements the shoreline trail system.

*Catkins are the willow's (Salix scouleriana)  
celebration of spring.*



## Plan Area

The plan area boundary encompasses the shoreline areas of the Tacoma peninsula which includes City Waterway and extends north along Commencement Bay to Point Defiance Park. From Point Defiance Park, the plan area boundary extends south along the Narrows to Titlow Park at Sixth Avenue Extended and beyond to the City's southern boundaries. The plan area boundary extends inland from the water's edge to the top of the steep slope areas and includes all of Point Defiance Park and the gulches (Gold Creek, Mason, Puget, Buckley and Garfield).



Plan Area Boundary

## Scope

The scope of this plan is the design and development of an urban shoreline trail system and associated improvements within the area described above.

## Purpose and Intent

The Shoreline Trails Plan supplements the 1983 Recreation and Open Space Facilities Plan (ROSFP). The purpose of this plan is to identify a continuous shoreline trail system complete with viewing areas and access points along the shoreline areas of the Tacoma peninsula. The natural and, for the most part, undeveloped areas that abut the shoreline present an opportunity to develop an urban pedestrian network that will provide the public with a unique recreational trail. Pressures for development of private properties within the steep slope areas are likely to occur; therefore, it is necessary to plan for and to preserve a trail right-of-way if such a trail system is to be established. It is intended that the plan will guide future land acquisition, and the location, development and improvement of a shoreline trail system. This plan is intended as a guide for the creation of a unified, cohesive trail system.

## INTRODUCTION

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The plan assesses existing conditions, proposes improvements and identifies potential funding sources to support trail development. Accordingly, this plan:

- Describes existing conditions and the components of a proposed unified shoreline trail system.
- Provides a guide and sets standards for the future location, acquisition, design, development and improvement of a proposed shoreline trail system.
- Depicts graphically potential trail route and access point locations.
- Recommends actions for improving the trailside environment.
- Provides a basis for future funding efforts to support, improve and maintain the proposed shoreline trail system.

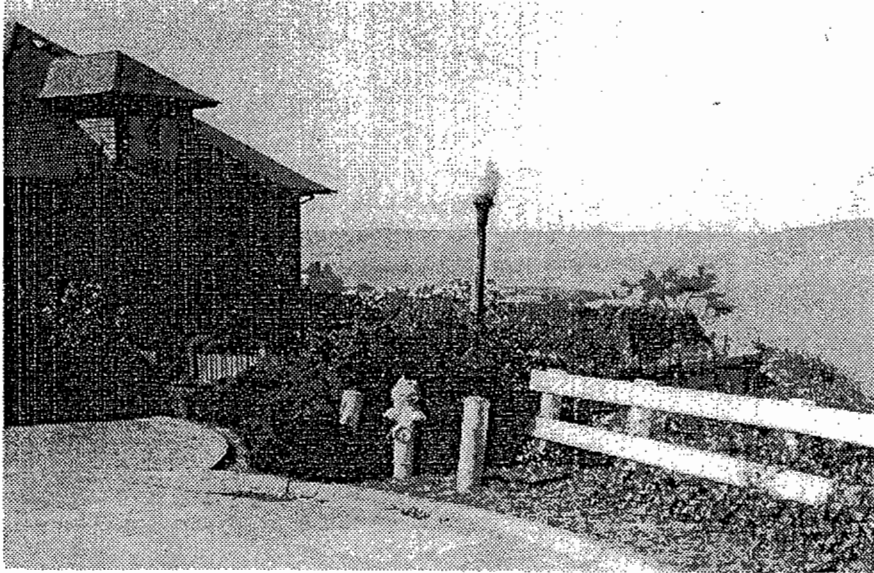
### Methodology

The development of this plan included a review of information concerning trail design and development, analysis of maps and surveys in-the-field. Existing City and Metropolitan Park District documents concerning recreation, waterfront and trail development were reviewed. Manuals pertaining to trail development and maintenance also were reviewed.

Maps showing contours, soils, street rights-of-way, and parcel boundaries were reviewed to assess the existing conditions within the plan area. A base map was prepared using the above information. Properties owned by the City and Metropolitan Park District were plotted on the base map.

Existing formal and informal trails were surveyed and mapped. Potential trail routes also were surveyed to identify the most logical route to connect trail segments to form a continuous trail system. Criteria were developed to evaluate the existing trails. These criteria were used to assess the type of trail, use, condition, access to the trail, ease of travel along the trail, condition of the slope, access to the shoreline, view potential and other elements. A copy of the criteria checklist is included as Appendix A. Completed checklists for each trail segment are on file in the Tacoma Planning Department.

The proposed corridor trail alignment was sited based on the above information. Neighborhood access trails connecting the corridor trail to residential areas were also located. Design standards were developed using accepted practices of trail development. General costs for implementation were developed based on the linear distance of the proposed trail system. Costs of amenities and special features were included to give a generalized cost estimate for future funding requests.



*Undeveloped street ends afford spectacular views and trail access points.*

### Plan Development Process

The development of this plan occurred under the direction of the Tacoma Planning Commission in cooperation with the Metropolitan Park Board. The Natural Systems Citizen's Advisory Committee, which advised the Planning Commission until March 1989 on shoreline, open space and environmental issues, was actively involved in the development and review of the plan and made recommendations to the Planning Commission.

Pursuant to the requirements of the State Environmental Policy Act (Chapter 43.21 RCW) and the SEPA Rules (Chapter 197-11 WAC), the Final Environmental Impact Statement (EIS) for the Recreation and Open Space Facilities Plan and the Addendum to this EIS for the Recreation and Open Space Facilities Plan "Amendment" were adopted for the Shoreline Trails Plan. In addition, an addendum to these environmental documents which provides additional analysis of the proposed plan was prepared. The adoption notice and addendum are included as Appendix B.

## INTRODUCTION

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The draft plan and environmental information were reviewed by the Tacoma Planning Commission, Metropolitan Park Board, and the Natural Systems Citizens Advisory Committee prior to distribution to various agencies, organizations, groups and individuals for review and comment. Informal presentations were made to interested parties as the need arose to explain the plan and answer questions. Modifications that were deemed appropriate were incorporated into the plan during the review process. The Planning Commission encouraged maximum citizen review and comment as the draft document evolved through the public meeting process.

Additional comment was received during a public hearing before the Planning Commission. Revisions, as appropriate, occurred prior to the Planning Commission's recommendation to the City Council.

The City Council conducted further review and a public hearing to receive additional citizen comment prior to adoption. Additionally, the plan was submitted to the Washington State Department of Ecology for adoption as part of the City's Master Program for Shoreline Development. Once adopted, the plan represents Tacoma's official policy and intent for the development and maintenance of a shoreline trail system.



*Many steep slopes in Tacoma are rich in native plant growth.*

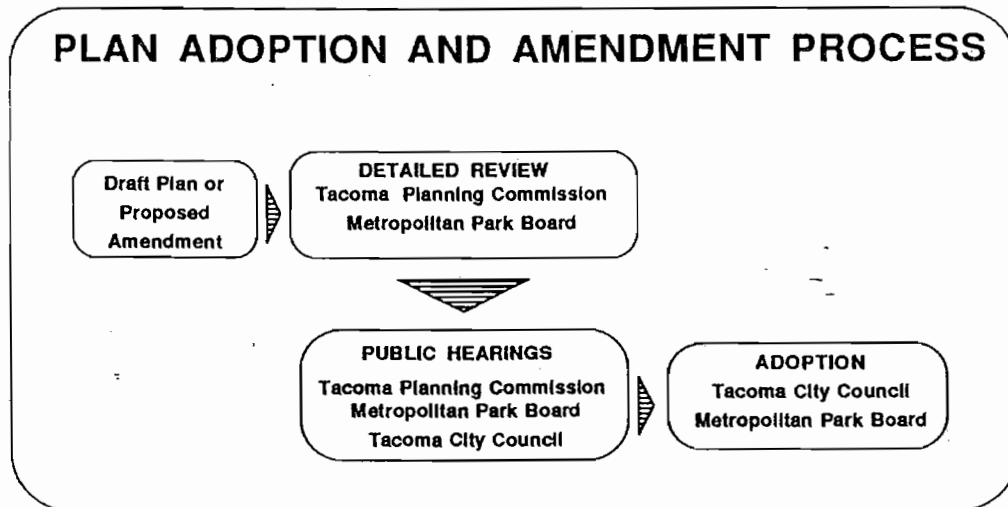
# INTRODUCTION

## Plan Amendment Process

Periodic review of the plan is important to keep the plan current and useful. Changing conditions and needs may require amendments to the plan. Proposed amendments to the document may include modifications, additions or deletions to the existing development proposals and recommendations. Proposed amendments would be subject to the requirements of the State Environmental Policy Act.

Proposed amendments to the document will be reviewed by the Tacoma Planning Commission, and the Metropolitan Park Board of Commissioners. A public hearing before the Planning Commission is also necessary.

After necessary reviews, the Planning Commission will make formal recommendations to the City Council prior to adoption. The Council will review the proposed amendment, hold a public hearing, modify the amendment if necessary and adopt it as a part of the Shoreline Trails Plan. If the amendment pertains to the City's shoreline districts it will also modify and amend the City's Master Program for Shoreline Development. It is also necessary for such an amendment to be submitted to the State of Washington Department of Ecology for approval as part of the State Shoreline Master Program. The Metropolitan Park Board will also review and adopt the amendment as appropriate.



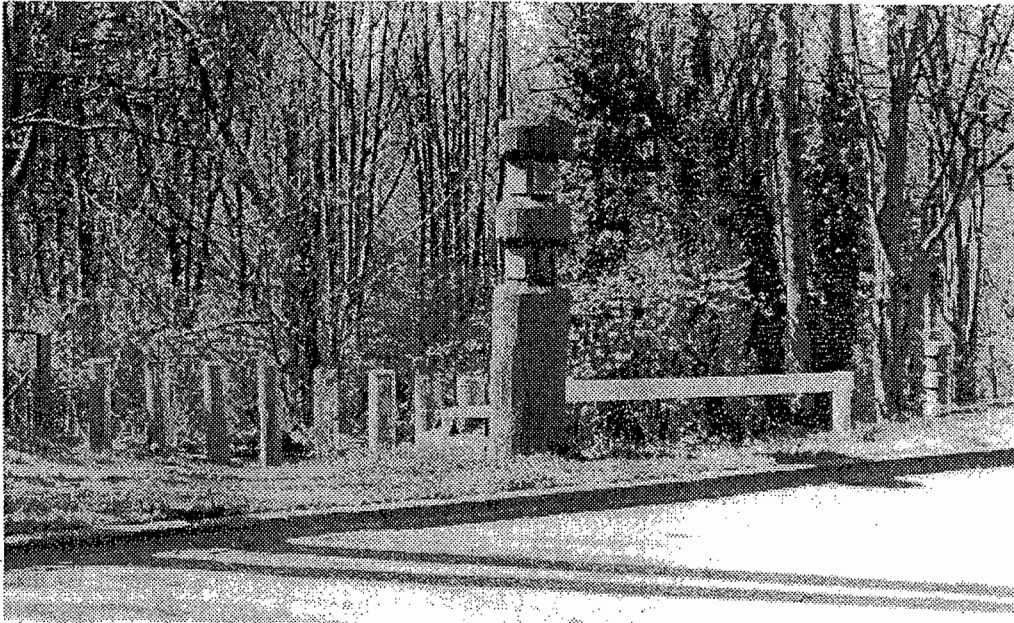


*Young shoot of the Red-flowering Current (Ribes sanguineum), a common plant along creeks and wet areas.*



### Background

Tacoma has approximately 16 miles of shoreline in the plan area. The majority of these shorelines are bounded by steep, wooded slopes. Many of these slopes rise from the shoreline to heights of 400 feet or more. These slopes are largely undeveloped. Development of a continuous trail system through these slopes will significantly enhance recreational and educational opportunities.



*The existing trailhead at Garfield Park provides entry into Bayside Trails.*

Trails through wooded areas, slopes and natural areas near the shoreline in Tacoma have existed for many years. They have been used in the past for hunting, traveling from one part of the city to another, and for recreational purposes. These trails were either developed formally or they evolved informally over the years. The pattern of use shows that there is a demand for walking trails within Tacoma.

The City has long desired the development of a shoreline trail system starting in the downtown core area and continuing along the waterfront areas to the Titlow Park area and beyond to the City's southern limits. The need and desire for a shoreline trail system has been documented in previous waterfront and open space studies and plans. Further discussion of these previous planning documents is presented below.

### Document Review

Plans, studies and manuals (see bibliography) of the City of Tacoma and the Metropolitan Park District have an established intent to create a continuous pedestrian trail system within the steep slope areas. In the Recreation and Open Space Facilities Plan (1983), maps indicated a general location for trails along the west slope and the north slope areas (including trails within Gold Creek, Mason, Puget, Buckley and Garfield Gulches). The Shoreline Trails Plan is a further refinement of the information and maps contained in that plan. More precise alignments are proposed in this plan to take advantage of topography, views and publicly-owned properties. The proposed alignments are discussed in detail in the Shoreline Trail Development Proposals section of this plan. Policies have been adopted in plans for the areas that lie within the study boundaries which clearly outline the intent to plan for and acquire land to facilitate the development of a continuous trail system. The trail system proposed in this plan is consistent with adopted policies.

Other city-wide documents such as the Community Facilities Policy Plan (1983), A Statement of Goals and Policies for Community Improvement (1983), Generalized Land Use Plan (1980), and the Land Use Management Plan (1975) discuss the development and desirability of a steep slope trail system. The Ruston Way Plan (1981), North Slope Plan (1981), Central Business District Plan: Greater CBD (1985), West End Plan (1985), Master Program for Shoreline Development (1976), the Shoreline Amenities Study (1981) and the Gulches as Open Space Study (1974) contain similar intents, goals and policies that relate to the acquisition of land and provisions for a continuous trail system within the steep slopes and shoreline areas. These documents, in general, lay the groundwork for the more specific intent and recommendations on trail system development proposed in this plan.

Acquiring land for open space is one of the City's community improvement goals. Lands in the west slope area; Garfield, Mason, Buckley and Puget Gulches; the Ruston/Schuster slopes and waterfront properties are all on the City's first priority list (see Appendix\C) for acquisition of natural open space. The areas listed above are a small part of the first priority list, but relate directly with the purpose of this plan. Properties acquired within these areas can be used for development of the shoreline trail system.



*Acquisition of properties and easements are needed for trail developments.*

### Recreational Needs and Trends

A Random Household Recreational Needs Survey conducted by the Tacoma Planning Department in 1978-79 found that trails were desired by over 40% of the city-wide respondents. A Pierce County Park District telephone survey, conducted during February 1987 (which was county-wide but included sample households within the City of Tacoma), showed that trails are desired by 77% of the respondents. Also favored in this survey were organized hiking activities such as Volksmarching and more parks and open spaces. In other categories of the same survey, respondents indicated that outdoor activities are favored. National and international surveys have indicated similar needs and trends.

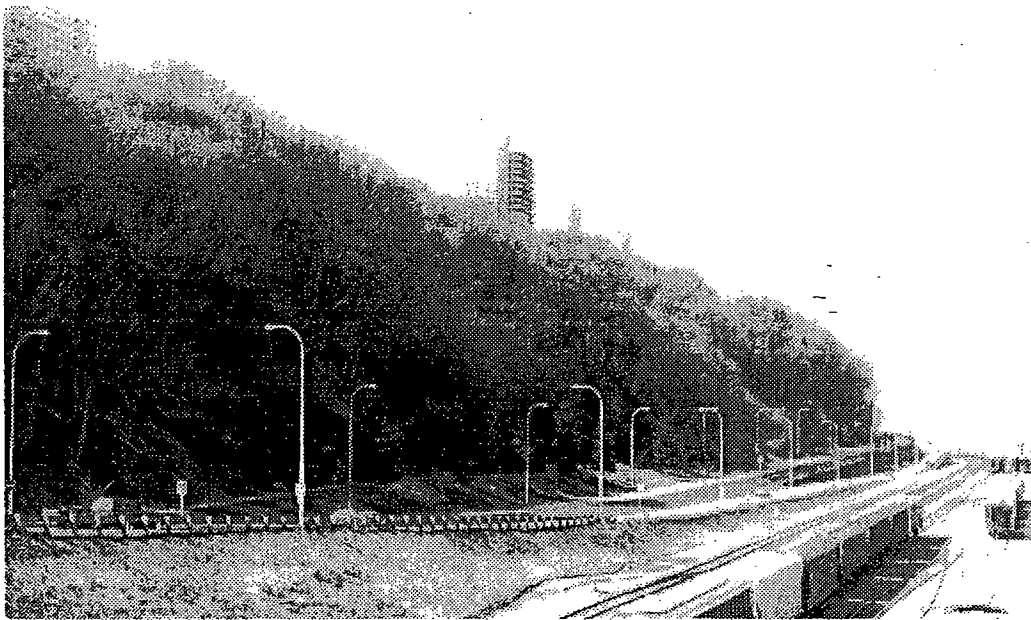
These surveys indicate that the trend toward recreation within a natural setting centering around the “whole family” approach, physical fitness and exercise will continue. Walking and jogging will continue to be popular pastimes. The Shoreline Trails Plan was undertaken in cooperation with the Metropolitan Park District to propose an urban shoreline trail system that will help fulfill these identified recreation needs.

### Environmental Conditions

#### Physical Description

The plan area boundary encompasses the shoreline areas of the Tacoma peninsula and the abutting steep slopes which border the shorelines. For the most part, the steep slopes are undeveloped creating an urban greenbelt. Their undeveloped status and spectacular viewing possibilities provide the opportunity to develop a shoreline trail system having a natural setting within the context of an urban environment.

The slopes rise steeply from the shoreline to heights of 400 feet or more. Interspersed among the northern slopes are four gulches (Mason, Puget, Buckley and Garfield), while Gold Creek Gulch cuts through the western slopes. These gulches were created by streams and springs flowing to Puget Sound. They have steep sloped sides and relatively flat bottoms. The majority of the open water courses have been enclosed at least partially in culverts. Compacted fill has been placed over these drainage structures. In addition, some of the gulches have been partially filled over time.



*Bayside Trails runs along the bluff paralleling Schuster Parkway.*

Gulches and steep slopes are prime areas for passive recreation such as hiking and nature studies. Their undeveloped status makes these areas desirable for acquisition as open space to provide greenbelts, protect the natural environment and act as buffers to urban development. These areas are also suitable for development of walking and hiking trails; however, care must be taken in the siting and design of trails, to prevent potential hazardous conditions from occurring and to protect the natural environment.

### Flora and Fauna

The trail is proposed to travel primarily through natural areas which contain a rich variety of native and introduced species of both plants and animals. Native plants constitute the majority of the species. A mix of Douglas Fir, Western Red Cedar, hemlock, Oregon Maple, Red Alder, willows, Mountain Ash and Pacific Dogwood trees are present. Shrub species include elderberry, snowberry, salal and sword fern. In addition, the west slope area, which is somewhat drier, includes a population of Madrona trees.

Introduced species are not predominant except where clearing has occurred. English Ivy, an evergreen vine capable of covering trees, shrubs and whole hillsides, has become established in many areas and has displaced natural ground covers and shrubs. Over time, if left unchecked, English Ivy can completely invade and displace native species.



*For the past 100 years, English Ivy (Hedera helix) has escaped cultivation and now threatens many natural areas along the trail corridor.*

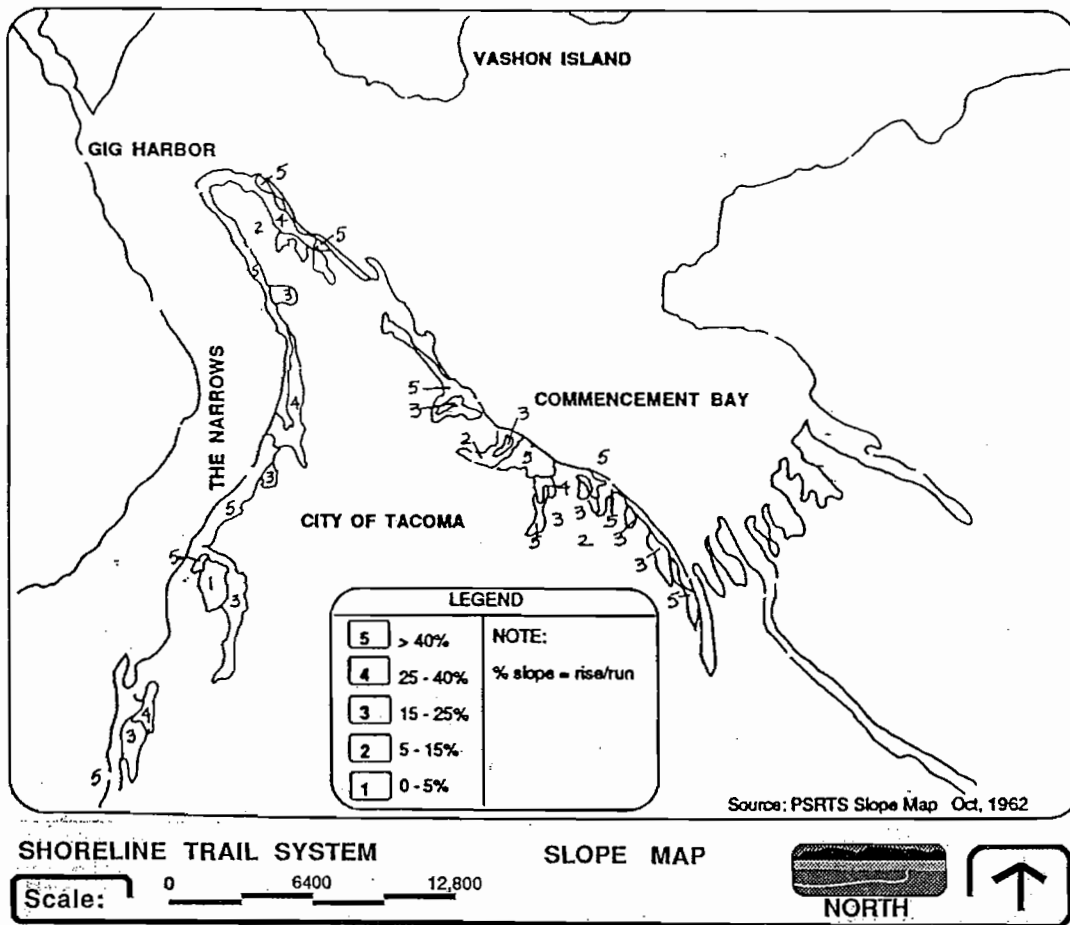
## FRAMEWORK

Steep slopes and gulches provide a suitable habitat to a variety of resident and transitory wildlife. Food and covered resting and roosting areas are available to many species. Generally, human activities have a tendency to threaten the livelihood of such populations. It appears, however, that wildlife and limited human activities are able to co-exist within these fragile habitats.

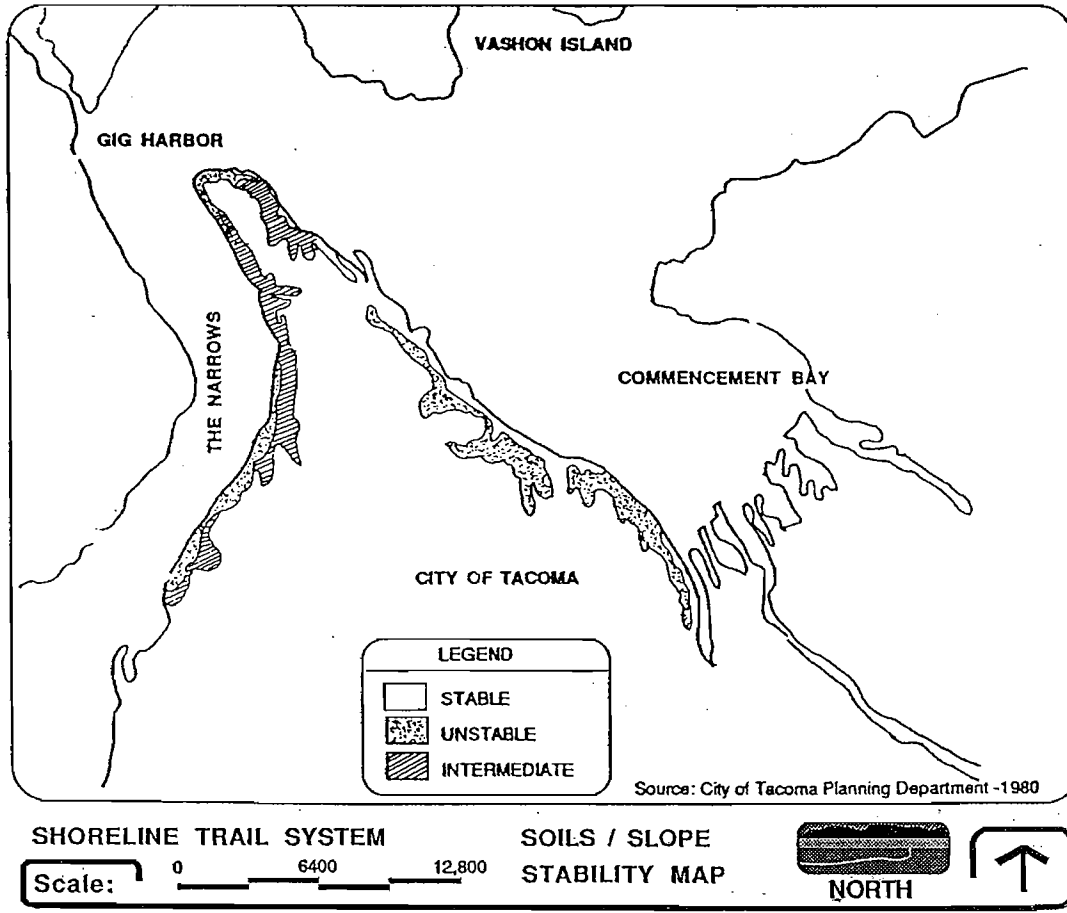
### Soils and Slopes

The natural environment of the steep slopes is fragile and development in these areas can be hazardous. Sequential ice ages produced the glacial till (interbedded layers of sand, gravel and clay), and steep slopes of this region. In Tacoma, the majority of steep slopes along the shorelines are 40% (40 feet vertical rise for each 100feet horizontal run) or greater.

Potential hazards include soil erosion and sedimentation, landslides, slippage and excessive surface-water runoff. On slopes greater than 15 percent, landslide and erosion hazards increase. Slopes over 40 percent are almost always hazardous for development and are likely to slide or erode. Steep slopes within the plan area are shown below.



Hazards associated with hillside development are a function of slope and soil conditions. Steep slopes with impermeable subsurface materials, such as clay, are subject to severe landslide risks. Surface and groundwater seeping through permeable materials increases this risk. Sloping areas of sandy soil also are susceptible to severe erosion. Soil and slope stability are shown below. Additional analysis of individual site conditions is necessary prior to development of a specific trail segment.



SHORELINE TRAILS PLAN - City of Tacoma, Planning Department, 1989

To date, little private development has occurred within gulches and steep slope areas due to the availability of more suitable building sites and the high costs of steep slope construction. However, as urbanization continues and easily developable land becomes scarce, pressures to develop these properties will increase and the potential for public acquisition and use will diminish. Despite the view potential of many slope sites, a certain element of hazard may exist if they are developed without proper development and engineering techniques.



### Land Use

A wide variety of land uses are present within the plan area. As noted previously, some of the gulches have been partially filled and modified with drainage structures. In addition, portions of some gulches have been filled and modified to allow for urban development. Playfields are located within filled portions of Buckley Gulch and Garfield Gulch, residential and commercial uses also are located on fill within Buckley Gulch while a sewage treatment plant is located in Mason Gulch.

Residential uses are located primarily on the upper edges of the steep slopes and gulches. Houses, however, are interspersed within the steep slope and gulch areas wherever access has been provided. Commercial uses are located in nodes such as the Old Town and the Titlow Park areas and in linear corridors such as Ruston Way and City Waterway. Industrial uses exist along City Waterway, Schuster Parkway and parts of Ruston Way. Formal parks and recreation areas are very prevalent within the plan area as well. Point Defiance, Titlow Park and Marine Park are just a few of the facilities available. The Town of Ruston, which includes Commencement Bay waterfront developed with portions of the now closed ASARCO smelter, intersects the Ruston Way shoreline.



*City Waterway is an active urban waterfront.*

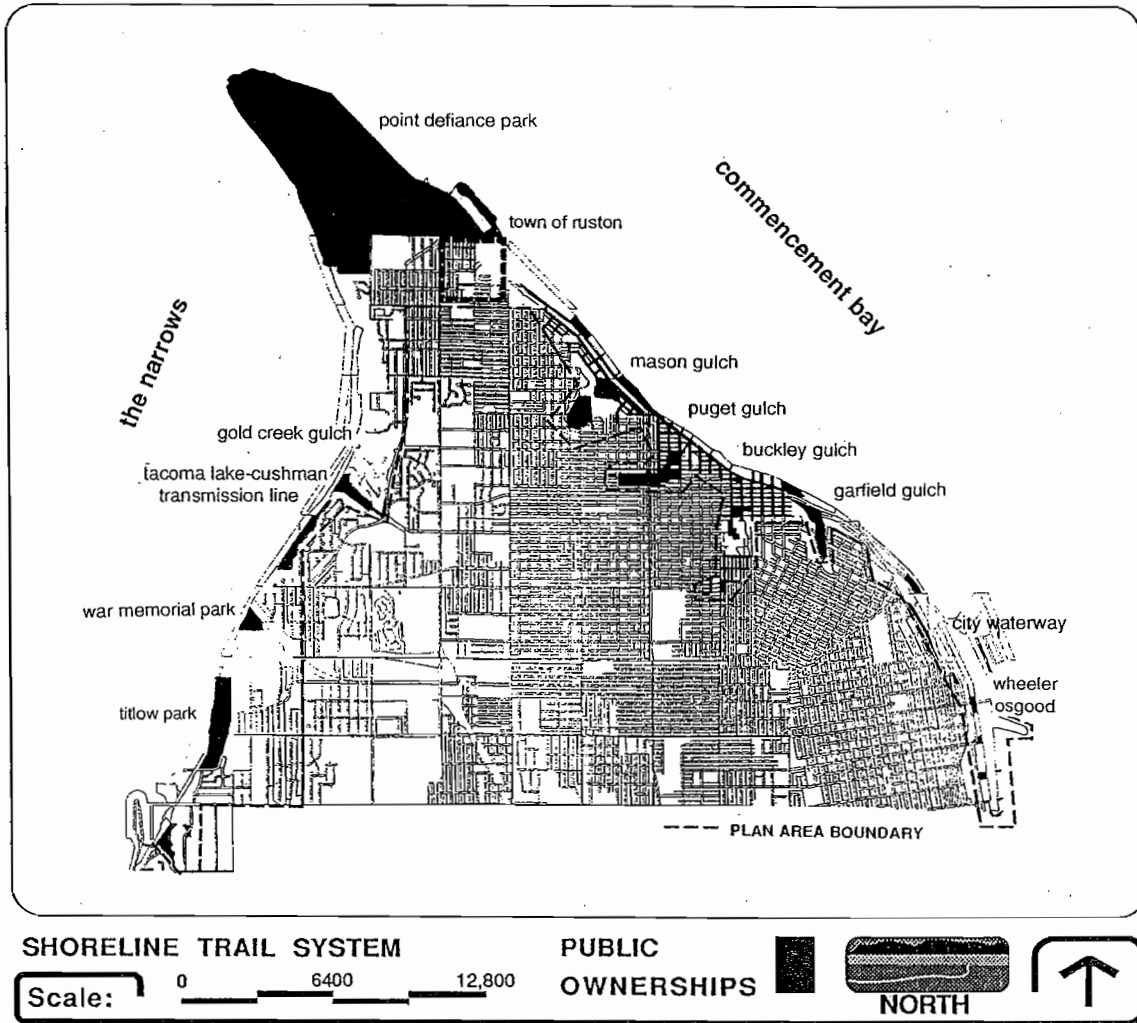
The steep slope and gulch areas are designated as low-intensity areas in the Generalized Land Use Plan. Low intensity areas are characterized by low activity patterns and traffic generation. It is anticipated that the limited development which may occur within the slopes and gulches on privately-owned property will have an overall density of about three units or less per acre.

The intensity designations for the shoreline areas varies from low to high, depending on the location. Low intensity areas are generally the west slope area shoreline, Point Defiance and portions of the Ruston Way shoreline. Medium intensity areas are characterized by moderate levels of activity and traffic. Portions of the Ruston Way shoreline and the Titlow Beach area are designated as medium intensity areas.

High intensity areas are characterized by high levels of activity and traffic. City Waterway, Schuster Parkway and portions of the Ruston Way shoreline are designated high intensity areas.

### Lands in Public Ownership

Property within the plan area is both publicly- and privately-owned. The City, as part of its policy to preserve open space, particularly in steep slope areas, has been acquiring property as funds are available and as willing property owners agree to sell. In addition, undeveloped street rights-of-way are prevalent in the slopes and gulches of the north slope area. The location of the proposed shoreline trail system, to the extent possible, was sited through these publicly-owned properties shown on the following map.



SHORELINE TRAIL SYSTEM

PUBLIC OWNERSHIPS

Scale:

0 6400 12,800



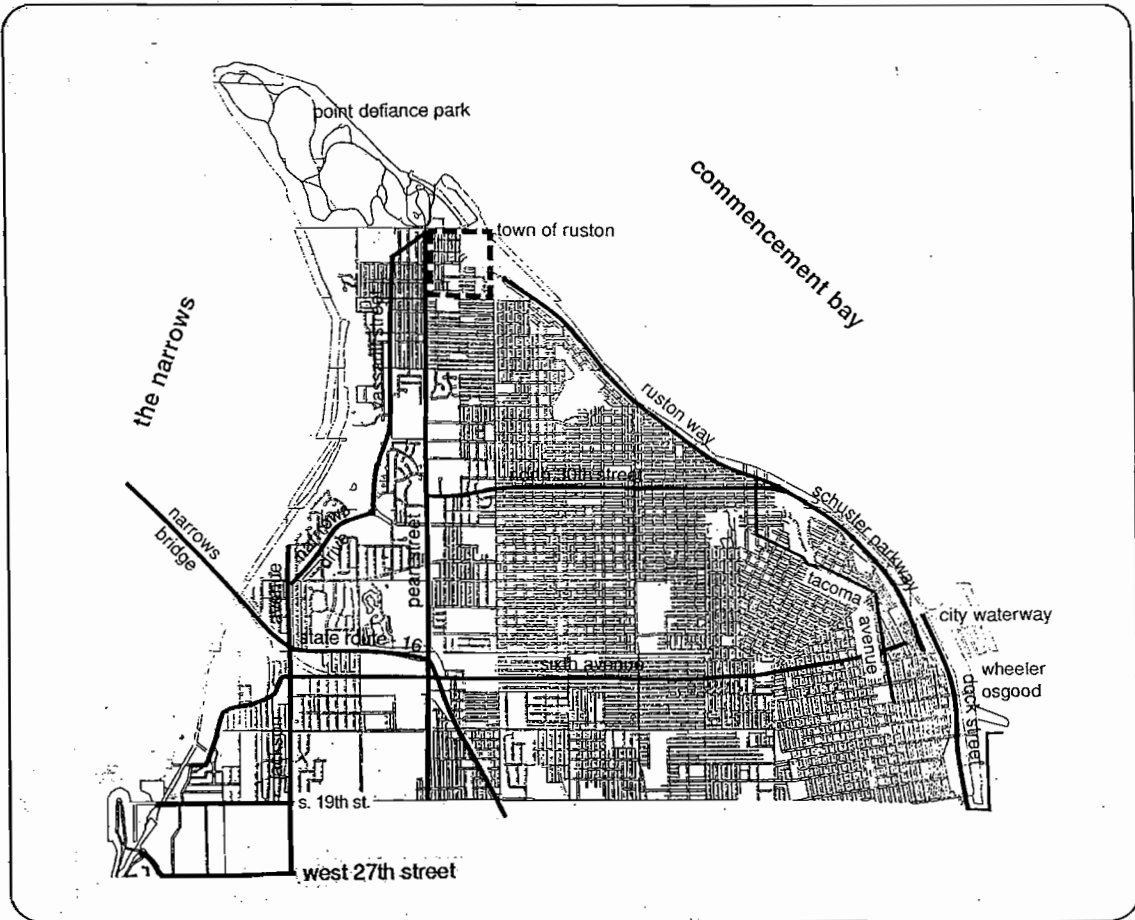
NORTH

SHORELINE TRAILS PLAN - City of Tacoma, Planning Department, 1989

There are several ways of securing the public right to use private property for trail development. The three most widely used methods are: (1) acquisition, (2) obtainment of an easement for trail development purposes, or (3) donation. Easements for trails have been recently granted by developers of large multi-family subdivisions on the west slopes of Tacoma. Easements may prove to be a good method of gaining trail right-of-way. Donations of properties for a proposed trail system may be possible but usually are harder to obtain.

Arterial Connections

Arterials parallel many portions of the shoreline trail system and provide connections or loop routes to the trail system. Arterials that provide access or link portions of the shoreline trail system are shown below. Pierce Transit service is available on Vassault Street, Pearl Street, Narrows Drive, Jackson Avenue, Tacoma Avenue, North 30th Street and Sixth Avenue on a daily basis, and Ruston Way on weekends. Pierce Transit provides an alternative means of travel for trail users to the trail system, between sections of the trail system, and to return to the starting point of their walk.



SHORELINE TRAIL SYSTEM

ARTERIALS



SHORELINE TRAILS PLAN - City of Tacoma, Planning Department, 1989

### Assumptions

The various factors discussed in the previous sections describe past trends and imply which factors will continue to influence general growth and development. Consideration of these factors has led to certain assumptions about future land use trends. The assumptions establish the basic premise for development of the intent, concept and recommendations in this plan. They are described below.

1. It is anticipated that the trend toward recreation within a natural setting centering around the “whole family” approach, physical fitness and exercise will continue. Walking and jogging will continue to be popular pastimes.
2. As urbanization continues and easily developable land becomes scarce, pressures to develop gulches and steep slope areas will increase and the potential for public acquisition and use will diminish.
3. The major land use patterns and basic land uses have been established. The steep slopes and gulches are expected to remain primarily natural and undeveloped, recognizing that some development may occur on privately-owned land.
4. Vacant property, which is relatively level and outside of the steep slope and gulch areas, is expected to be developed according to existing land use patterns and intensities.
5. Waterfront areas will develop in a manner consistent with the City’s Master Program for Shoreline Development.
6. It is anticipated that the limited development which may occur within the slopes and gulches on privately-owned property will have an overall density of about three units or less per acre.
7. Additional acquisitions of property for public open space and use will occur primarily in steep slopes, gulches and waterfront areas.

### Development Concept

The development concept of the Shoreline Trails Plan recognizes the preceding assumptions in past and present development trends. Also incorporated into the concept are the public and private investment commitments and the physical, social and economic characteristics of the plan area.

## SHORELINE TRAIL SYSTEM

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The development concept for the plan area is directed toward development occurring according to existing land use patterns and intensities consistent with the City's adopted Generalized Land Use Plan and the Master Program for Shoreline Development.

The development concept for the plan area is to develop an urban pedestrian trail system lying within the shoreline districts, steep slopes and gulches from City Waterway north of Ruston Way through Point Defiance Park and south along the western shores of Tacoma.

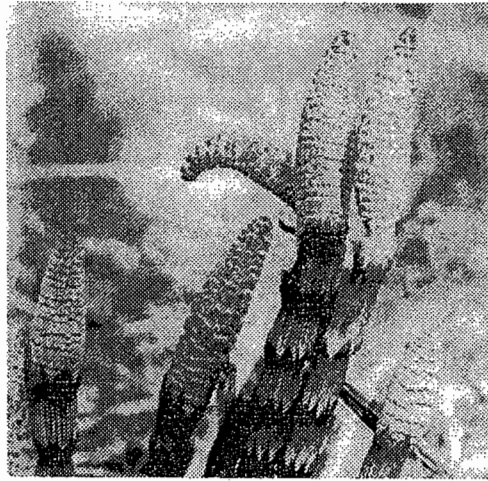
The development concept for the plan area seeks to retain both the built environment and the natural amenities present by encouraging continued open space acquisitions particularly in the steep slope and gulch areas. The development concept also includes the rehabilitation and restoration of deteriorating conditions within the public open space lands through which the trail will pass. This includes rehabilitation and restoration of stream beds and gulches which will enhance the aesthetic and habitat values of these areas.

The plan proposes a coordinated trail system that will tie individual trail segments together into a unified, urban pedestrian network. The trail system will provide an alternative means of travel to and from shoreline areas and neighborhoods. The trail segments will be linked together by connecting trails and, where this is not possible, by using nearby streets and sidewalks. The trail system is composed of a corridor trail, access trails, trailheads, trail access points, viewpoints, shoreline access points and destination locations.

The corridor trail is the primary route of travel. Access trails will feed into and connect nearby neighborhoods with the corridor trail and will allow the trail user frequent opportunities to enter and leave the trail network.

The proposed trail system is intended to connect with other existing and planned trail systems within the city and Pierce and King Counties to become part of a region-wide trail network.

The Shoreline Trails Plan will be used as a guide for future land acquisition and the location, development and improvement of a shoreline trail system. Implementation of the plan's recommendations and proposals will be shared by the City of Tacoma and the Metropolitan Park District.



*In open space areas, there are many wetland plants such as (top) the large horsetail (*Equisetum hyemale*) sprouting its many shoots and and Skunk Cabbage (*Lysichiton americanum*), sending out its early pungent flowers.*



## SHORELINE TRAIL SYSTEM

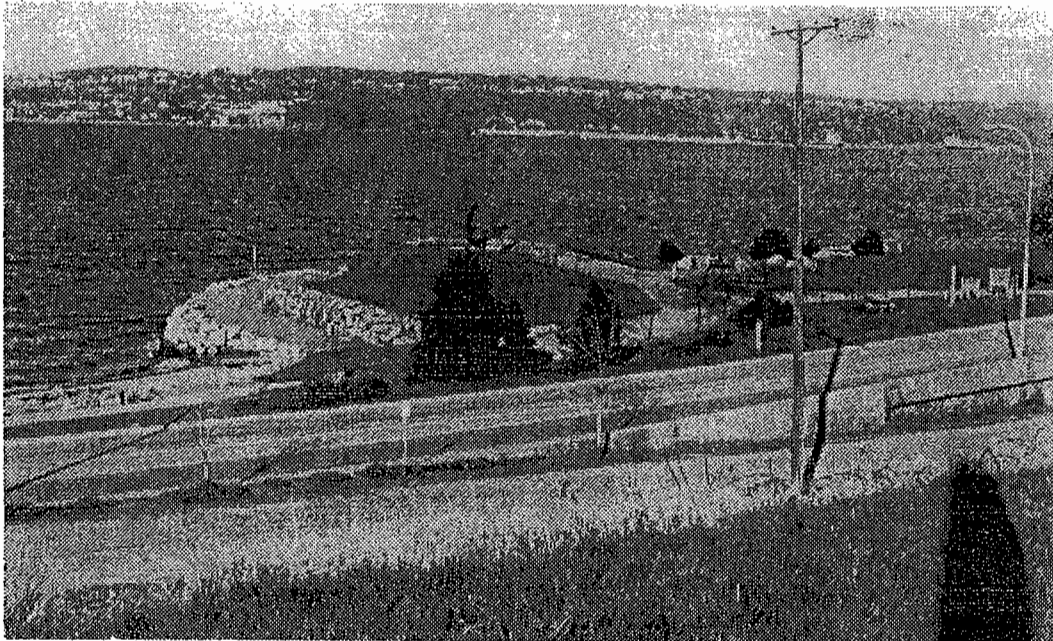
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### Introduction

This section of the plan discusses shoreline trails viewed in the context of a coordinated, trail system. The system concept is intended to tie trail segments together into a unified, urban pedestrian network. The purpose of this section is to present an overview of the entire proposed trail system and how it functions and works as a whole. The Shoreline Trail Development Proposals section of this document, which follows, discusses the individual trail segments, describing them in detail.

The trail segments will be linked together by the use of connecting trails or, where this is not possible, by using nearby streets and sidewalks. An urban shoreline trail system will be created which will join the north and west slopes of the city together as well as provide connections from the developed upland areas to the shorelines. The system as proposed in this document would have over 27 miles of trails.

Some segments of the proposed shoreline trail system are in place including Bayside Trails, segments along City Waterway, Ruston Way and within Point Defiance Park. The proposed shoreline trail system is located primarily within the steep slope and gulch areas near the shorelines with access to the water, where feasible:

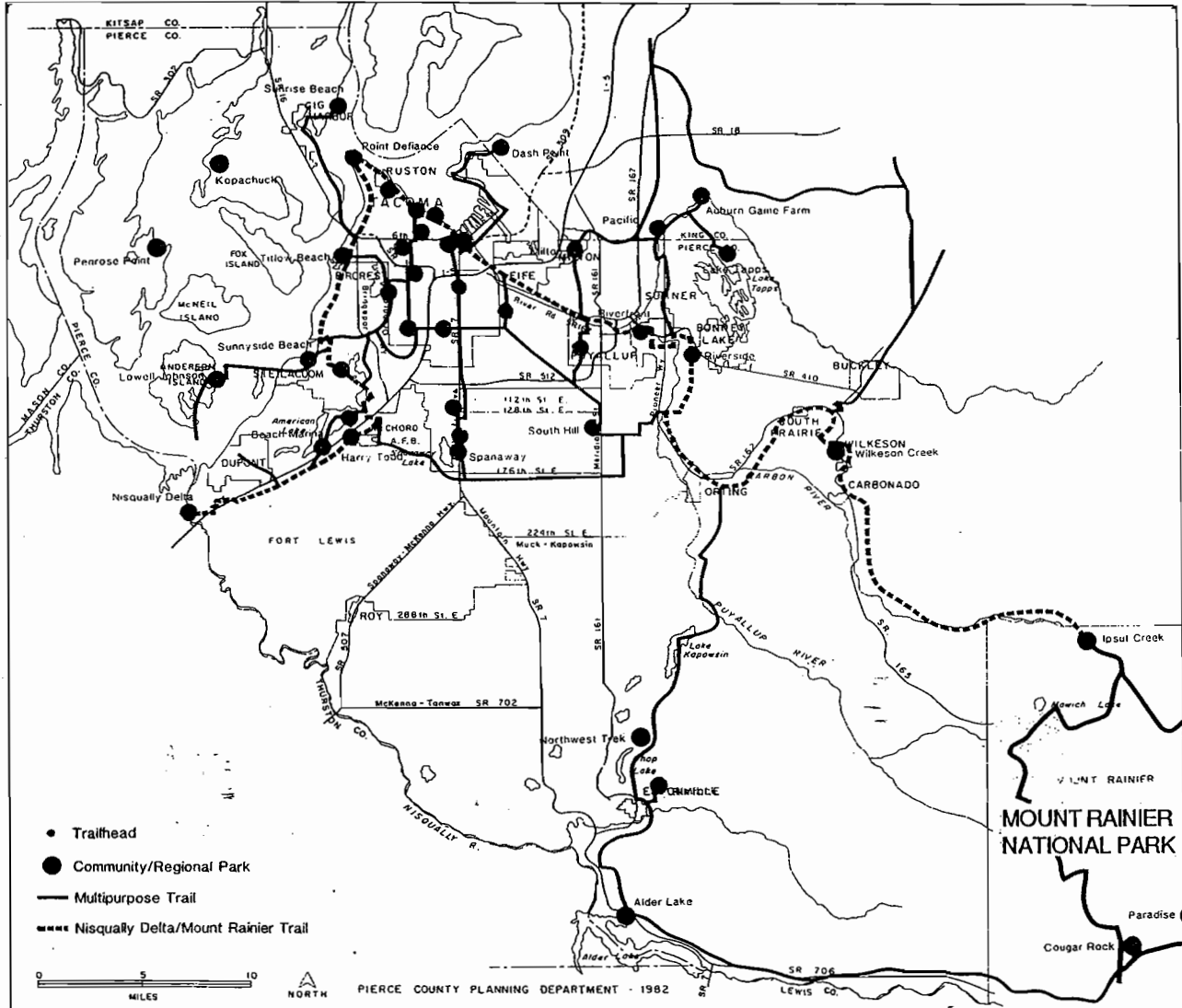


*Commencement Park in Old Town provides a place for summer fun and serves as a trailhead.*



# SHORELINE TRAIL SYSTEM

With trail links to other parts of the city (i.e., Northeast Tacoma, South Tacoma), the Town of Ruston and Pierce County, this shoreline trail system can become a part of a larger, region-wide system. Pierce County has proposed trails from Titlow Park to Steilacoom Lake, Puget Park to Chambers Creek, the Narrows Bridge to Sunset Park and Wright Park to Spanaway Lake Park which would function as extensions of the City's proposed shoreline trail system. A link between the City of Tacoma's proposed shoreline trail system and the proposed trail system that will run parallel to the Puyallup River to Mount Rainier National Park and to the proposed trail system between McMillin, Buckley and Carbonado should be considered in the future to link the network of trails on a broader scale.



Regional trail system will link the City of Tacoma with Pierce County and King County trails.

## SHORELINE TRAIL SYSTEM

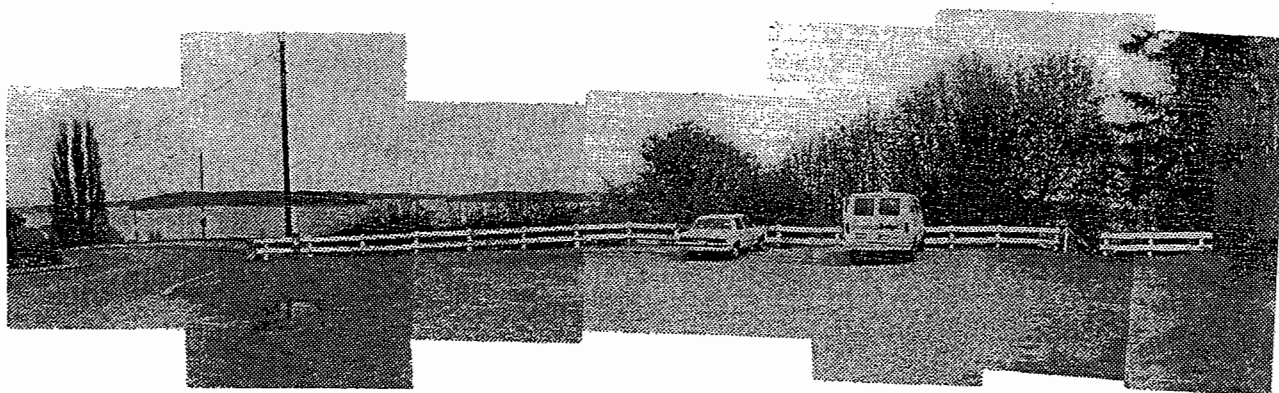
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Following are discussions of the elements found within the proposed shoreline trail system. The trail system is comprised of a corridor trail, access trails, trailheads, trail access points, viewpoints, shoreline access locations and destination points. Maps which accompany the discussions show the location and relationship of these elements to the trail system.

### Corridor and Access Trails

The proposed shoreline trail system has two types of trails: (1) corridor and (2) access trails. The corridor trail is the primary route of travel. Access trails will feed into and connect with the corridor trail. These trails will provide access from nearby neighborhoods and also permit trail users the opportunity to leave and enter the corridor trail at several locations.

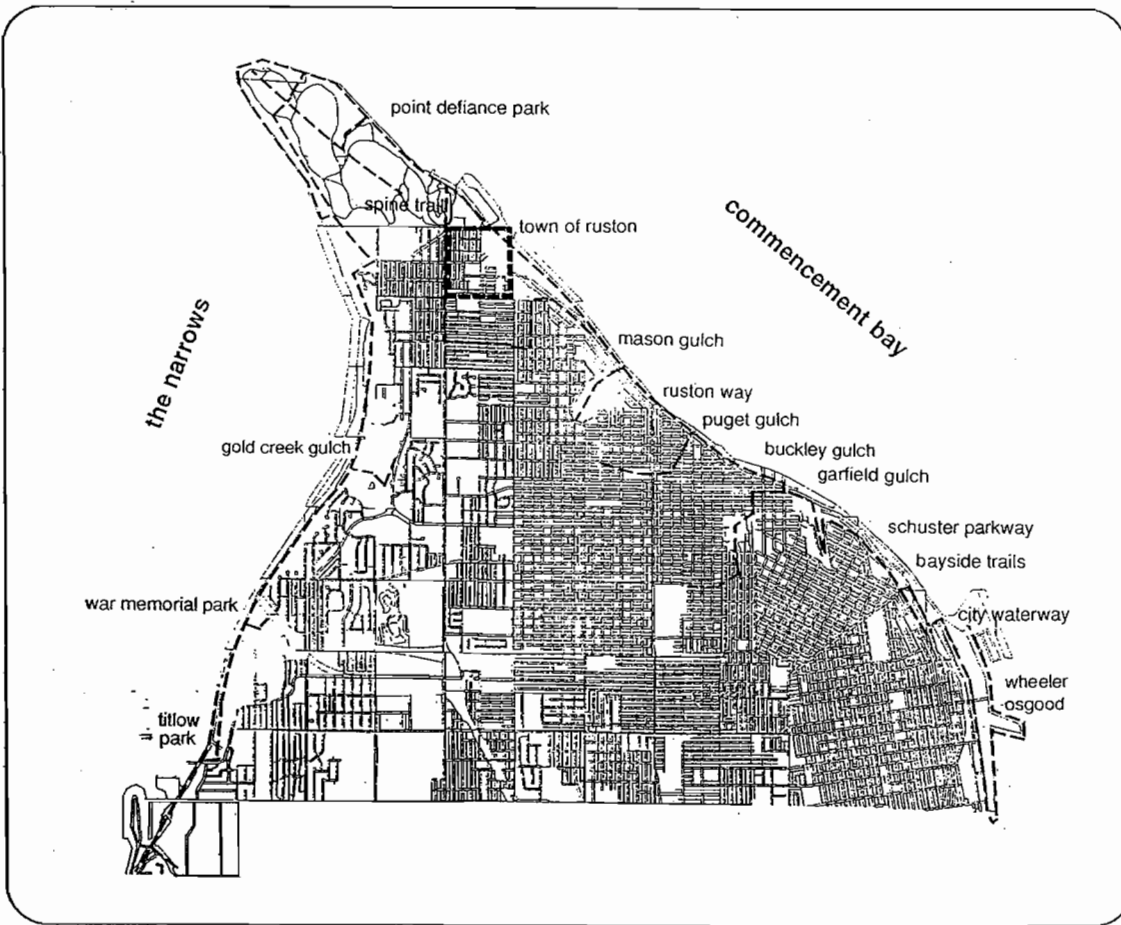
The corridor and access trails were sited using topographic maps, soils information, public ownership maps, and field surveys. The corridor trail was sited to be accessible to the elderly and the young, and wherever possible to the handicapped. Other considerations involved in the siting of the corridor trail were access to the shoreline, the location of potential viewing areas, and ease of access to neighborhoods.



*Access trails provide entry to the trail system for neighborhood residents.*

# SHORELINE TRAIL SYSTEM

As shown on the map below, the eastern terminus for the corridor trail is at approximately East 3rd and East "D" Streets. The trail follows the perimeter of City Waterway to the 4th Street Bridge. A loop around part of City Waterway is formed by using the East 11th Street Bridge. From the 4th Street Bridge, the trail crosses Schuster Parkway and ties into the Bayside Trails system. From Bayside Trails, the corridor trail extends along the Ruston Way pedestrian and bicycle path. The corridor and access trails in Garfield, Buckley, Puget, and Mason gulches connect with the Ruston Way corridor trail. From the end of Ruston Way, the proposed corridor trail forms a loop by following City streets around the Town of Ruston as well as the shoreline edge through the Town of Ruston to link with the trail system within Point Defiance Park. The corridor then travels through and around the perimeter of the park in a series of inter-connecting trails.

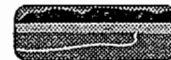


SHORELINE TRAIL SYSTEM

TRAIL SYSTEM

Scale:

0 6400 12,800



NORTH



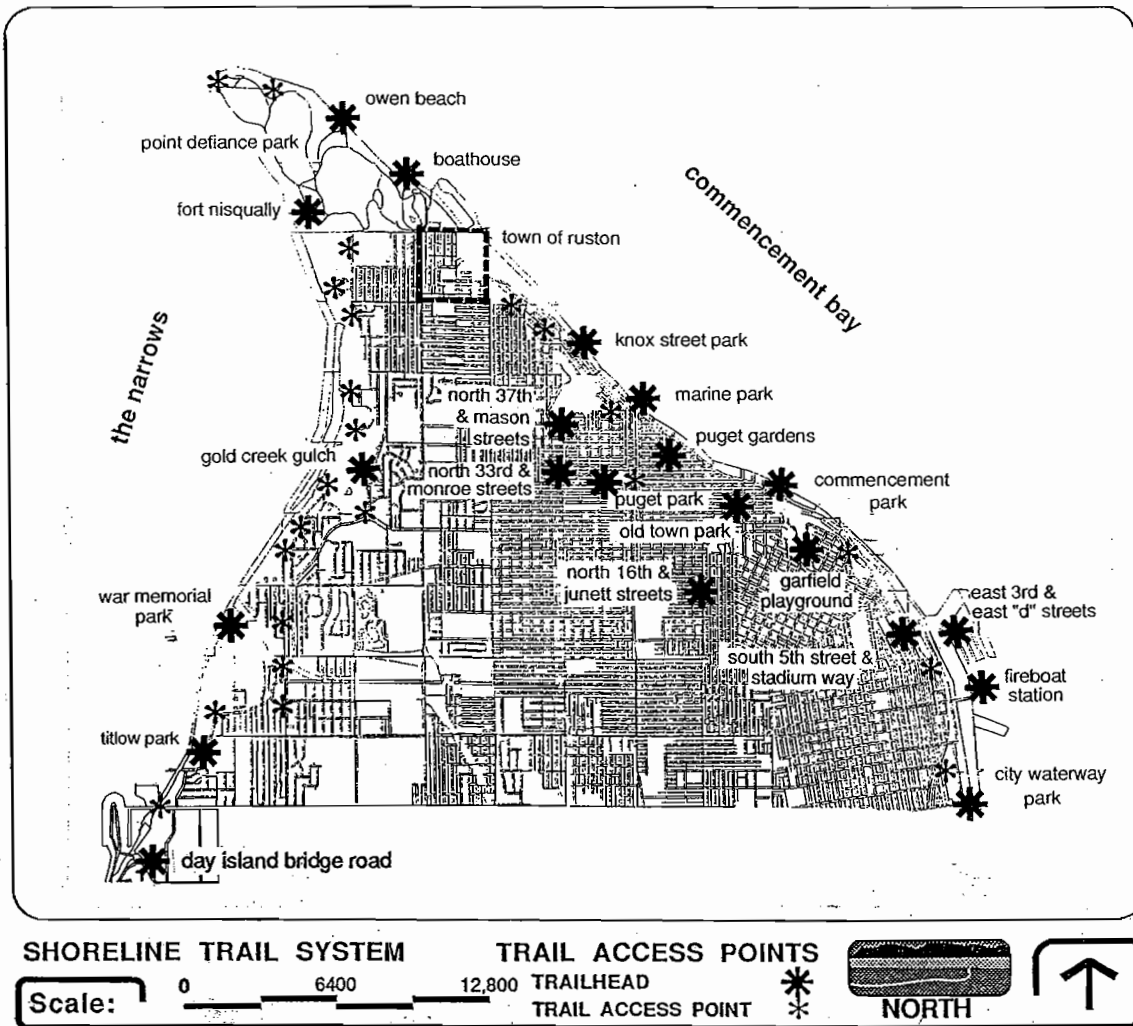
SHORELINE TRAILS PLAN - City of Tacoma, Planning Department, 1989

# SHORELINE TRAIL SYSTEM

Continuing south along the west slope from Point Defiance Park, the corridor trail forms a loop by using a portion of the Burlington Northern Railroad right-of-way and traversing the steep slopes above. The upper corridor trail descends the steep slopes and joins the lower corridor near the Narrows Bridge. Another corridor trail loop is proposed at the Titlow Park area. In addition, the corridor trail will link with the fitness trails in Titlow Park. From Sixth Avenue Extended at Titlow Park, the corridor trail extends south along the Burlington Northern Railroad right-of-way and City of Tacoma property to the City's southern boundary at Lemons Beach Road. This is the western terminus for the corridor trail.

## Trail Access Points

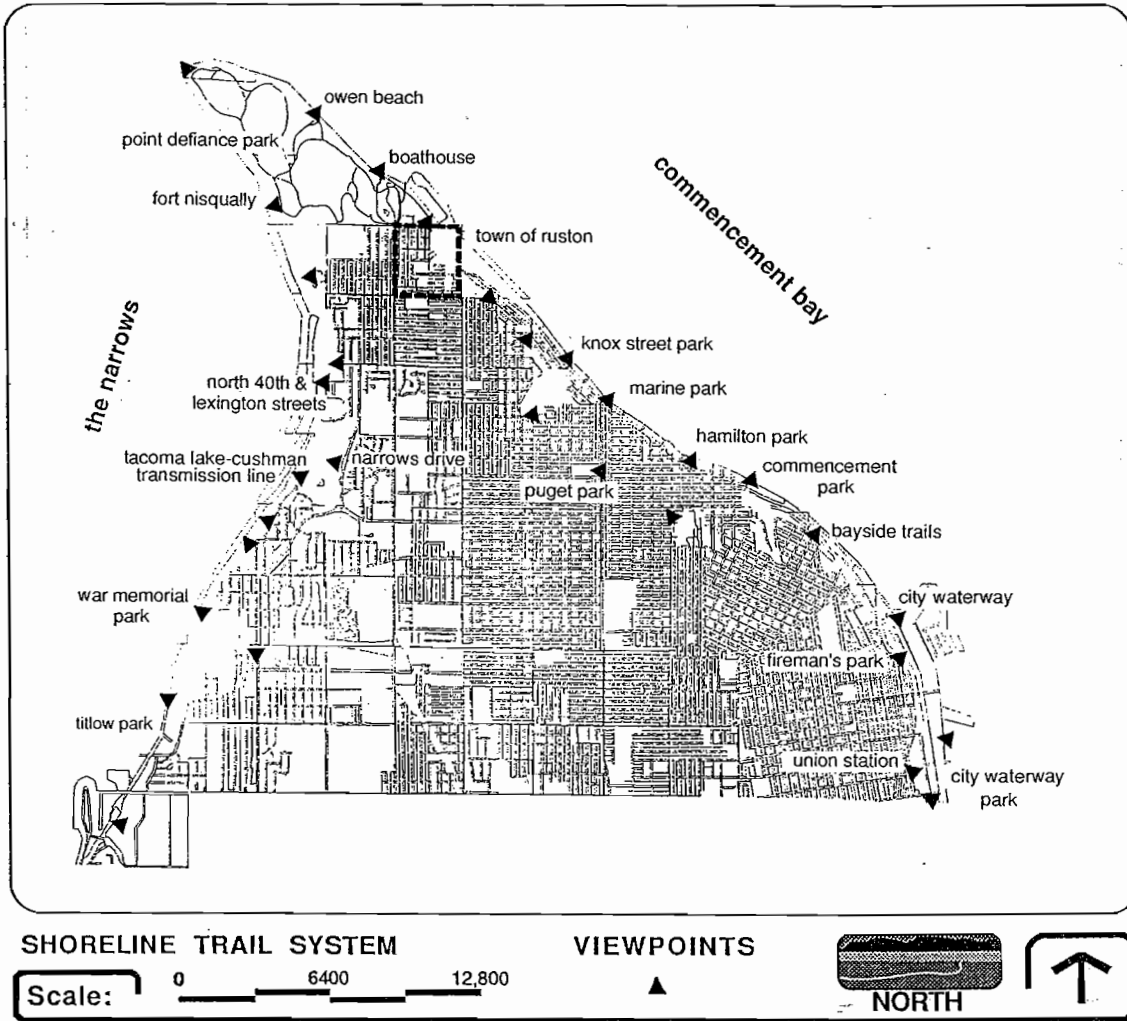
Two types of access points are shown on the accompanying map: trailheads and trail access points. The difference between trailheads and trail access points is the level of development and their importance to the trail system. Trailheads generally will provide parking and other amenities for trail users. Trailheads are located along the corridor trail and for the most part are located at existing parks.



SHORELINE TRAILS PLAN - City of Tacoma, Planning Department, 1989

## SHORELINE TRAIL SYSTEM

The trail access points are intended primarily to serve the residents of the immediate neighborhood. Improvements will generally be limited to a trail identification sign.



SHORELINE TRAILS PLAN - City of Tacoma, Planning Department, 1989

### Viewpoints

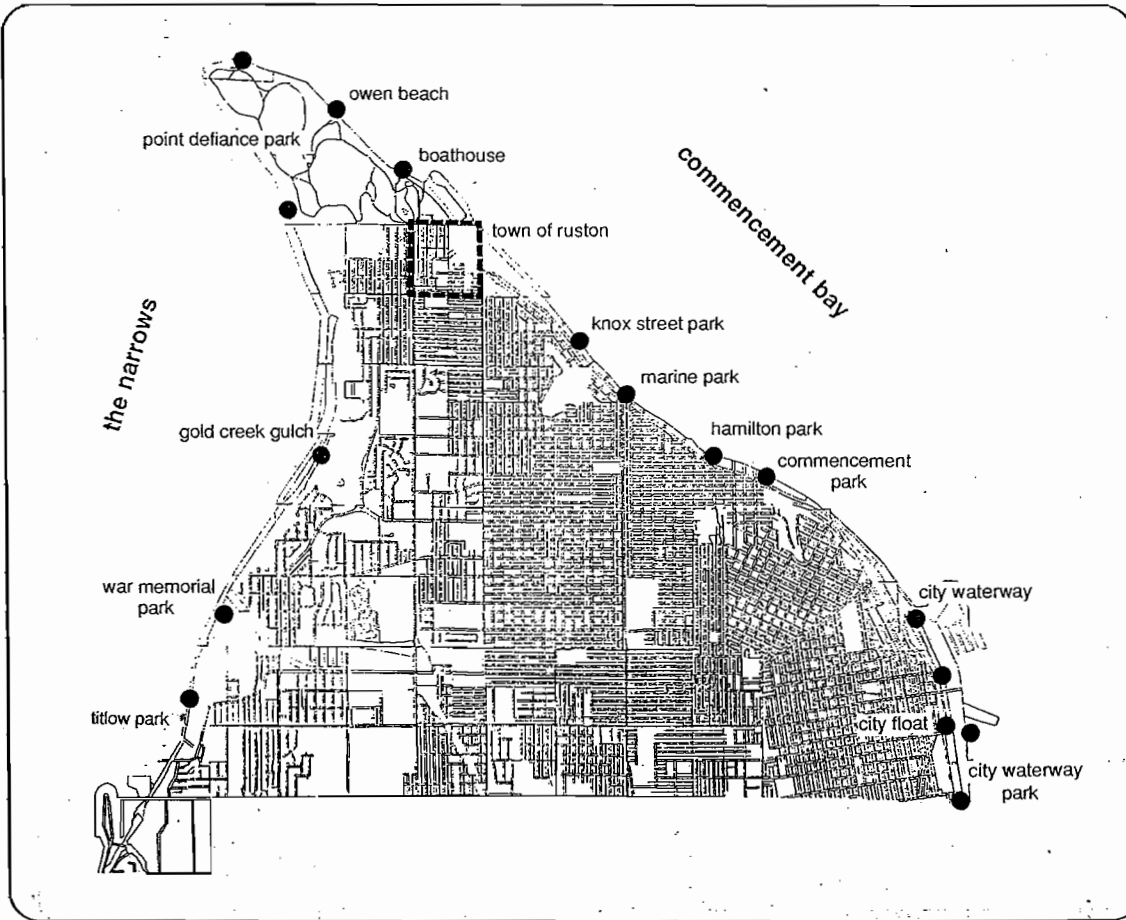
The corridor trail is sited to take advantage of the spectacular views along the route. Designated viewpoints offer the trail user a chance to pause and enjoy the vistas of Puget Sound, the Narrows, Narrows Bridge, Vashon and Maury Islands, Fox Island, Commencement Bay, the Port of Tacoma, the vegetated steep slopes and gulches, the Olympic Mountains, the Cascade mountain range and Mount Rainier.

The design of the viewpoints may vary from the simple which would include a small open area with seating to a more formal design which would include benches and tables at some of the more popular viewing areas (e.g., Marine Park). It is intended that viewpoints will be similarly designed to provide unity.

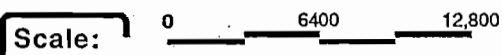
# SHORELINE TRAIL SYSTEM

## Shoreline Access Points

Access to the shoreline from the trail system offers the public an opportunity to enjoy the water's edge. In many areas, access to the shoreline is difficult due to the steepness of slopes and the lack of available land along the water, particularly on the west slope. As lands become available within the plan area or developments are proposed, rights to shoreline access for public use should be negotiated. The shoreline access along Ruston Way has been greatly enhanced due to recent redevelopment which has included acquisition and development of land for public use and provisions for public access on private property. Additional opportunities may become available for shoreline access and should be coordinated with the shoreline trail system.



SHORELINE TRAIL SYSTEM

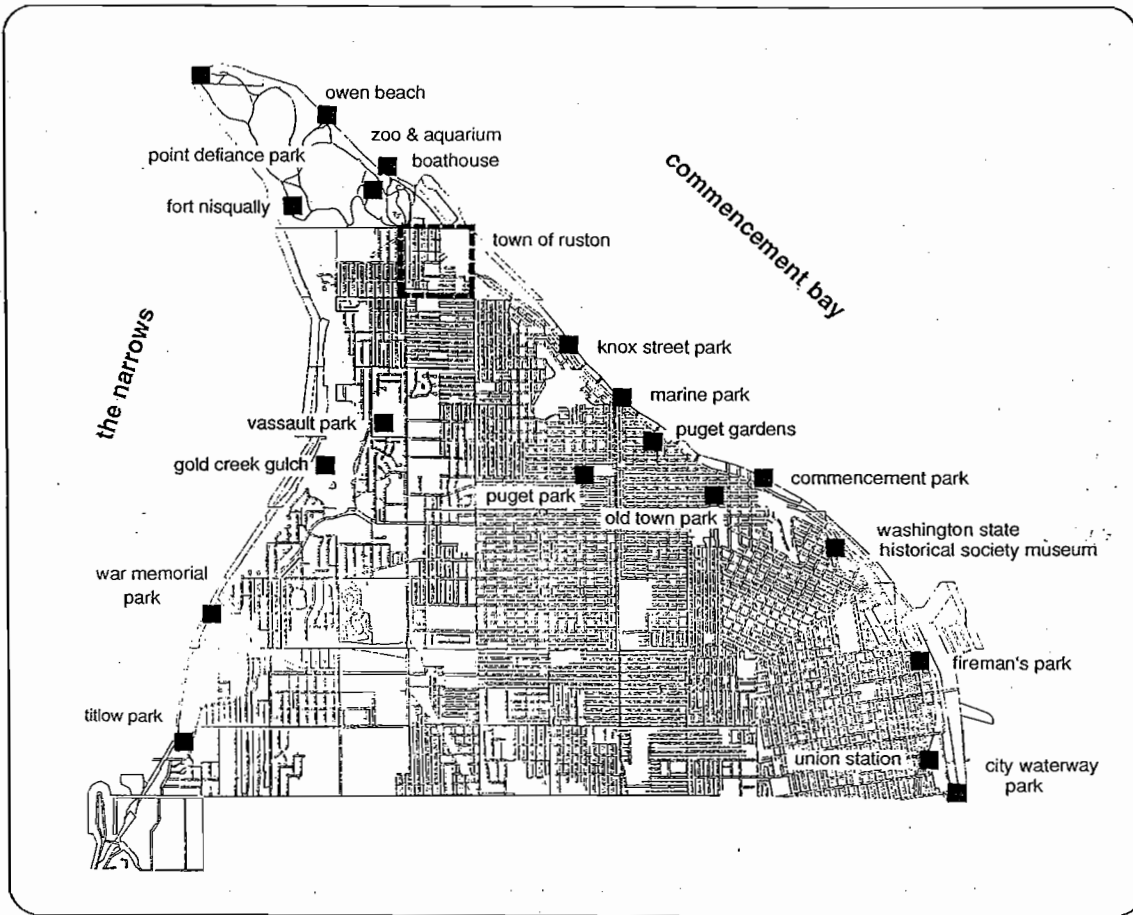


SHORELINE  
ACCESS  
POINTS



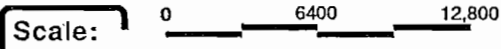
SHORELINE TRAILS PLAN - City of Tacoma, Planning Department, 1989

# SHORELINE TRAIL SYSTEM



SHORELINE TRAIL SYSTEM

DESTINATIONS

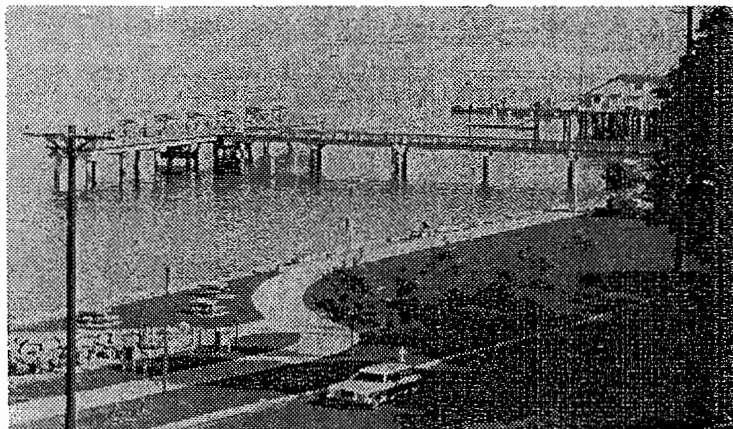


SHORELINE TRAILS PLAN - City of Tacoma, Planning Department, 1989

## Destinations

Major destination points along the shoreline trail system offer the user a variety of recreation opportunities. Many of the destination points are parks. Natural areas such as Puget Gardens may also be destinations. The Washington State Historical Society Museum and restaurants close to the trail system may also offer the trail user varied destination opportunities.

*A favorite destination and trailhead location along Ruston Way's shoreline is Marine Park, providing views, fishing and shoreline access.*



### Trail Design

Many types of trails are encountered within the entire shoreline trail system. From the wooded trails within the gulches to the heavily-used pedestrian/bicycle pathway along Ruston Way, these trails form a pedestrian network linking the shorelines and uplands of Tacoma together. The experiences of the trail user will change along the system. To tie these diverse trail segments together, it is important to have uniformity of design. Amenities along the trail system should be similar to further the feeling of cohesiveness and unification.

The types of trails that will be encountered within this trail system (from the highest level of development to the lowest) are:

1. Corridor trail - pedestrian/bicycle pathway
2. Corridor trail - pedestrian only sidewalk/promenade
3. Corridor trail - compacted soil/gravel
4. Access trail - compacted soil/gravel

Standards of development are necessary to ensure that the shoreline trail system is attractive, accessible, safe, and easily maintainable. The pedestrian/bicycle pathway and pedestrian only sidewalk/promenade corridor trails will be located primarily within developed shoreline areas. Special development constraints include existing developments, structures, roadways, shoreline condition and type of land use. The corridor and access trails which are compacted soil/gravel will be located primarily within natural, undeveloped areas. Special development constraints are present in the majority of the slope areas. These include steep topography, unstable soils, streams and springs.

Safety of the trail user is another important concern. A well-maintained trail of sufficient width and clear of vegetation allows good visibility enhancing security and ease of use. The trail system is designed to allow many opportunities along the route to enter and exit. In addition, most corridor trails will be accessible to small vehicles, (i.e., light pickup trucks, 3-wheel scooters) for maintenance and security purposes. Vehicle access generally will not be possible on access trails because of their width and the steepness of grade. To further security, signs will be placed at trailheads and trail access points informing users that the trails are not regularly patrolled. (See Trail Amenities Section which follows.) As in any walking situation, it is always advisable to travel with a companion.

Accessibility for the handicapped is also desirable for the corridor trail. Surface materials and grade will need to be designed to accommodate use by handicapped individuals. Physical constraints, however, affect the feasibility of obtaining complete accessibility for the handicapped on all corridor trail segments.

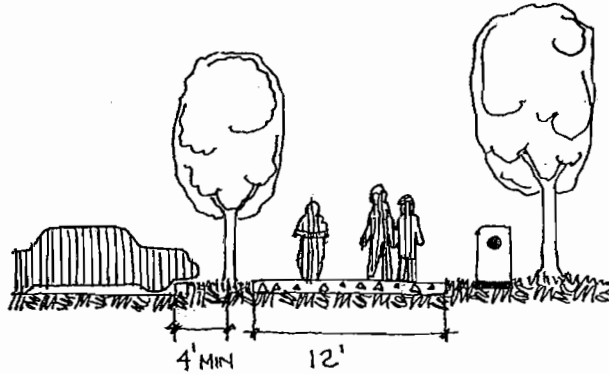


# SHORELINE TRAIL SYSTEM

The following design guidelines are intended to be used, wherever feasible, to assure uniformity in the trail system. In some instances, because of topography, terrain and other constraints, some modifications may be necessary.

## 1. CORRIDOR TRAIL - PEDESTRIAN / BICYCLE GUIDELINES:

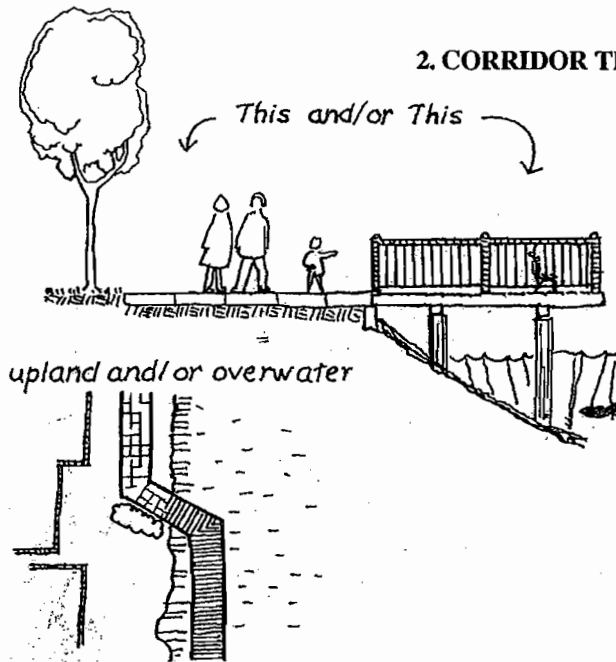
- Develop to Ruston Way plan standards:  
Recreational design speed - 18 mph  
Inside radius of curvature - 50-foot minimum  
No obstructions within 2 feet of traveling lanes
- Surface materials should be smooth concrete
- Maintain accessibility for the handicapped
- Use pedestrian amenities as appropriate, i.e., litter receptacles, seating and signs



## 2. CORRIDOR TRAIL - PEDESTRIAN ONLY SIDEWALK / PROMENADE GUIDELINES:

### GUIDELINES:

- Construct promenade a minimum of 15 feet wide
- Sidewalks within street rights-of-way and sidewalks connecting to the promenade, should be developed to City of Tacoma standards and to a minimum 10 foot width
- Maintain accessibility for the handicapped
- Use pedestrian amenities as appropriate, i.e., litter receptacles, seating and signs
- Place along waters edge and / or overwater location as appropriate

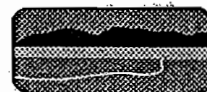


PEDESTRIAN ONLY SIDEWALK/PROMENADE

SHORELINE TRAIL SYSTEM

Trail Design

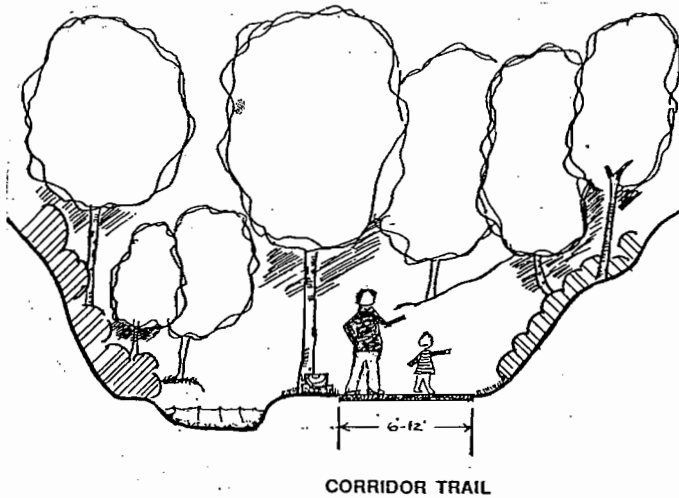
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Details

# SHORELINE TRAIL SYSTEM

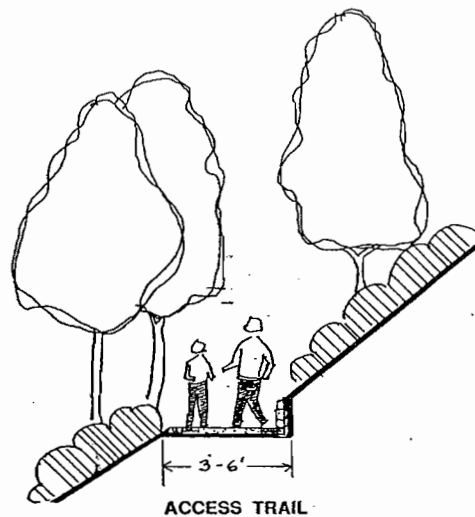
## 3. CORRIDOR TRAIL - COMPACTED SOIL GRAVEL



### GUIDELINES:

- Construct the trail bed between 6 and 12 feet wide with an optimum grade of 0-5% where possible
- Use native compacted soil where suitable; use compacted ballast base with a top course of 3/8" minus gravel as needed
- Maintain accessibility for the handicapped, where possible
- Use pedestrian amenities as appropriate, i.e., litter receptacles, seating and signs
- Avoid wet areas by locating trails on slopes where possible

## 4. ACCESS TRAIL - COMPACTED SOIL / GRAVEL



### GUIDELINES:

- Use native compacted soil; use crushed gravel as needed
- Construct trail bed 3-6 feet wide
- Use pedestrian amenities as appropriate, i.e., signs
- Avoid wet areas by locating trails on slopes where possible

SHORELINE TRAIL SYSTEM

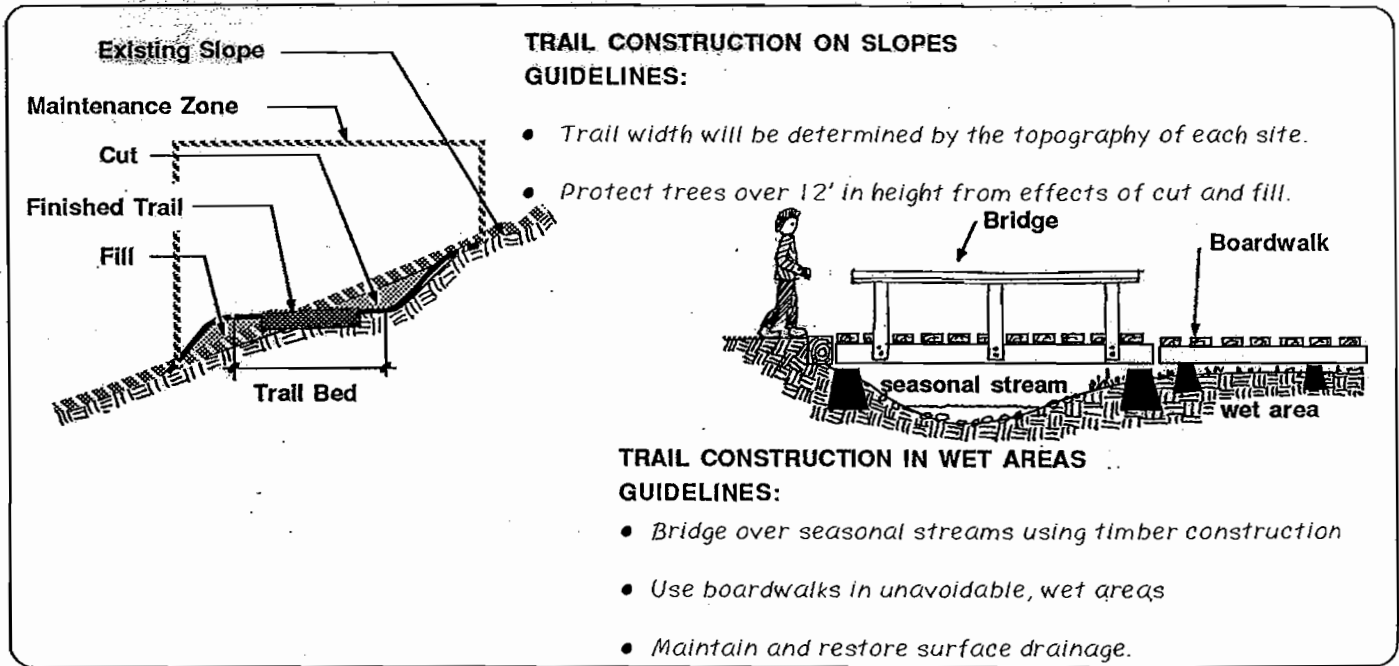
Trail Design

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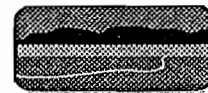
Details

# SHORELINE TRAIL SYSTEM



## SHORELINE TRAIL SYSTEM

## Trail Design



Details

No Scale:

SHORELINE TRAILS PLAN - City of Tacoma, Planning Department, 1989

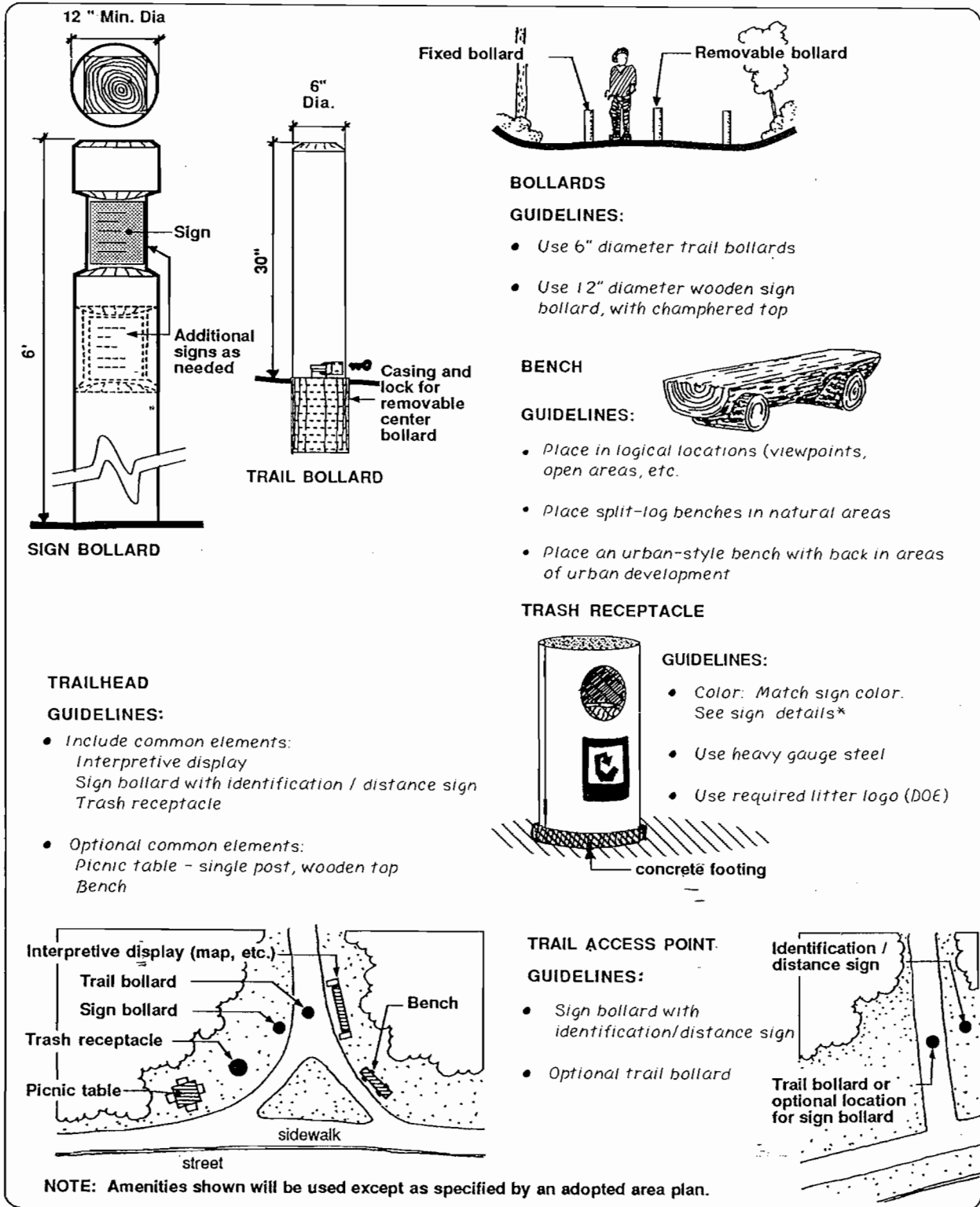
### Trail Amenities

Amenities located along the trail at access, destination and viewpoints need to be uniform in design to establish a sense of continuity and identity along the proposed shoreline trail system. The amenities should be placed where they are most useful. These amenities include trash receptacles, bollards, signs, railings, tables, benches, drinking fountains, lights, and interpretive/education displays.

The amenities will be constructed of natural materials where appropriate to reflect their surroundings and be unobtrusive. The use of wood in these furnishings and designing them to human scale will be appealing and attractive to trail users. Vandal resistant materials and designs are a priority. Accessibility to the handicapped, elderly and the young are also important design considerations.

It should be noted that amenities along Ruston Way will be developed in accordance with the Ruston Way Plan and amenities within Point Defiance Park will be developed in accordance with the Point Defiance Park Comprehensive Improvement Plan. These amenities may not necessarily be identical to the remainder of the amenities developed for the shoreline trail system. Compatibility of design will help tie the Ruston Way and Point Defiance Park segments and the shoreline trail system together. As design plans are developed for other areas, compatibility of amenities with the Shoreline Trails Plan should be considered.

# SHORELINE TRAIL SYSTEM



## SHORELINE TRAIL SYSTEM

## Amenities

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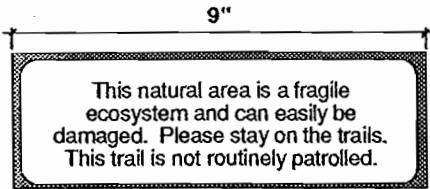


Details

# SHORELINE TRAIL SYSTEM

## GENERAL SIGN GUIDELINES:

- Color: White letters (Calon brand #02 high performance vinyl) on Medium Green (#106) background or equal
- Material: Vinyl film, porcelain enamel or temporary material on metal
- Maintain consistency of graphic elements, typefaces, and colors

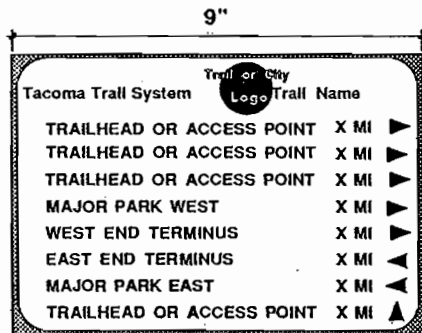
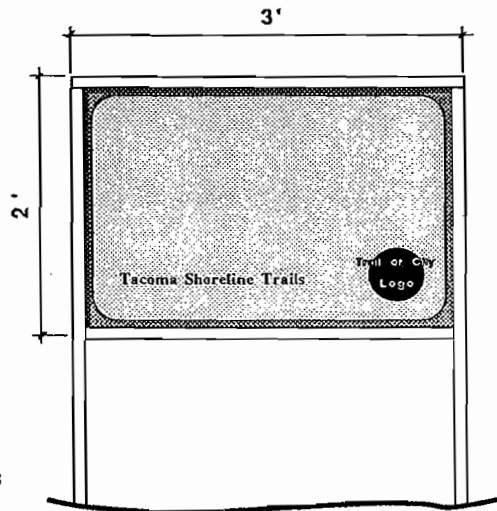


## GUIDELINES:

- Locate at all trail access points and trailheads leading to natural areas
- Place on sign bollard

## SHORELINE TRAILS MAP GUIDELINES:

- Install at major trailheads
- Update periodically
- Wood or metal frame



## IDENTIFICATION/DISTANCE SIGN

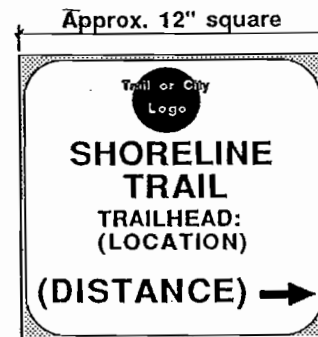
### GUIDELINES:

- Install at trailheads, access points, and trail intersections.
- Update as needed
- Place on sign bollard or accepted sign standard
- Trail logo or City logo on each sign

## TRAILHEAD INFORMATION SIGN

### GUIDELINES:

- Locate at arterial intersections within 1/2 mile of trailhead.
- Incorporate into traffic sign system.



## SHORELINE TRAIL SYSTEM

## Amenities



## Details

No Scale:

## SHORELINE TRAIL SYSTEM

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### Trail Maintenance

Regular trail maintenance is necessary to keep the shoreline trail system in a safe and usable condition. A regular maintenance program should be implemented as soon as trail construction is completed. A highly visible maintenance program will enhance security, encourage usage, and reduce litter and vandalism.

The primary responsibility for regular trail maintenance will rest with the Metropolitan Park District with support from the City. Year-round maintenance will be necessary to keep the trails open and usable. During the winter months when the system is less likely to be used, needed repair and reconstruction can occur as weather permits.

During the spring and summer months when the trails will experience high use, regular maintenance will be required. It is important that the trail is designed and developed to accommodate maintenance needs. Access by small maintenance vehicles is necessary to allow crews to travel into the shoreline trail system with equipment and materials. The use of hand tools is recommended whenever possible to protect the fragile environment of the natural slope areas. Because of the steepness of grade of some trails, use of maintenance vehicles may not be possible. It is intended that in these instances, limited vehicle access be provided within a reasonable walking distance of the trail. Areas that are difficult to reach by maintenance crews will increase the costs and reduce the frequency of routine maintenance.

*Special care should be taken in development and maintenance of trails where natural soil movement and wet conditions occur.*



## SHORELINE TRAIL SYSTEM

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The use of volunteers has proven to be quite effective in keeping maintenance costs to a minimum in other cities. Seattle has had an Adopt-A-Park program since 1982 which provides opportunities for citizen volunteers to provide on going maintenance or sponsor a special project. Scouting troops, garden clubs and community groups are potential sources for finding volunteers. Volunteers can help reduce maintenance costs as they gain a sense of pride in providing useful service associated with a shoreline trail system. The use of volunteers is encouraged wherever feasible and practical. It is important that volunteers as well as maintenance crews be properly trained to ensure maintenance activities are performed in a manner sensitive to the trail environment.

## SHORELINE TRAIL DEVELOPMENT PROPOSALS

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*The Western Sword Fern (*Polystichum munitum*) is a favorite native plant with local gardeners.*





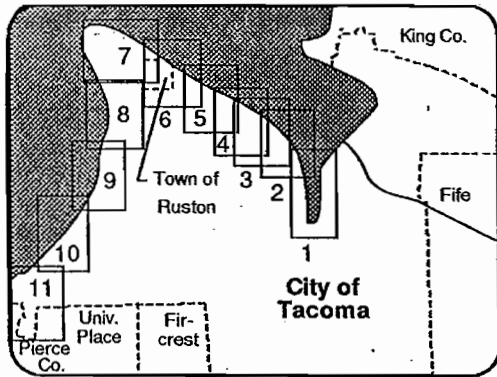
## SHORELINE TRAIL DEVELOPMENT PROPOSALS

### Introduction

In this section, development proposals are discussed for specific areas. For ease of discussion and illustration, the trail system was divided into segments; natural subdivisions created by physical boundaries were used, wherever possible. Each trail segment is presented with a description of the current condition of the area, a description of the proposed improvements and a generalized cost estimate for accomplishing the proposed improvements. The cost estimates are based on 1989 dollars. Actual costs may significantly differ from these estimated costs depending on specific site conditions, property ownership and final design. More detailed analysis of the costs will occur prior to construction of the trail system and its segments.

A map accompanies each discussion depicting the proposed corridor trail, access trails, trailheads, access points, shoreline access points and viewpoints. The trail segments are not presented in any ranking or priority order. They are discussed by geographic area going from City Waterway north to Point Defiance Park and then south along the Narrows to Titlow Park and beyond to the City's southern boundaries at Lemons Beach Road and West 27th Street.

The shoreline trail system is comprised of the following segments:



map no.	Key to Development Proposal Maps	page
1	City Waterway . . . . .	45
2	Schuster Parkway / Bayside Trails) . . . . .	49
3	Schuster Parkway / Garfield Gulch . . . . .	51
4	Ruston Way / Buckley Gulch . . . . .	55
5	Ruston Way / Puget Gulch / Mason Gulch . . . . .	59
6	Ruston . . . . .	63
7	Point Defiance Park . . . . .	67
8	West Slope / Gold Creek Gulch . . . . .	71
9	West Slope / War Memorial Park . . . . .	75
10	West Slope / Titlow Park . . . . .	77
11	West Slope / Crystal Springs Creek . . . . .	78a

## SHORELINE TRAIL DEVELOPMENT PROPOSALS

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### 1. City Waterway Segment

#### a. Description

City Waterway was once a thriving industrial area but is slowly transforming into an attractive people place of parks, restaurants, marinas, commercial and industrial uses. Significant public investment has occurred in recent years for new sewage facilities, lighting, street improvements and public spaces. To further the redevelopment of City Waterway, the City is in the process of developing a design plan. It is the City's intent to improve the physical condition of City Waterway and to promote a change from the industrial orientation of earlier years to an attractive, people-oriented urban waterfront.

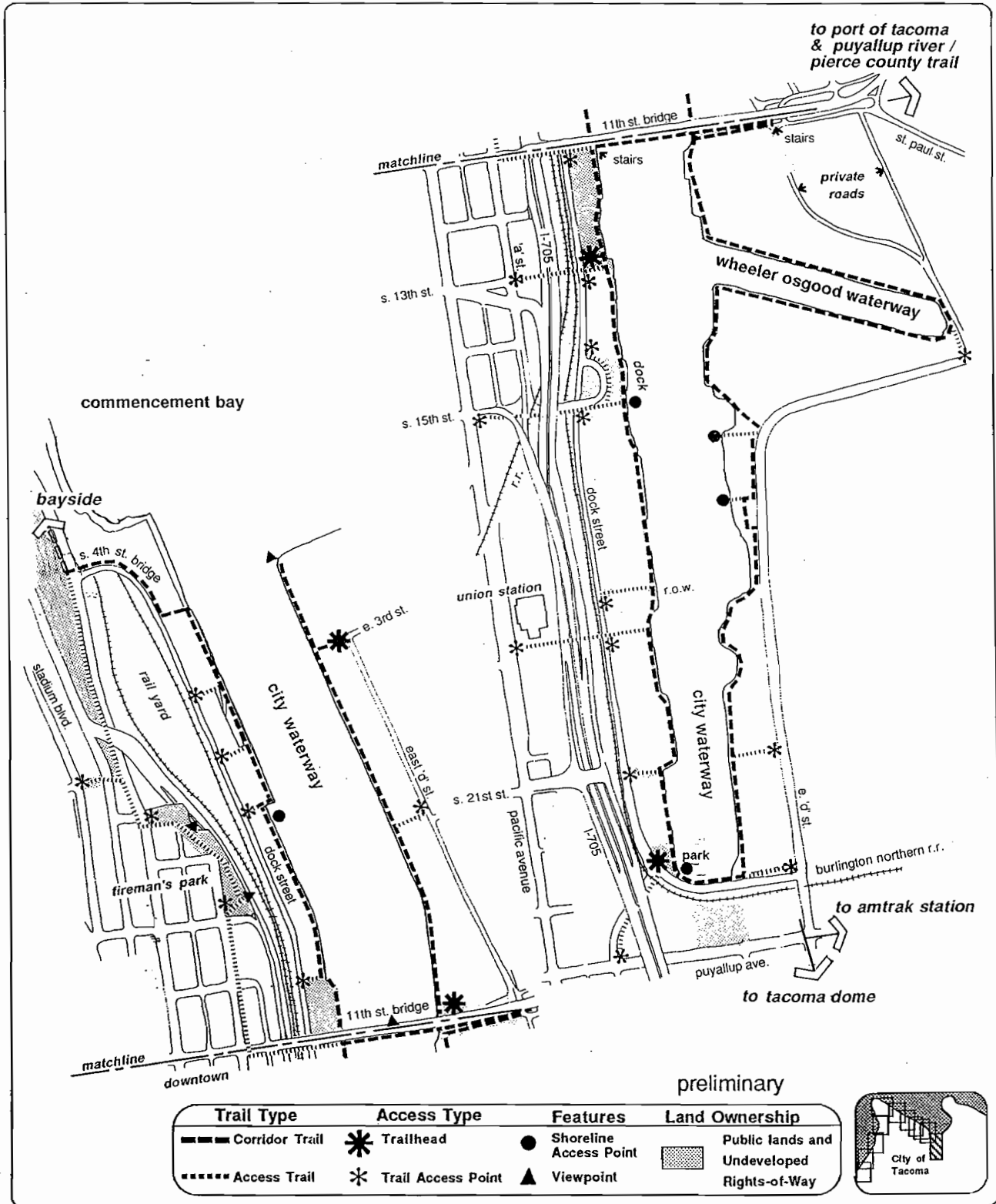
It is the policy of the City to promote the development of a waterfront promenade around the perimeter of City Waterway (including Wheeler-Osgood Waterway). The preferred location for the promenade is on the water's edge either over the water or on top of the bank with access from the sidewalk along the street. City policy includes coordinating shoreline edge treatment (i.e., rip rap, bulkheads) with the development of the promenade. Parts of the planned promenade and shoreline edge treatment, as well as public shoreline access points are in place, having been developed in conjunction with various public and private redevelopment projects along the waterway.

#### b. Development Proposal

The City Waterway trail segment consists of the proposed waterfront promenade and linkages to nearby areas. The promenade will be connected to existing and future sidewalks in the Dock Street and East "D" Street rights-of-way at frequent intervals. A loop around part of City Waterway is formed by using the East 11th Street Bridge and stairways. Linkages are provided to the Central Business District (CBD), Tacoma Dome area, Port Industrial area as well as the Schuster Parkway/Bayside Trails segment. A connection to the Union Station area also is recommended. In addition, this trail segment will provide a link to Pierce County trails such as the proposed Puyallup River to Mount Rainier National Park trail and to the proposed McMillin, Buckley, and Carbonado trail system.

The promenade will continue to be constructed in conjunction with public and private redevelopment projects along City Waterway. The promenade needs to be constructed to the specified standards developed by the City and in conformance with the design plans for City Waterway. Public shoreline access points, viewpoints, trash receptacles, seating bollards or benches, signs, landscaping, lighting and shoreline edge treatment

# SHORELINE TRAIL DEVELOPMENT PROPOSALS



## 1 City Waterway

Scale: 0 400 800 1200

Development Proposal



NORTH

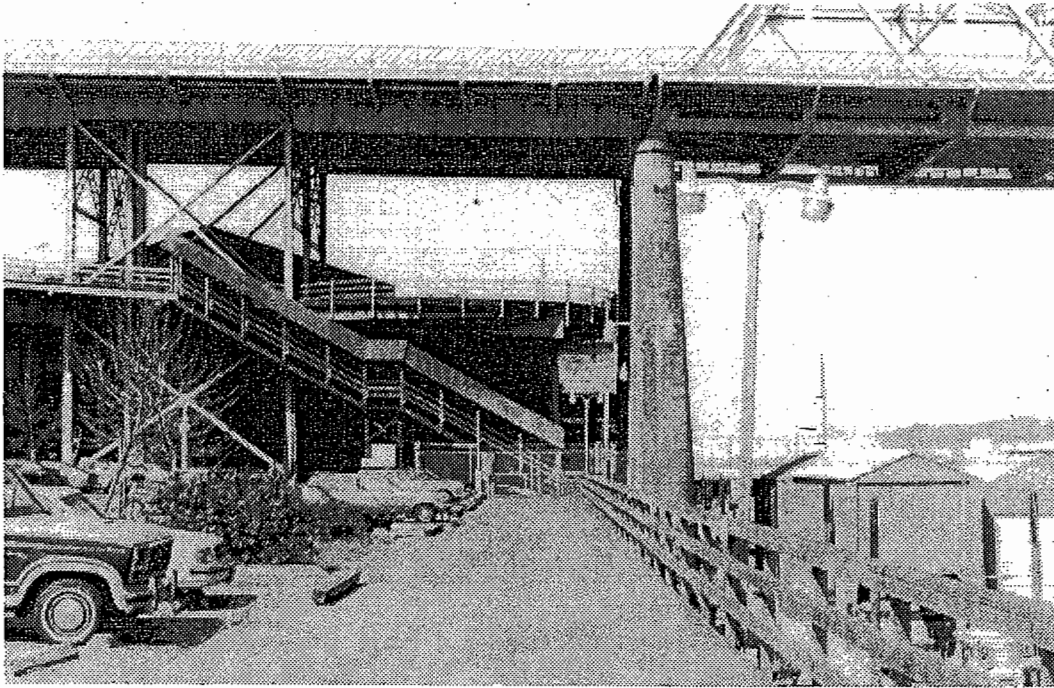
## SHORELINE TRAIL DEVELOPMENT PROPOSALS

also shall be provided as redevelopment occurs. In the interim, existing public street rights-of-way and sidewalks will serve as links between the sections of the promenade. The costs below reflect only the public costs.

c. Generalized Cost Estimate\*

	<u>Acquisition</u>	<u>Trail Development</u>
City Waterway	0	\$1,024,000 - \$1,463,000
Total	0	\$1,024,000 - \$1,463,000

- \* Reflects total estimated costs. Actual costs may differ from these estimated costs depending on specific site conditions, property ownership and final design. In addition to property acquisition, easements are also a course of action to be pursued which would substantially reduce the amounts shown.



*Stairs at the Eleventh Street Bridge connect City Waterway and the Central Business District.*

## SHORELINE TRAIL DEVELOPMENT PROPOSALS

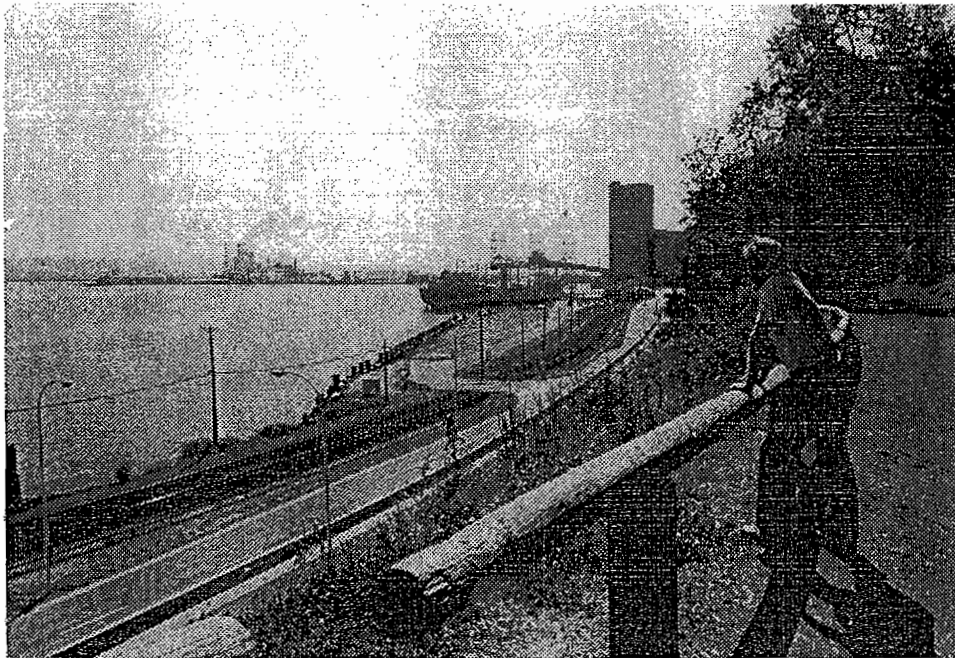
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### 2. Schuster Parkway/Bayside Trails Segment

#### a. Description

Schuster Parkway is contained within two shoreline trail segments. A description of Schuster Parkway is provided here and shall be referenced in the next trail segment description.

Schuster Parkway provides two lanes of travel in each direction and is approximately one and one-half miles in length extending from Pacific Avenue and South 7th Street to Ruston Way and North 30th Street. An elevated roadway connects Schuster Parkway with Ruston Way over the Burlington Northern Railroad right-of-way which is located between the parkway and the shoreline edge. Several industrial uses are located on the waterfront in this area. Steep slopes, which contain Bayside Trails and Garfield Gulch, abut on the landward side of the parkway. A sidewalk also extends the length of the parkway on the landward side, connecting Pacific Avenue, 4th Street Bridge, and North 30th Street. This sidewalk connects Bayside Trails with the City Waterway segment via the 4th Street Bridge and through downtown using City sidewalks, Fireman's Park and the East 11th Street Bridge.



*Schuster Parkway, Commencement Bay, and the Port of Tacoma can be viewed from Bayside Trails.*

## SHORELINE TRAIL DEVELOPMENT PROPOSALS

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Bayside Trails offers some excellent views of Commencement Bay, Mount Rainier, and the Cascades. This formal trail system was built in 1975. Construction and design were funded by an Interagency Committee for Outdoor Recreation Grant (IAC). Bayside Trails are located within the slopes abutting Schuster Parkway and extend from the trailhead at South 5th Street and Stadium Way to Garfield Gulch. The trail system is approximately one and one-half miles long. These trails are owned by the City and regularly maintained by the Metropolitan Park District. Access to the trails can be gained via Stadium Way at South 5th Street and at Division Avenue, several points along Schuster Parkway, the Washington State Historical Society Museum, and Garfield Gulch.

Overall, the trail is in usable condition; however, improvements are needed. Many of the directional and trailhead bollards have been vandalized. Inadequate drainage has resulted in standing water in some areas and erosion of the hillside below the trail in other areas. Litter has accumulated within the steep slope from adjacent uses.

b. Development Proposal

Reconstruction of Bayside Trails to the standards specified within this plan needs to be accomplished. Recutting, filling, and some bulkheading will be required. Proper drainage features are needed to control erosion and standing water.

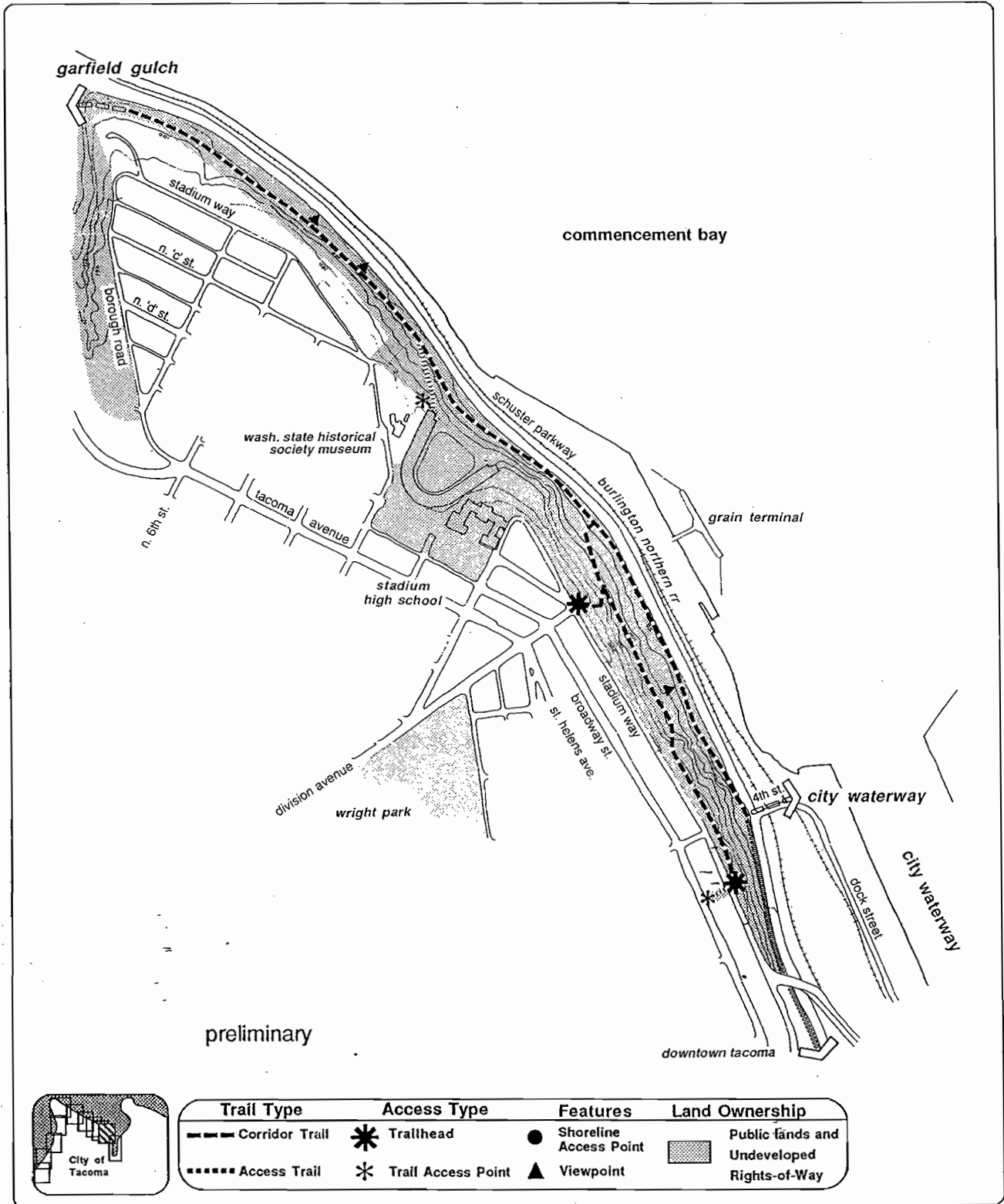
Damaged signs should be replaced and additional signs added to link Fireman's Park and City Waterway to the Schuster Parkway/Bayside Trails segment. Trash receptacles and seating bollards or benches should be provided for viewing and rest areas.

c. Generalized Cost Estimate\*

	<u>Acquisition</u>	<u>Trail Development</u>
Schuster Parkway/ Bayside Trails	0	\$84,000 - \$120,000
Total	0	\$84,000 - \$120,000

\* Reflects total estimated costs. Actual costs may differ from these estimated costs depending on specific site conditions, property ownership and final design. In addition to property acquisition, easements are also a course of action to be pursued which would substantially reduce the amounts shown.

# SHORELINE TRAIL DEVELOPMENT PROPOSALS



## 2 Schuster Parkway / Bayside Trails

Scale: 0 400 800 1200 Development Proposal



NORTH

## SHORELINE TRAIL DEVELOPMENT PROPOSALS

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### 3. Schuster Parkway/Garfield Gulch Segment

#### a. Description

A description of Schuster Parkway is provided within the previous segment description. Bayside Trails connects directly to the Schuster Parkway/Garfield Gulch trail segment. Access is provided at Borough Road near Garfield playground and at Schuster Parkway. An access trail from Park Drive also connects to the corridor trail system. The Schuster Parkway/Garfield Gulch segment connects to Old Town and the Ruston Way/Buckley Gulch segment via North 30th Street and McCarver Street.

This trail segment is in usable condition; however, improvements are needed. The directional and trailhead bollards have been vandalized. Inadequate drainage has resulted in erosion of the hillside below the trail in some areas. Pathways, created by users straying from the formal trails, are void of vegetation and contribute to the erosion problems. A stream within the gulch has been placed in a culvert; however, during heavy rains, surface water flows are generated. An old building located at the base of the gulch near Schuster Parkway is occupied by a woodworking business. Sawdust from this operation is stockpiled within the gulch.

#### b. Development Proposal

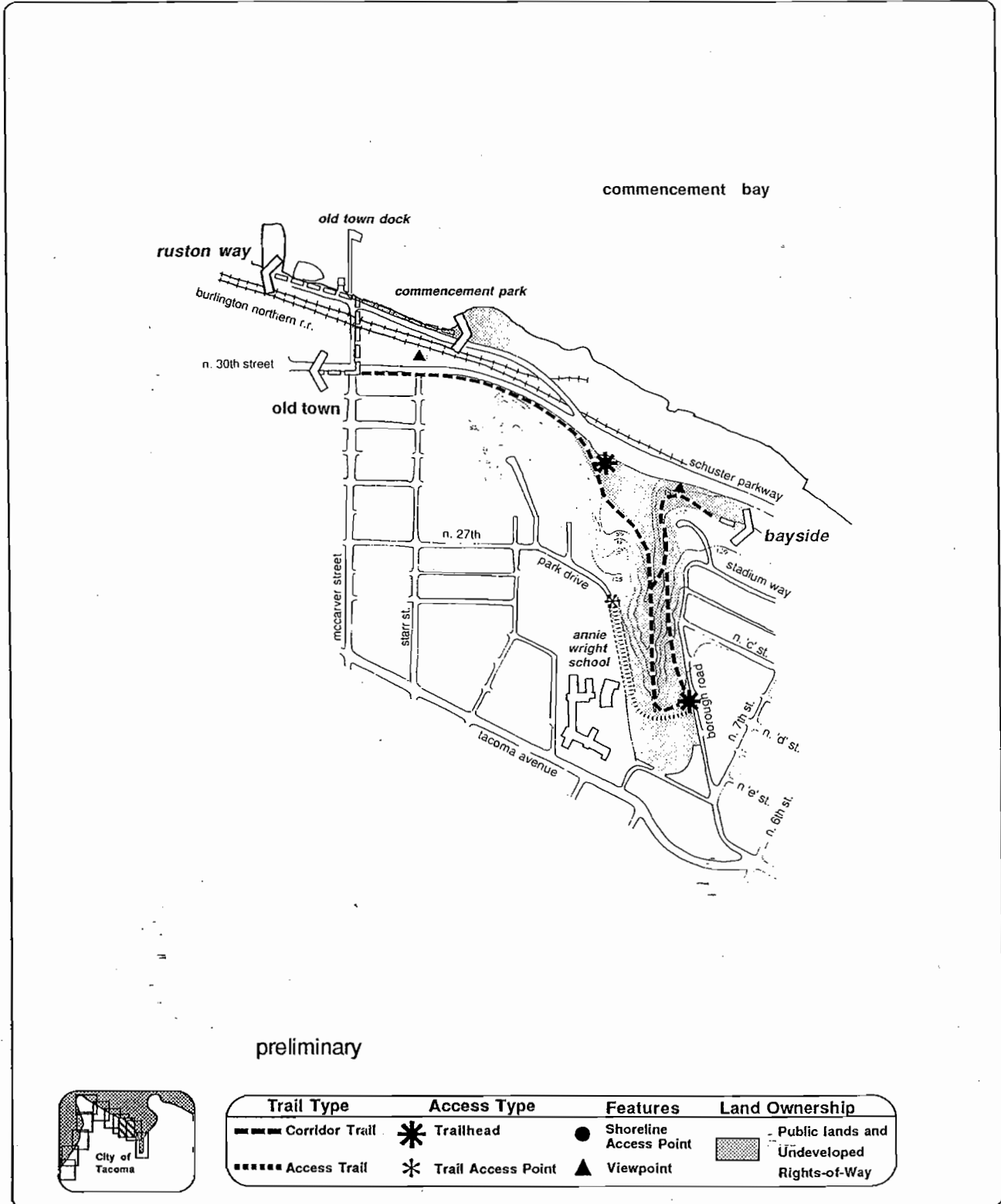
Reconstruction of the corridor and access trails to the standards specified within this plan needs to be accomplished. Cutting, filling, and some bulkheading will be required. Proper drainage features are needed to control erosion. Informal paths need to be reclaimed through gulch/steep slope restoration practices. Restoration and rehabilitation of the stream bed and gulch will enhance the aesthetic and habitat value of the gulch environment. The public property at the base of the gulch should be rehabilitated and redeveloped into a mini-park and trailhead with parking for trail users. In addition, the street end north of North 30th and Starr Streets should be developed as a viewpoint in accordance with the proposal contained in the Shoreline Amenities Study. This includes landscaping, seating, picnic areas and a "unique feature" such as an interpretive center or historic display.



*The trail in Garfield Gulch connects the Stadium Seminary District with Old Town and Commencement Park on the waterfront.*



# SHORELINE TRAIL DEVELOPMENT PROPOSALS



## 3 Schuster Parkway / Garfield Gulch

Scale: 0 400 800 1200 Development Proposal



NORTH

## SHORELINE TRAIL DEVELOPMENT PROPOSALS

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Damaged signs should be replaced and additional signs added to identify the access point at Park Drive and connections with the Schuster Parkway/Bayside Trails and Ruston Way/Buckley Gulch Segments. Additional trash receptacles and seating bollards or benches should be provided for viewing and rest areas.

c. Generalized Cost Estimate\*

	<u>Acquisition</u>	<u>Trail Development</u>
Schuster Parkway/ Garfield Gulch	0	\$20,000 - \$29,000
Total	0	\$20,000 - \$29,000

\* Reflects total estimated costs. Actual costs may differ from these estimated costs depending on specific site conditions, property ownership and final design. In addition to property acquisition, easements are also a course of action to be pursued which would substantially reduce the amounts shown.

## SHORELINE TRAIL DEVELOPMENT PROPOSALS

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### 4. Ruston Way/Buckley Gulch Segment

#### a. Description

Ruston Way is contained within three shoreline trail segments. A description of Ruston Way is provided here and shall be referenced in the next two trail segment descriptions.

Ruston Way is approximately two miles in length extending from Commencement Park to the Town of Ruston. A two-way concrete-paved, bicycle/pedestrian path has been developed along Ruston Way from Commencement Park to North 49th Street in conjunction with major street improvements. The Ruston Way bicycle/pedestrian pathway portion of the shoreline trail system represents the highest level of trail development. A series of parks, restaurants and businesses have been constructed adjacent to the pathway as part of the redevelopment of Ruston Way.

Water and shoreline access is afforded at Commencement, Knox Street, Marine, and Hamilton Parks. Old Town Dock and Les Davis Pier also provide opportunities for viewing and fishing. Most private developments have seasonal moorage floats to serve their boating customers and the public. In addition, several public access features and amenities have been constructed as part of these developments.

The parks along Ruston Way may be used as trailheads and/or destination points within the shoreline trail system. Many amenities are in place - lighted parking, telephones, benches, tables, seating bollards, and restrooms. The trail system connects Ruston Way with the steep slopes and the neighborhoods on top of the slopes by traveling through the gulches.

The Ruston Way/Buckley Gulch segment connects to Garfield Gulch via McCarver and North 30th Streets. The Ruston Way portion of this segment extends from Commencement Park to Alder Way. The Buckley Gulch portion extends from Old Town Park, south to North 16th Street and is crossed by two bridges, one on North Yakima Avenue and one on North 21st Street. It contains a path that follows a storm sewer line through the bottom of the gulch. An open stream flows through portions of the gulch as well. Due to the steep slopes within the gulch, erosion has occurred in areas void of vegetation. Litter, garbage and yard-trimmings from adjacent neighborhoods are present. Buckley Gulch is surrounded by predominately single-family homes, with apartment buildings located near the mid-portion.

## SHORELINE TRAIL DEVELOPMENT PROPOSALS

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### b. Development Proposal

Construction of the corridor and access trails within Buckley Gulch to the specified standards needs to be accomplished. This may include cutting, filling and bulkheading. Proper drainage features are needed to control erosion. Due to topography, stairs may be needed to provide access from abutting neighborhoods. Restoration and rehabilitation of the stream bed and re-vegetation of eroded slopes will enhance the aesthetics and habitat value of the gulch environment.

Signs are needed to identify the trailheads, access points and connections with the Schuster Parkway/ Garfield Gulch segment and the Ruston Way/Puget Gulch/ Mason Gulch segment. Trash receptacles and seating bollards or benches should be provided for viewing and rest areas.



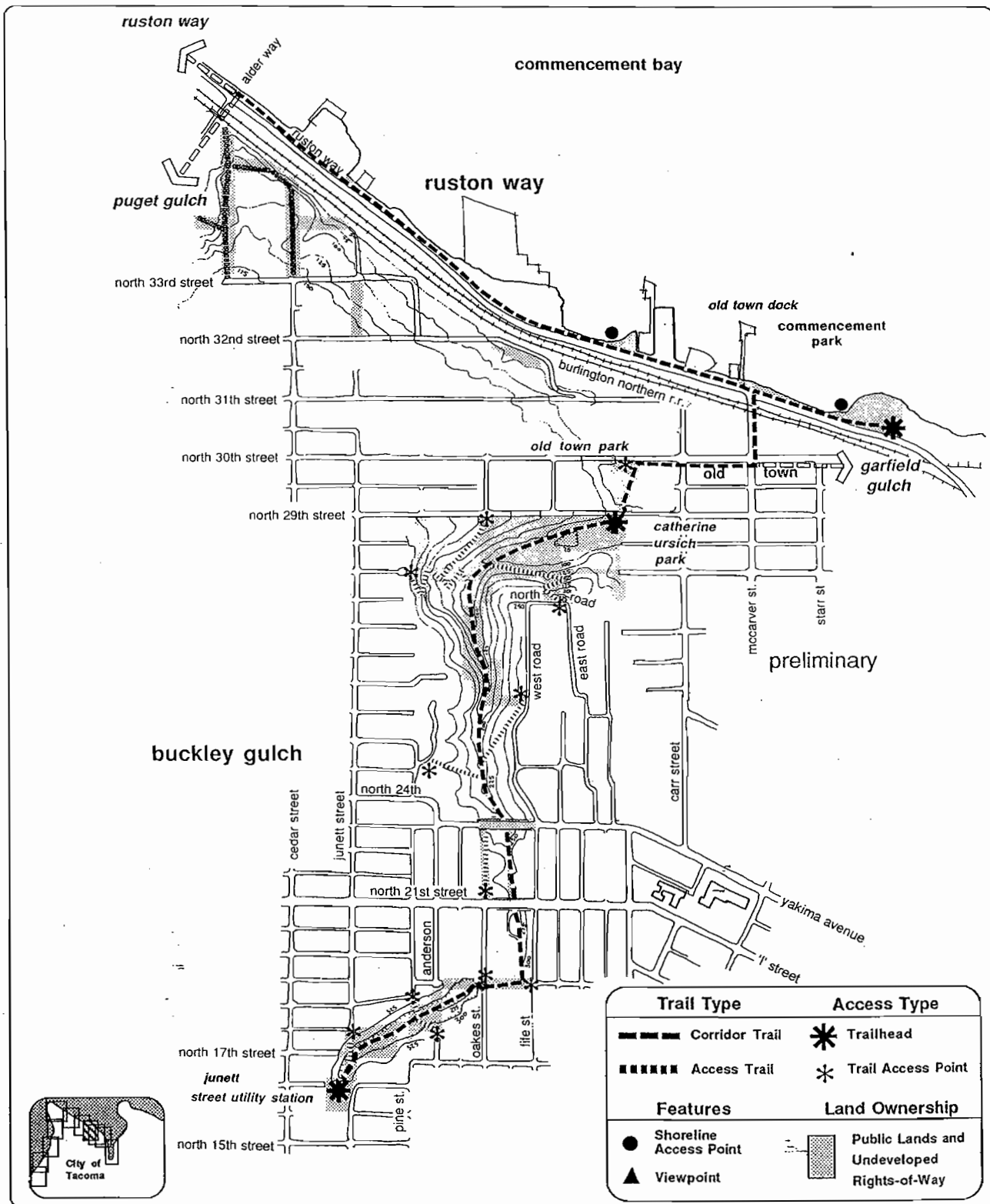
*Indiscriminate dumping of yard waste and trash has accumulated over the years within Tacoma's open space areas.*

*below:*

*The Junette Street Utility Substation lies next to a potential neighborhood minipark and trailhead location.*



# SHORELINE TRAIL DEVELOPMENT PROPOSALS



## 4 Ruston Way / Buckley Gulch

Scale: 0 400 800 1200 Development Proposal



## SHORELINE TRAIL DEVELOPMENT PROPOSALS

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c. Generalized Cost Estimate\*

	<u>Acquisition</u>	<u>Trail Development</u>
Ruston Way	0	\$2,000 - \$3,000
Buckley Gulch	\$60,000	\$75,000 - \$110,000
Total	\$60,000	\$77,000 - \$173,000

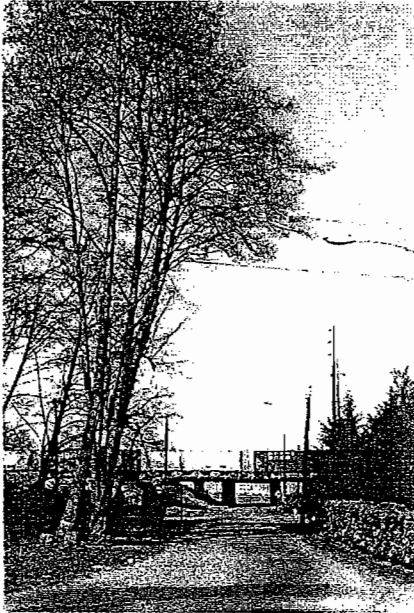
\* Reflects total estimated costs. Actual costs may differ from these estimated costs depending on specific site conditions, property ownership and final design. In addition to property acquisition, easements are also a course of action to be pursued which would substantially reduce the amounts shown.

## SHORELINE TRAIL DEVELOPMENT PROPOSALS

### 5. Ruston Way/Puget Gulch/Mason Gulch Segment

#### a. Description

The Ruston Way portion of this segment extends from Alder Way to North 40th Street. A description of Ruston Way is provided within the Ruston Way/Buckley Gulch segment.



*above:*

*The trail in Puget Gulch provides this wonderful view up a side gulch.*

*left:*

*Framed by a mature stand of Alder trees the Puget Gulch trail links the Proctor District with the waterfront.*

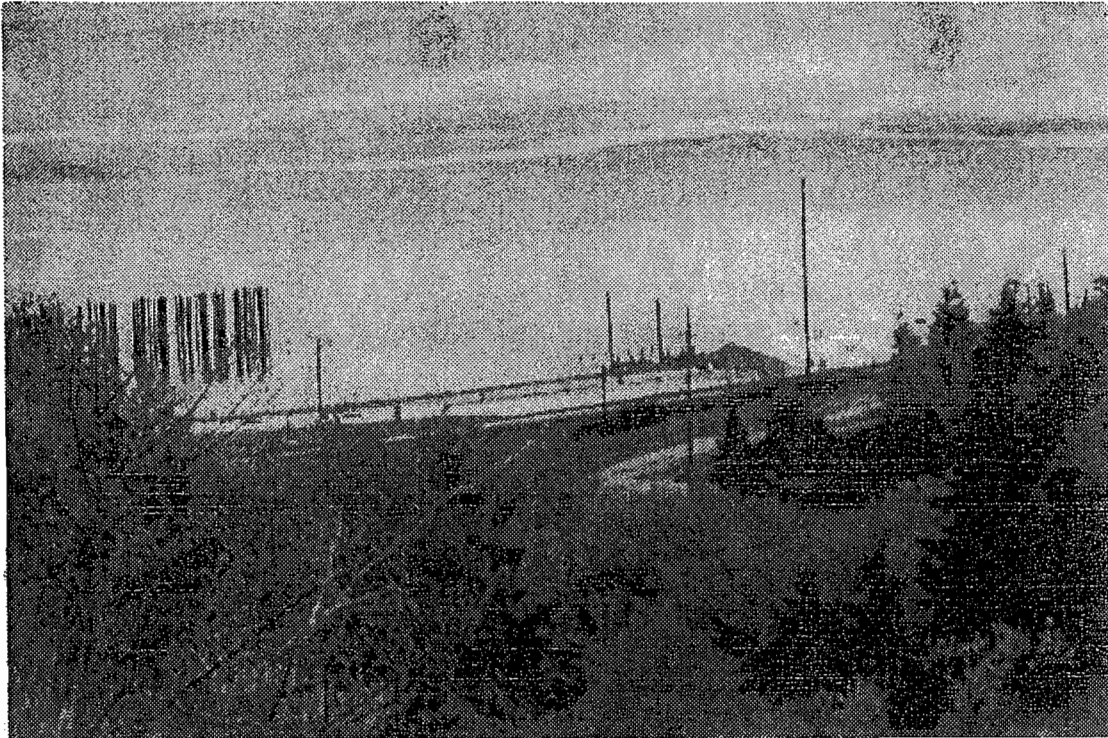
The Puget Gulch portion extends from Ruston Way and Alder Way westerly to North Monroe and North 33rd Streets. A path connects Puget Park at the corner of North 31st and Proctor Streets to Puget Gardens located at the base of the gulch adjacent to Alder Way. Other informal paths connect to the surrounding neighborhood. A stream runs the entire length of the gulch. The lower portion of this stream near Puget Gardens is year-round and the upper reach is intermittent. Litter, garbage and yard trimmings from adjacent neighborhoods are present. Puget Gulch is surrounded by predominately single-family homes with commercial and apartment uses at North 33rd and Proctor Streets and commercial uses at Ruston Way.

Mason Gulch extends from Ruston Way and Waterview Street at North 40th Street westerly to Stevens Street. The steep slopes above Ruston Way connect Mason Gulch with Puget Gulch. These slopes also extend northwesterly from Mason Gulch towards the Town of Ruston. Many trails exist along the slopes connecting to adjacent neighborhoods and along a stream which flows through the gulch. A stairway and switchback trail system once connected North 38th and Adams Streets to Waterview Street. The stairs, however, have been removed.

## SHORELINE TRAIL DEVELOPMENT PROPOSALS

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Due to the steep slopes, erosion has occurred in areas void of vegetation. Minimal amounts of litter, garbage and yard trimmings are present. Mason Gulch is surrounded by predominately single-family homes on the top of the steep slopes and along Waterview Street, and commercial and recreational uses along Ruston Way. In addition, the City of Tacoma North End Wastewater Treatment Plant is located at the base of the gulch.



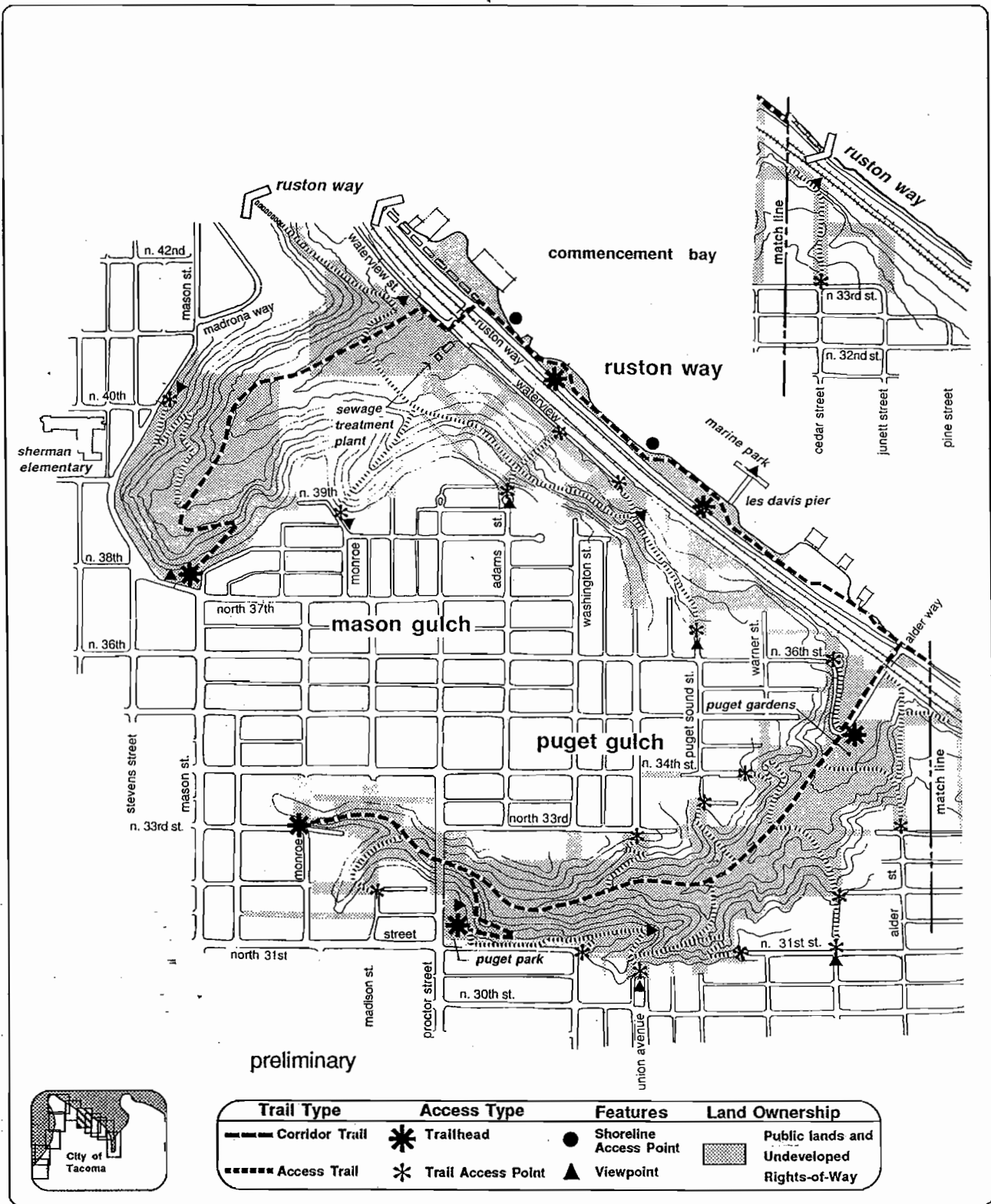
*Marine Park can be seen from the rim of Mason Gulch where corridor and access trails provide access to the park.*

### b. Development Proposal

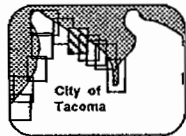
The corridor and access trails within Puget and Mason Gulches need to be constructed to the specified standards. Reconstruction of the North Adams Street stairway is also needed. Due to topography, additional stairways may be needed to provide access from abutting neighborhoods. Construction of these trails may include cutting, filling and bulkheading. Proper drainage features are needed to control erosion. Existing paths which will not be utilized



# SHORELINE TRAIL DEVELOPMENT PROPOSALS



preliminary



Trail Type	Access Type	Features	Land Ownership
--- Corridor Trail	* Trailhead	● Shoreline Access Point	Public lands and Undeveloped
..... Access Trail	* Trail Access Point	▲ Viewpoint	Rights-of-Way

## 5 Ruston Way / Puget Gulch / Mason Gulch

Scale: 0 400 800 1200 Development Proposal



## SHORELINE TRAIL DEVELOPMENT PROPOSALS

as part of the trail system should be reclaimed through gulch/steep slope restoration practices. Restoration and rehabilitation of the stream beds and re-vegetation of eroded slopes will enhance the aesthetic and habitat value of the gulches and steep slopes.

In order to connect Puget Gulch with the water side of Ruston Way, a sidewalk should be constructed from Puget Gardens along Alder Way with a crosswalk at Ruston Way. For Mason Gulch, a sidewalk should be constructed along North 40th Street with crosswalks at both Waterview Street and Ruston Way.

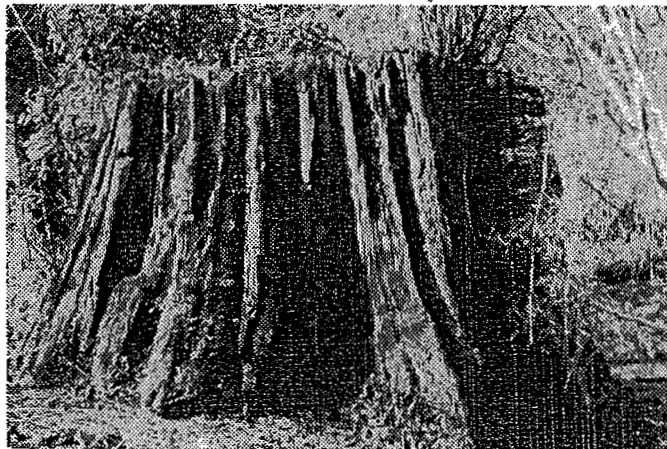
Signs are needed to identify the trailheads, access points and connections with the Ruston Way/Buckley Gulch segment and the Ruston segment. Trash receptacles and seating bollards or benches should be provided for viewing and rest areas.

### c. Generalized Cost Estimate\*

	<u>Acquisition</u>	<u>Trail Development</u>
Ruston Way	0	\$3,000 - \$5,000
Puget Gulch	\$8,000	\$81,000 - \$115,000
Mason Gulch	\$90,000	\$73,000 - \$104,000
Total	\$98,000	\$157,000 - \$224,000

- \* Reflects total estimated costs. Actual costs may differ from these estimated costs depending on specific site conditions, property ownership and final design. In addition to property acquisition, easements are also a course of action to be pursued which would substantially reduce the amounts shown.

*This old cedar stump measuring more than six feet across at the top can be found near Puget Gardens just next to a year-round stream.*



## SHORELINE TRAIL DEVELOPMENT PROPOSALS

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### 6. Ruston Segment

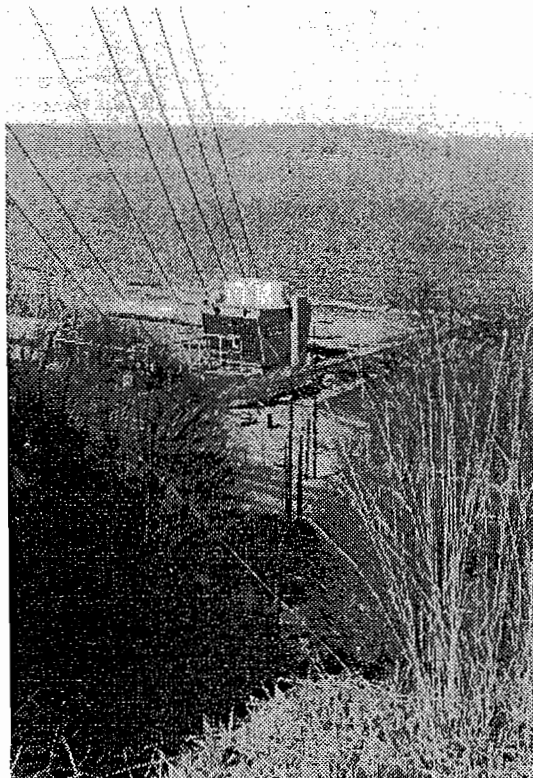
#### a. Description

The Ruston Way portion of this segment extends from North 40th Street to North 49th Street. A description of Ruston Way is provided within the Ruston Way/ Buckley Gulch segment.

The Town of Ruston and the properties of the American Smelter and Refining Company (ASARCO) include Commencement Bay waterfront. ASARCO has ceased operation and has been working with the Environmental Protection Agency, the State of Washington Department of Ecology, and the Tacoma-Pierce County Health Department to stabilize the site, study the extent and types of contamination, and develop and implement appropriate long-term remedies for the site. The Town of Ruston is bordered by Orchard Street on the east, North 49th Street on the south, North Pearl Street on the west and Point Defiance Park on the north.

Waterview Street lies on a shelf on the steep slopes above Ruston Way offering views of Commencement Bay. Access to

*Use of utility easements, such as this one at N. 48th and Gove Streets, could provide direct access to the corridor trail.*

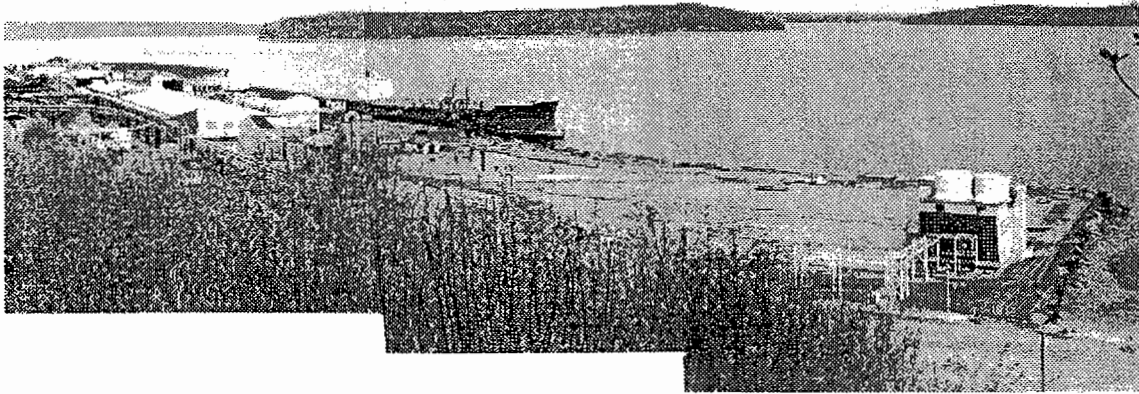


## SHORELINE TRAIL DEVELOPMENT PROPOSALS

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Ruston Way is available via North 40th and North 49th Streets. A stairway and switchback trail system connects North 45th and North Stevens Streets to Waterview Street. The staircase does not receive regular maintenance; however, it is in usable condition. Erosion has occurred in some areas on the slopes due to their steepness.

This trail segment is surrounded by predominately single-family homes on Waterview Street and on top of the steep slopes. Restaurants, offices and recreational uses exist along Ruston Way. ASARCO property separates Ruston Way from Point Defiance Park. In addition, North Pearl Street supports a substantial mix of commercial and residential uses.

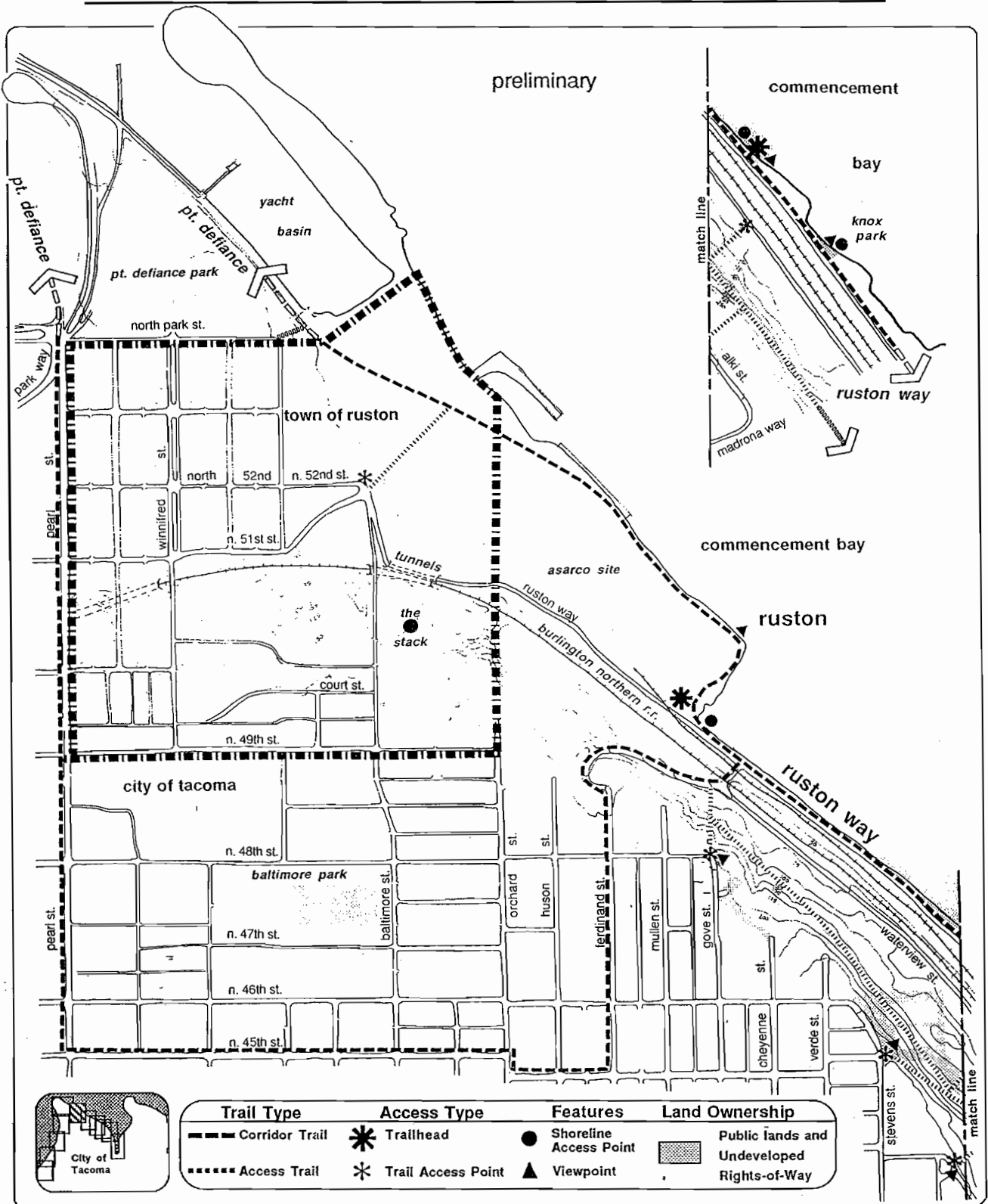


*The ASARCO property is a vital link for a trail along the shoreline from Ruston Way to Point Defiance Park.*

### b. Development Proposal

The proposed corridor trail forms a loop by following City streets as well as the shoreline through the Town of Ruston to link with the trails within Point Defiance Park. It is intended that a public access easement or dedication for the purpose of trail right-of-way and trail construction be required as a condition of approval for any new development of the ASARCO site. Cooperation by the Town of Ruston is also needed to locate a corridor trail along this section of shoreline. A trail corridor through the ASARCO property is the most logical connection to Point Defiance Park. This portion of the trail system will provide a direct link from Ruston Way to the Vashon Ferry, Point Defiance Park Boathouse and the promenade to Owen Beach.

# SHORELINE TRAIL DEVELOPMENT PROPOSALS



## 6 Ruston

Scale: 0 400 800 1200 Development Proposal



## SHORELINE TRAIL DEVELOPMENT PROPOSALS

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The trail route following City streets circumvents both the Town of Ruston and the ASARCO property. This portion of the trail leaves Ruston Way at North 49th Street and continues uphill via Ferdinand Street, turns west onto North 45th Street and turns north onto North Pearl Street to access Point Defiance Park at its main entrance. North 45th Street and North Pearl Street are included in the trail loop since these streets are served by Pierce Transit.

The corridor and access trails need to be constructed to the specified standards. Regular maintenance to the stairway and switchback trail system is also needed. Due to topography, additional stairways may be needed to provide access from abutting neighborhoods. Construction of these trails may include cutting, filling and bulkheading. Proper drainage features are needed to control erosion. Re-vegetation of eroded areas will enhance the aesthetic and habitat value of the steep slopes.

Signs are needed to identify trailheads, access points and connections with the Ruston Way/Puget Gulch/Mason Gulch segment and the Point Defiance Park segment. Trash receptacles and seating bollards or benches should be provided for viewing and rest areas.

c. Generalized Cost Estimate\*

	<u>Acquisition</u>	<u>Trail Development</u>
Ruston Way	\$150,000	\$13,000 - \$25,000
Ruston	\$ 73,000	\$34,000 - \$48,000
Total	\$223,000	\$47,000 - \$73,000

\* Reflects total estimated costs. Actual costs may differ from these estimated costs depending on specific site conditions, property ownership and final design. In addition to property acquisition, easements are also a course of action to be pursued which would substantially reduce the amounts shown.

## SHORELINE TRAIL DEVELOPMENT PROPOSALS

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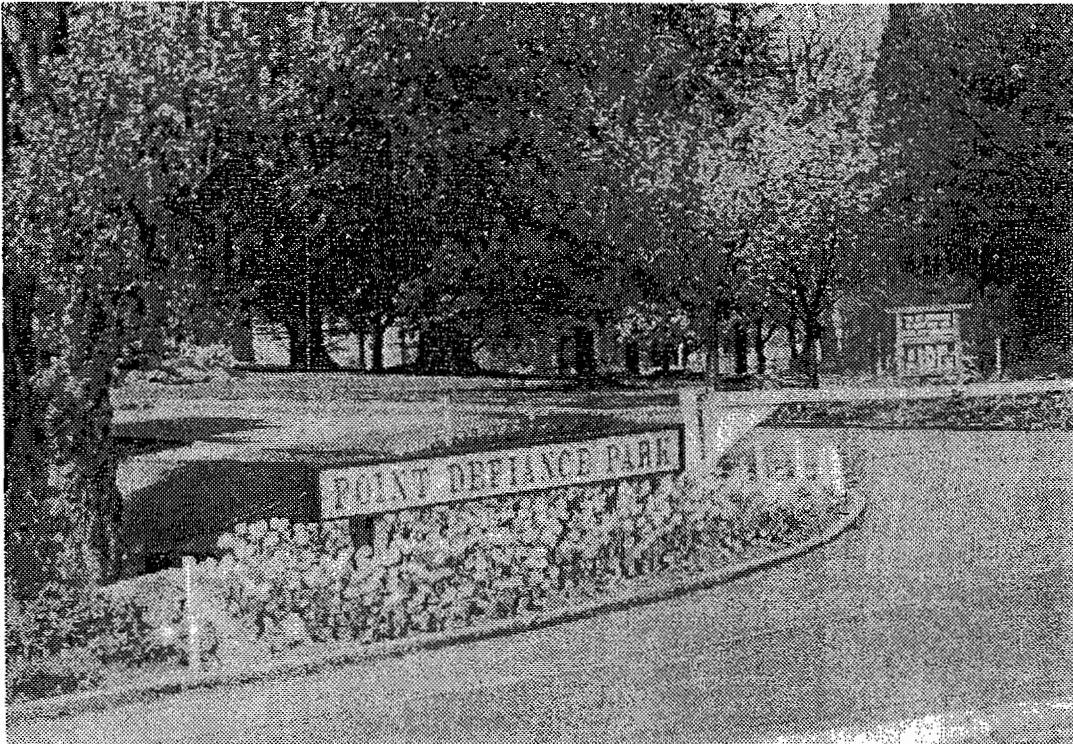
### 7. Point Defiance Park Segment

#### a. Description

Point Defiance Park is located on the tip of a steep-cliffed peninsula. It is an approximately 700 acre regional, recreational facility. A world class zoo, aquarium, flower gardens, picnic areas, two historic museums and a swimming beach are some of the facilities found in the park. Much of the park remains a virgin forest. Numerous trails wind their way through the woods and along the high banks of the park.

The actual number of miles of trail in the wooded area is unknown for trails vary from ten-foot wide main trails to one-foot wide hidden tracks. The basic trail system measures about 14 miles.

Some trails began as the routes of native peoples. Some originally began as game trails. Some trails have been in existence since the park's founding in 1888, and some date back to the 1930's, while others are less than five years old.



*A variety of environments and features can be found at Point Defiance Park.*

## SHORELINE TRAIL DEVELOPMENT PROPOSALS

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A historic, waterfront promenade connects the Boathouse to Owen Beach. The promenade, a three-quarter mile, seawalled walk, was once equipped with a seawall railing and benches. Near the center of the promenade lies the "Midway Ravine" area where a small creek exits from a culvert under Five Mile Drive. A switchback walkway leads up from the ravine to Five Mile Drive and the north end of the main picnic area.



*The promenade at Point Defiance Park connects the boathouse with Owen Beach.*

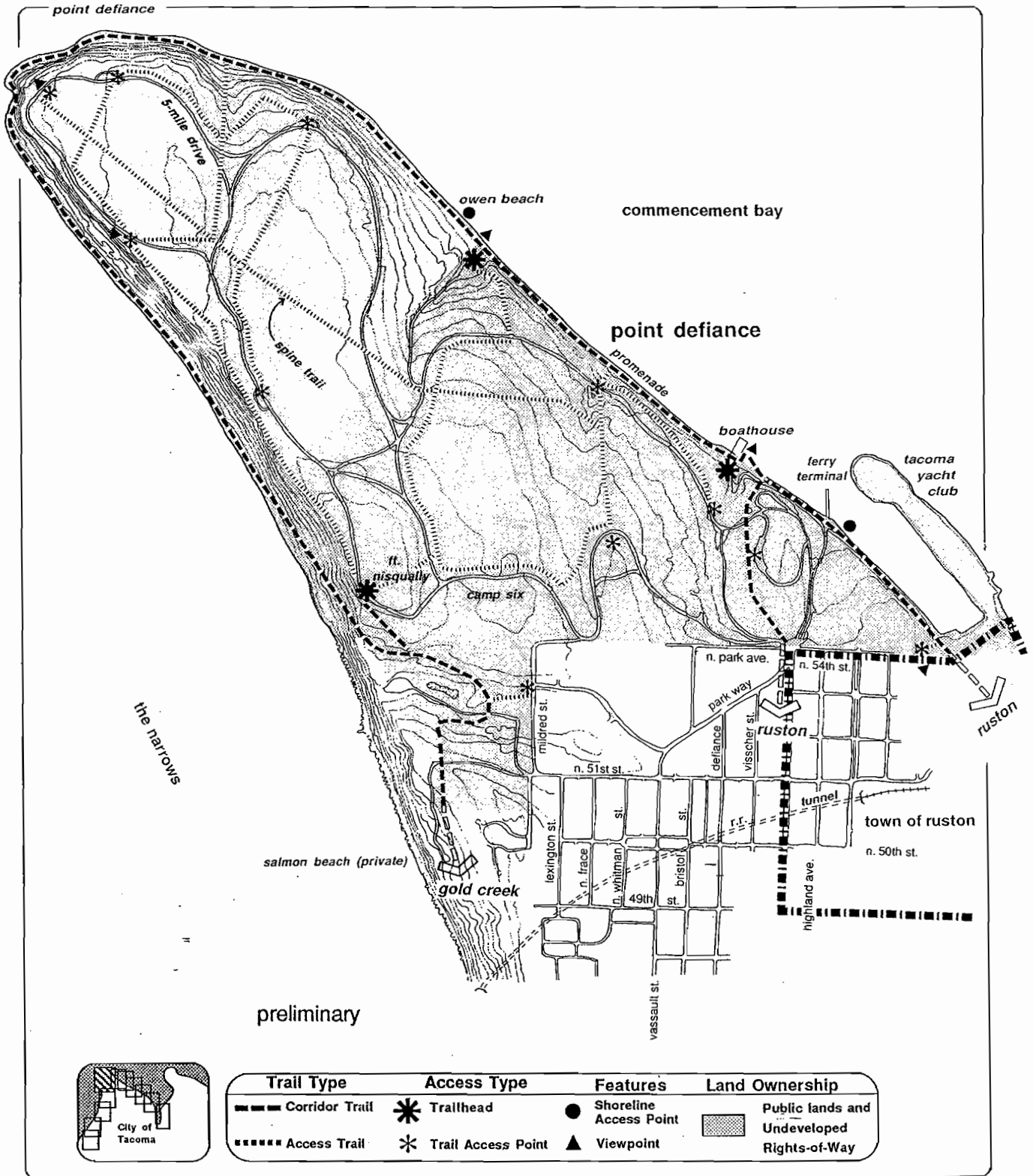
Residential, some commercial uses, the Town of Ruston and ASARCO property abut the park to the south. Portions of Salmon Beach, a historic, over-water residential community, also abuts park property to the west. Breakwater Marina (formerly Warter's Marina) and the Tacoma Yacht Club occupy property leased from the Metropolitan Park District. In addition, the Washington State Department of Transportation operates a ferry to Vashon Island from the park.

### b. Development Proposal

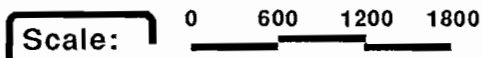
In 1980, the Metropolitan Park District adopted the Point Defiance Park Comprehensive Improvement Plan. The plan recommends that the promenade be improved by the addition of a seawall railing and benches, improved signing and redevelopment of the "Midway Ravine" area with a sitting/picnicking area, and waterfront shelter. The Comprehensive Improvement Plan also recommends providing restrooms in the "Midway Ravine" area and paving the



# SHORELINE TRAIL DEVELOPMENT PROPOSALS



## 7 Point Defiance Park



Development Proposal



## SHORELINE TRAIL DEVELOPMENT PROPOSALS

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promenade to make it accessible for the handicapped. The plan further recommends improving viewpoints, adding benches, signing, and trail links and extensions. These development proposals also are recommended as part of this Shoreline Trails Plan. Additional improvements also are recommended.

Construction of the corridor trail connections to the Ruston and West Slope/Gold Creek Gulch segments needs to be accomplished. It is also recommended that shoreline and beach access trails be developed. Due to topography, stairways may be needed to provide such access. Construction of these trails may include cutting, filling and bulkheading. Proper drainage features are needed to control erosion.

### c. Generalized Cost Estimate\*

	<u>Acquisition</u>	<u>Trail Development</u>
Point Defiance	0	\$198,000 - \$283,000
Total	0	\$198,000 - \$283,000

- \* Reflects total estimated costs. Actual costs may differ from these estimated costs depending on specific site conditions, property ownership and final design. In addition to property acquisition, easements are also a course of action to be pursued which would substantially reduce the amounts shown.

## SHORELINE TRAIL DEVELOPMENT PROPOSALS

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### 8. West Slope/Gold Creek Gulch Segment

#### a. Description

The west slope area is contained within four shoreline trail segments. A description of the west slope area is provided here and shall be referenced in the next three trail segment descriptions.

The portions of the west slope which are located within the plan area extend south from Point Defiance Park to Titlow Park at Sixth Avenue Extended and beyond to the City's southern boundaries at Lemons Beach Road and West 27th Street. The steepness of the slopes vary from sheer cliffs north of the Narrows Bridge to gentle slopes at Titlow Park. The slopes are heavily-wooded with thick undergrowth. Several streams and/or intermittent drainage channels flow through the slopes to the Narrows. Informal paths exist throughout the steep slopes. Residential uses are located on top of the steep slopes and on the gentle slope near Titlow Park. Some multi-family residential developments have been built south of Gold Creek and south of South 19th Street (West Ridge). In addition, residential homes are located at Salmon Beach, a historic, over-water residential community.

Burlington Northern Railroad right-of-way runs along the base of the steep slopes adjacent to the Narrows, extending south from the Nelson Bennett Tunnel. The tunnel is located just south of Salmon Beach. The Tacoma-Lake Cushman Transmission line and the Narrows Bridge cross the Narrows from the west slope area.



*Gold Creek Gulch, a large natural area west of Narrows Drive, offers recreational potential for Tacoma.*

## SHORELINE TRAIL DEVELOPMENT PROPOSALS

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The West Slope/Gold Creek Gulch segment extends from the boundaries of Point Defiance Park to the Tacoma-Lake Cushman Transmission Line south of Gold Creek Gulch. Recently, an easement for a pedestrian trail right-of-way was negotiated as part of a single-family residential development. In addition, the City has the right to a trail easement through the property known as Gold Creek Condominiums at such time as the Titlow to Point Defiance portion of the shoreline trail system is developed. The City also has the right to a trail easement through Gold Creek Gulch from Narrows Drive to the Titlow- Point Defiance trail.

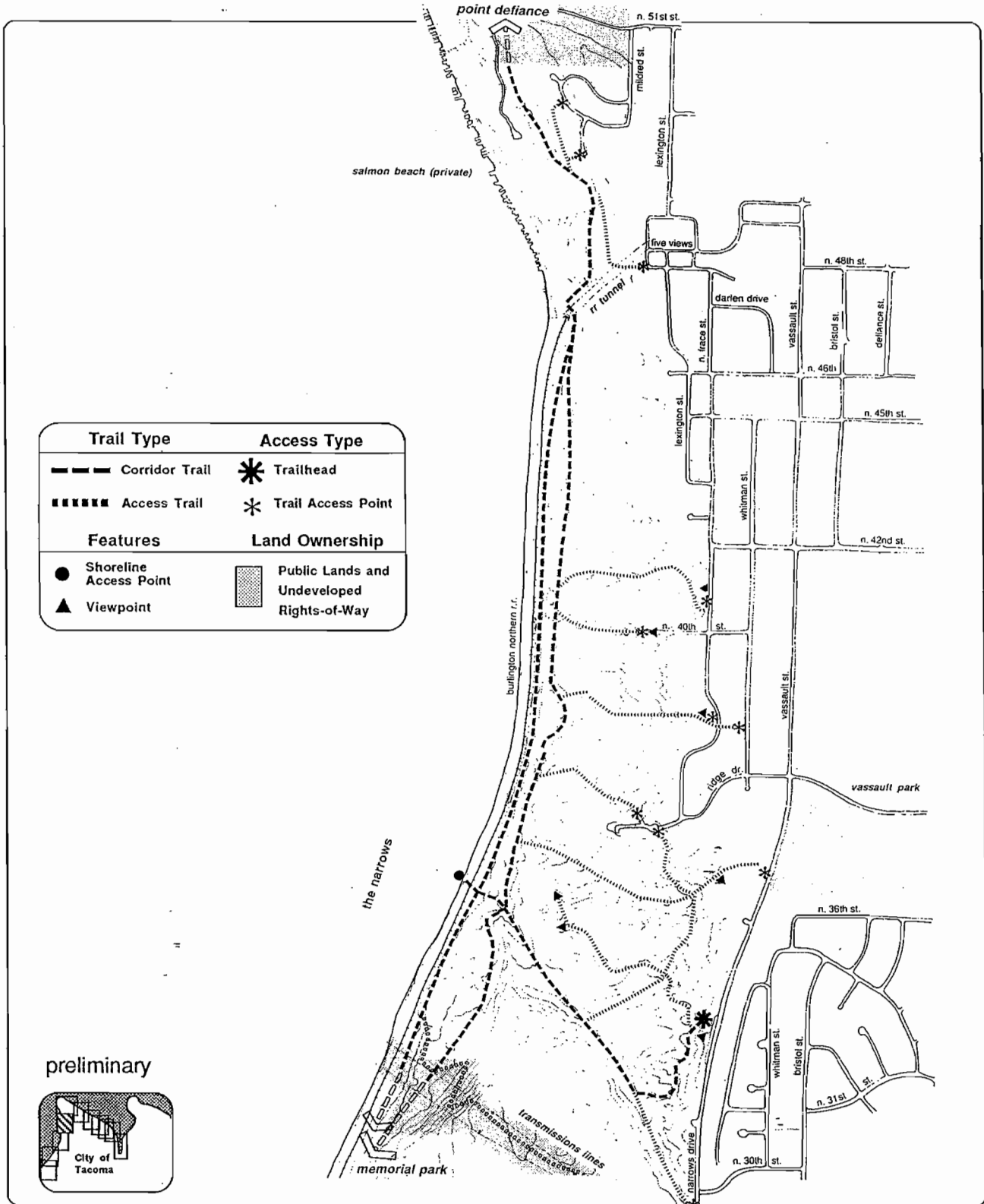


*A trail easement along Gold Creek will allow pedestrian access from Narrows Drive.*

### b. Development Proposal

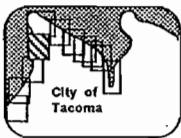
The proposed corridor trail will form a loop by using a portion of the Burlington Northern Railroad right-of-way and traversing the steep slopes above. In order to accomplish this, a public access easement or dedication for the purpose of trail right-of-way needs to be pursued with Burlington Northern. In addition, the corridor trail will follow Gold Creek through the gulch to a trailhead at Narrows Drive. Construction of the corridor and access trails to the specified standards needs to be accomplished. This may include cutting, filling and bulkheading. Proper drainage features are needed to control erosion. Due to topography, stairs may be needed to provide access from abutting neighborhoods. Restoration and rehabilitation of the

# SHORELINE TRAIL DEVELOPMENT PROPOSALS



Trail Type	Access Type
Corridor Trail	Trailhead
Access Trail	Trail Access Point
Features	Land Ownership
Shoreline Access Point	Public Lands and Undeveloped Rights-of-Way
Viewpoint	

preliminary



## 8 West Slope / Gold Creek Gulch

Scale: 0 500 1000 1500 Development Proposal



NORTH

## SHORELINE TRAIL DEVELOPMENT PROPOSALS

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stream bed within Gold Creek Gulch and re-vegetation of eroded slopes will enhance the aesthetic and habitat value of the gulch environment.

Signs are needed to identify the trailheads, access points and connections with the Point Defiance Park segment and the West Slope/War Memorial Park segment. Trash receptacles and seating bollards or benches should be provided for viewing and rest areas.

c. Generalized Cost Estimate\*

	<u>Acquisition</u>	<u>Trail Development</u>
West Slope/ Gold Creek Gulch	\$568,000	\$528,000 - \$755,000
Total	\$568,000	\$528,000 - \$755,000

\* Reflects total estimated costs. Actual costs may differ from these estimated costs depending on specific site conditions, property ownership and final design. In addition to property acquisition, easements are also a course of action to be pursued which would substantially reduce the amounts shown.

## SHORELINE TRAIL DEVELOPMENT PROPOSALS

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### 9. West Slope/War Memorial Park Segment

#### a. Description

A description of the west slope is provided within the West Slope/Gold Creek Gulch segment. The West Slope/War Memorial Park segment extends from the Tacoma-Lake Cushman Transmission Line south of Gold Creek Gulch to War Memorial Park south of the Narrows Bridge.

In 1988, the City of Tacoma purchased 27.93 acres of land for open space within this segment. This property was purchased with the intent of constructing a walking trail within the property.



*Tacoma's western slopes are heavily wooded and offer spectacular views of Puget Sound, the Narrows Bridge and the Olympic Mountains.*

## SHORELINE TRAIL DEVELOPMENT PROPOSALS

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b. Development Proposal

The corridor trail will use the Burlington Northern Railroad right-of-way and traverse the steep slopes above. The upper corridor trail descends the steep slopes and joins the lower corridor near the Narrows Bridge. In addition, the corridor trail will extend to a trailhead at War Memorial Park. Construction of the corridor and access trails to the specified standards needs to be accomplished. This may include cutting, filling and bulkheading. Proper drainage features are needed to control erosion. Due to topography, stairs may be needed to provide access from abutting neighborhoods.

Signs are needed to identify the trailheads, access points and connections with the West Slope/Gold Creek Gulch segment and the West Slope/Titlow Park segment. Trash receptacles and seating bollards or benches should be provided for viewing and rest areas.

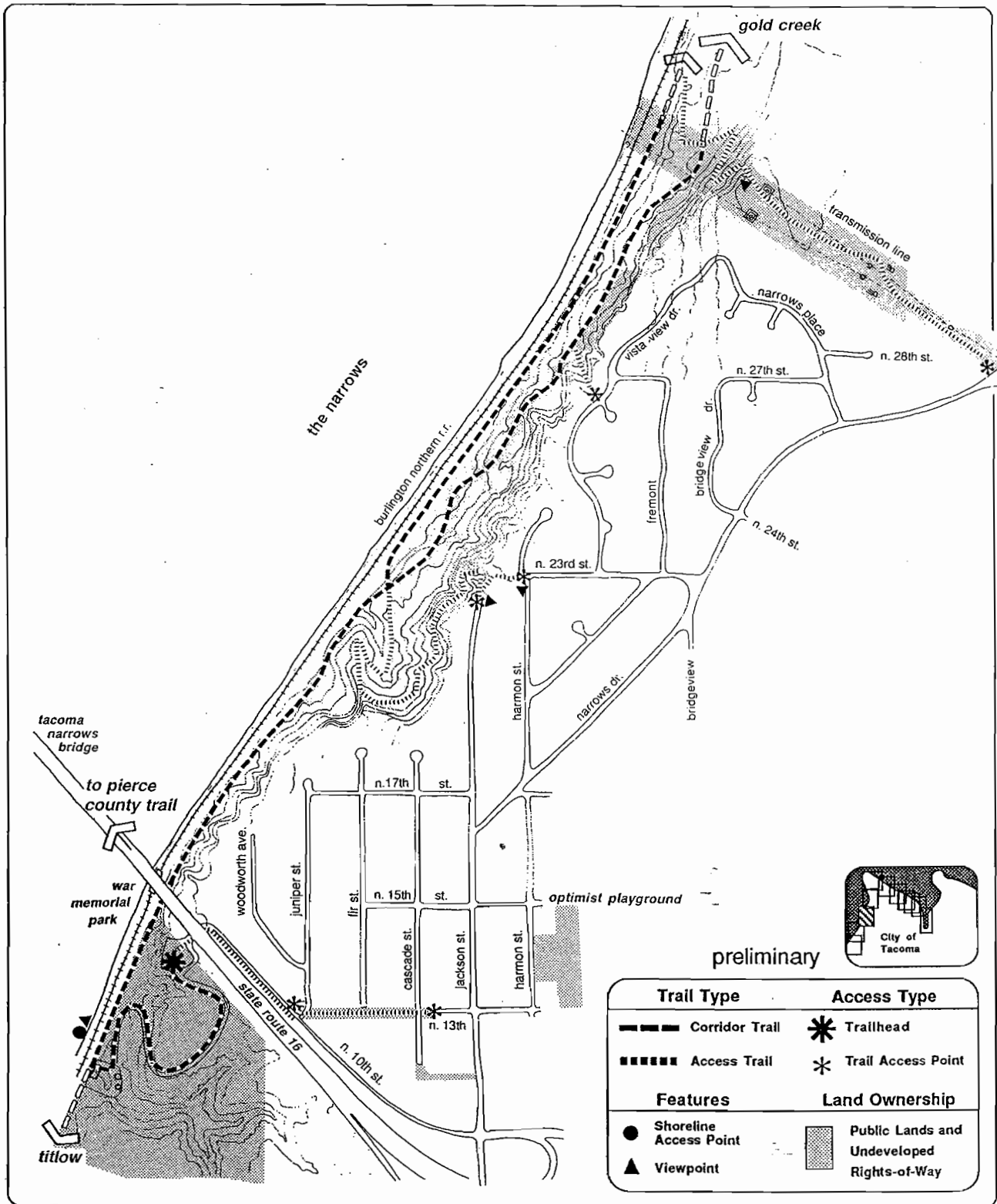
c. Generalized Cost Estimate\*

	<u>Acquisition</u>	<u>Trail Development</u>
West Slope/ War Memorial	\$66,000	\$174,000 - \$248,000
Total	\$66,000	\$174,000 - \$248,000

\* Reflects total estimated costs. Actual costs may differ from these estimated costs depending on specific site conditions, property ownership and final design. In addition to property acquisition, easements are also a course of action to be pursued which would substantially reduce the amounts shown.



# SHORELINE TRAIL DEVELOPMENT PROPOSALS



## 9 West Slope / War Memorial Park

Scale: 0 400 800 1200 Development Proposal



## SHORELINE TRAIL DEVELOPMENT PROPOSALS

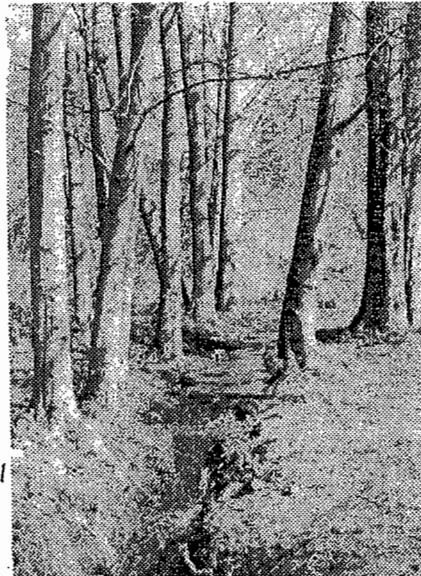
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### 10. West Slope/Titlow Park Segment

#### a. Description

A description of the west slope is provided within the West Slope/Gold Creek Gulch segment. The West Slope/Titlow Park segment extends from War Memorial Park to Titlow Park at Sixth Avenue Extended.

Directly south of War Memorial Park is the City of Tacoma Western Slopes Wastewater Treatment Plant. Several single-family homes are located between this facility and property owned by the Metropolitan Park District. Titlow Beach, Hidden Beach, and the Tacoma Outboard Association (TOA) are located on Park District property. Several trails, including formal fitness trails, run through the park district property. Titlow Park at Sixth Avenue Extended was previously used as a ferry landing before the Narrows Bridge was built. The area is a popular viewing and scuba diving area. The Burlington Northern Railroad right-of-way exists along the shoreline and separates Hidden Beach, Titlow Beach and TOA from Titlow Park.

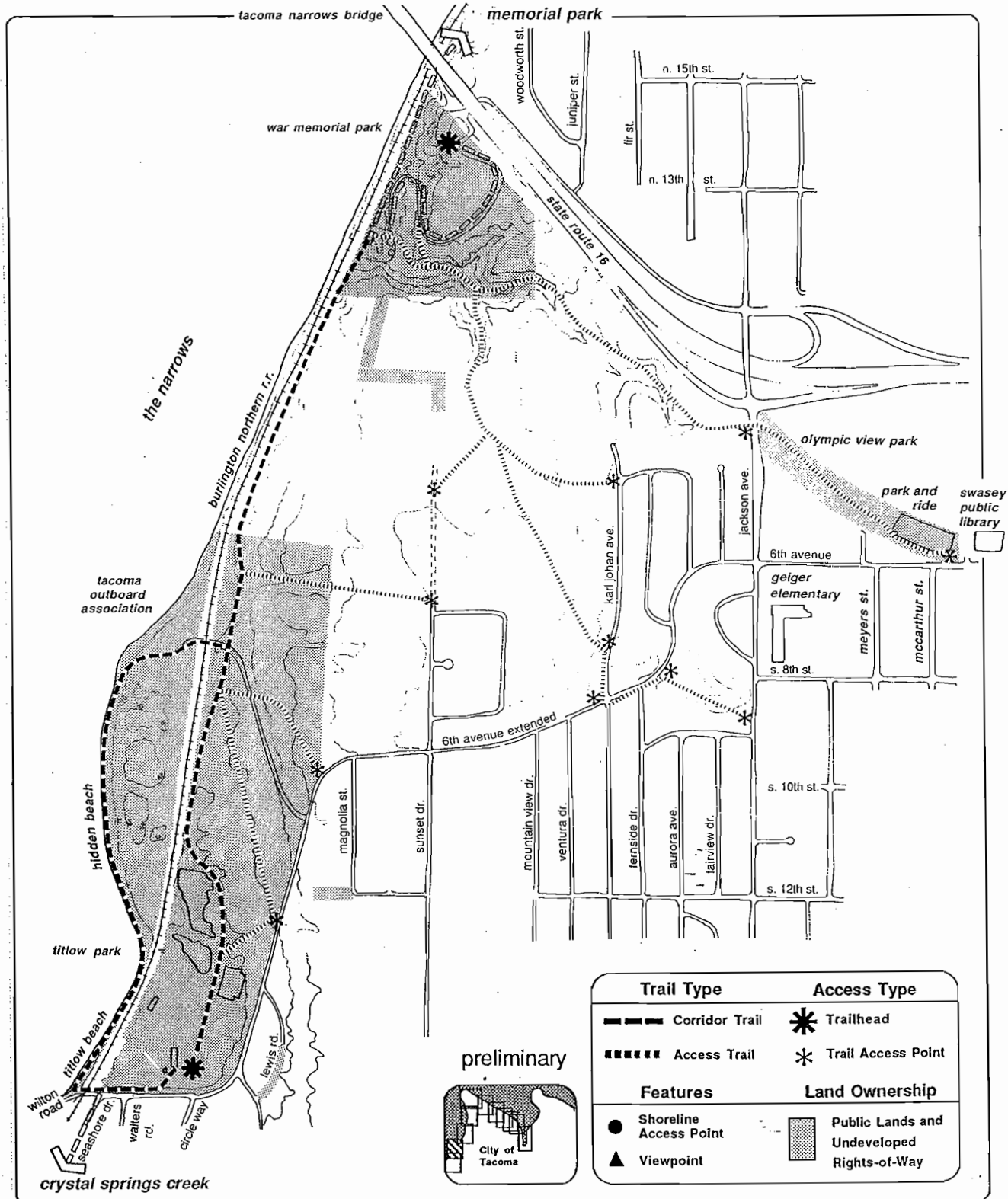


*A coppice of alders embrace a natural watercourse in Titlow Park.*

#### b. Development Proposals

Titlow Beach at the Sixth Avenue Extended street-end is scheduled to be redeveloped by 1990 as a mini-park with parking, water access, viewing areas and scuba diving. The addition of an artificial reef and underwater preserve will make scuba diving more of an attraction at this site. The scheduled improvements will complement Titlow Park and provide a major destination point and trailhead for the shoreline trail system.

# SHORELINE TRAIL DEVELOPMENT PROPOSALS



## 10 West Slope / Titlow Park

Scale: 0 400 800 1200 Development Proposal



## SHORELINE TRAIL DEVELOPMENT PROPOSALS

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The corridor trail will use the Burlington Northern Railroad right-of-way and link with the fitness trails in Titlow Park and trails through Hidden Beach and along Titlow Beach forming a loop. In addition, this trail segment will link to Pierce County's proposed Titlow Beach to Steilacoom Lake trail via the West Slope/Crystal Springs Creek corridor trail. Construction of the corridor and access trails to the specified standards needs to be accomplished. This may include cutting, filling and bulkheading. Proper drainage features are needed to control erosion.

Signs are needed to identify the trailheads, access points and connections with the West Slope/War Memorial Park segment, the West Slope/Crystal Springs Creek segment and to Pierce County trails as they are developed. Trash receptacles and seating bollards or benches should be provided for viewing and rest areas.

### c. Generalized Cost Estimate\*

	<u>Acquisition</u>	<u>Trail Development</u>
West Slope/ Titlow Park	\$330,000	\$177,000 - \$253,000
Total	\$330,000	\$177,000 - \$253,000

\* Reflects total estimated costs. Actual costs may differ from these estimated costs depending on specific site conditions, property ownership and final design. In addition to property acquisition, easements are also a course of action to be pursued which would substantially reduce the amounts shown.



*Pacific Madrones (Arbutus menziesii) are found on the hotter and drier west slopes of Tacoma.*

## SHORELINE TRAIL DEVELOPMENT PROPOSALS

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### 11. West Slope/Crystal Springs Creek

#### a. Description

A description of the west slope is provided within the West Slope/Gold Creek Gulch segment. The West Slope/Crystal Springs Creek segment extended from Titlow Park at Sixth Avenue Extended to the City's southern boundaries at Lemons Beach Road and West 27th Street.

In 1985, approximately 18 acres of land within this segment was dedicated to the City of Tacoma from the West Ridge development for open space purposes.

#### b. Development Proposals

The corridor trail will use City of Tacoma property and a portion of the Burlington Northern Railroad right-of-way within the City and Pierce County to extend from Titlow Park to the City's southern boundary at Lemons Beach Road. This trail will provide a direct connection to the proposed Pierce County trail linking Titlow Beach and Steilacoom Lake. Construction of the corridor and access trails to the specified standards needs to be accomplished. This may include cutting, filling and bulkheading. Proper drainage features are needed to control erosion.

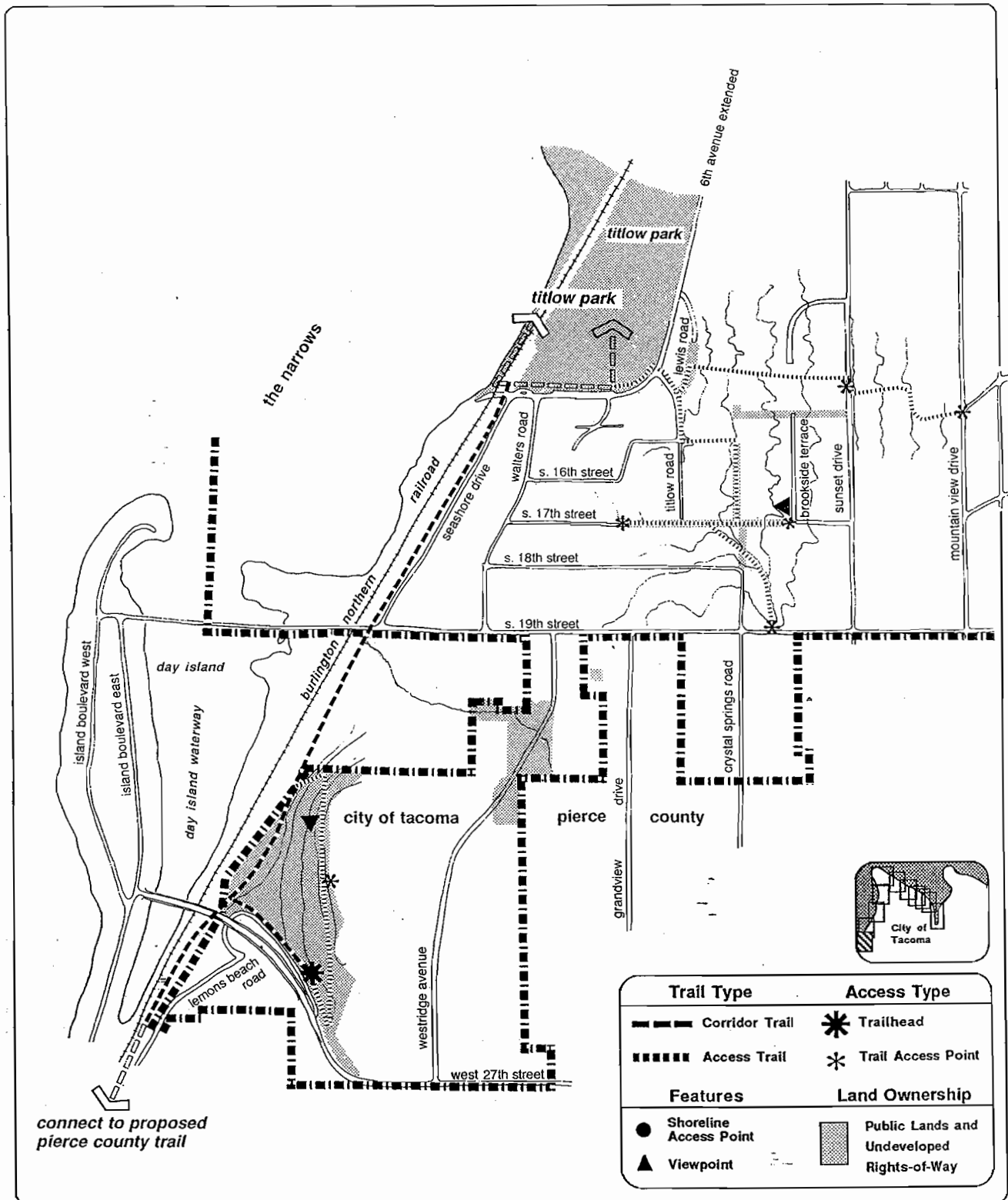
Signs are needed to identify the trailheads, access points and connections with the West Slope/Titlow Park segment and to Pierce County trails as they are developed. Trash receptacles and seating bollards or benches should be provided for viewing and rest areas.

#### c. Generalized Cost Estimate\*

	<u>Acquisition</u>	<u>Trail Development</u>
West Slope/ Crystal Springs Creek	<u>\$81,000</u>	<u>\$127,000 - \$179,000</u>
Total	<u>\$81,000</u>	

\*- Reflects total estimated costs. Actual costs may differ from these estimated costs depending on specific site conditions, property ownership and final design. In addition to property acquisition, easements are also a course of action to be pursued which would substantially reduce the amounts shown.

# SHORELINE TRAIL DEVELOPMENT PROPOSALS



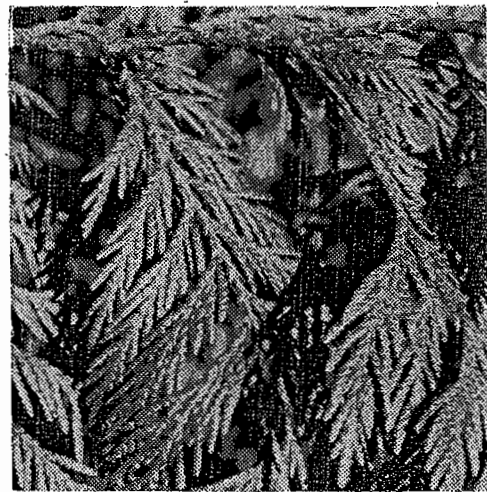
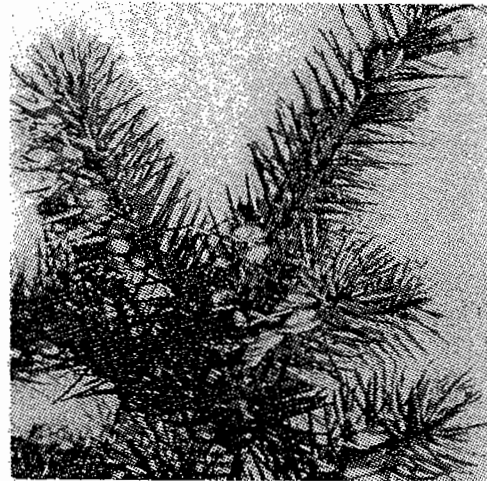
## 11 WEST SLOPE / Crystal Springs Creek

Scale: 0 400 800 1200 Development Proposal



## IMPLEMENTATION AND RECOMMENDATIONS

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The climax species (top) Western Hemlock (*Tsuga canadensis*), Douglas Fir (*Pseudotsuga taxifolia*) (middle), and the Western Red Cedar (*Thuja plicata*) (below) are familiar conifers found along the shoreline trail route.

## IMPLEMENTATION AND RECOMMENDATIONS

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### Implementation

The Shoreline Trails Plan will be used as a guide for future acquisition and development of shoreline urban walking trails. Both the City of Tacoma and the Metropolitan Park District will be involved in carrying out the development proposals and recommendations contained in this study.

The Metropolitan Park District is the primary provider of public recreation and open space facilities within the city. The District owns, operates and maintains numerous parks and recreation facilities. The responsibility to develop the trail system will be shared by the City and the District. Maintenance of the developed facilities will be carried out by the District with support from the City.

City government is charged with serving the overall needs of the community including recreation. The City provides funds to the Metropolitan Park District for this purpose. The City has an active program to acquire properties for open space. The City has also developed some limited recreational facilities, e.g., Bayside Trails.

The City is further involved in recreation and open space through the administration of land use policies and regulations. These policies and regulations provide for the dedication of land for open space and easements, govern land uses and protect natural resources and the environment.

Many factors will influence the successful implementation of the recommendations and development proposals contained in this plan, including community support, timing and availability of funding. The most critical factor is funding. It is estimated that it could cost as much as 5.2 million dollars to acquire property and construct the entire trail system and improvements described within this plan. Public acquisition and development costs may be reduced by obtaining trail easements through private properties. In addition, cost to the public may be reduced by requiring trail construction and public access dedication as a condition of approval for a new development. Maintenance costs to the public, which are additional, may be reduced by requiring the developer of these portions of the trail system to perform ongoing maintenance.

The City will continue its program to acquire properties for open space purposes as they become available and as funding permits. Many of these properties are located within the boundaries of the proposed shoreline trail system area. A significant portion of the public properties lying within the trail system area have been acquired by the City as part of this program.



## IMPLEMENTATION AND RECOMMENDATIONS

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In addition to acquisition, easement, and dedication, there are many other methods to preserve land for recreation and open space purposes. A partial listing of such methods can be found in the Recreation and Open Space Facilities Plan and is set forth in Appendix D.

Available monies for recreation improvements are scarce and competition is keen. Trail design, development and maintenance needs would be competing with other recreational needs of the city.

Because of these funding constraints, it is likely that the trail system will be developed in a series of smaller projects occurring over time. These projects can be pieces of larger proposals or could be the construction of a trail segment as identified in the shoreline trail development proposals section of this document, depending on the amount of funding available. Money to accomplish the plan is available from several potential sources including federal, state, local and private sources. A partial listing of available governmental revenue sources which could be used is set forth in Appendix E.

Generally, these sources of revenue are insufficient to meet the demand. Other innovative methods need to be explored that will make maximum use of limited funds. One such program that has experienced some success in other cities is the "Adopt-A-Trail" program. This program uses volunteers to help with the development and maintenance of trails. Similar programs could be developed in Tacoma. Staff is necessary to supervise and organize volunteer groups to ensure proper trail-building practices are used.

Possible groups that may have an interest in volunteer trail programs include youth organizations, environmental or recreation-oriented groups or neighborhood organizations. A formal process is needed to allow these groups to take part in an organized development or maintenance project.

Donations are another possibility that will help supplement limited funds. Donations of money, equipment and materials are ways for citizens and businesses to become involved in community recreation.

A summary of the costs of recommended trail improvements is shown on the accompanying chart.

## IMPLEMENTATION AND RECOMMENDATIONS

### SHORELINE TRAILS PLAN

#### Cost Summary\*

TRAIL Segment	Trail Development	Acquisition	Total	Maintenance/year
City Waterway	\$1,024,000 - \$1,463,000	\$0	\$1,463,000	\$16,000 - \$23,000
Schuster Parkway/ Bayside Trails	\$84,000 - \$120,000	\$0	\$120,000	\$24,000 - \$35,000
Ruston Way/ Garfield	\$20,000 - \$29,000	\$0	\$29,000	\$9,000 - \$13,000
Ruston Way/ Buckley/Ruston	\$77,000 - \$113,000	\$60,000	\$173,000	\$25,000 - \$36,000
Ruston Way / Puget Gulch/ Mason Gulch	\$157,000 - \$224,000	\$98,000	\$322,000	\$57,000 - \$81,000
Ruston	\$47,000 - \$73,000	\$223,000	\$296,000	\$12,000 - \$18,000
Pt. Defiance	\$198,000 - \$283,000	\$0	\$283,000	\$33,000 - \$47,000
West Slope/ Gold Creek	\$528,000 - \$755,000	\$568,000	\$1,323,000	\$47,000 - \$67,000
West Slope/ Memorial Park	\$174,000 - \$248,000	\$66,000	\$314,000	\$34,000 - \$49,000
West Slope/ Titlow Park	\$177,000 - \$253,000	\$330,000	\$583,000	\$56,000 - \$80,000
West Slope/ Crystal Springs	\$127,000 - \$179,000	\$81,000	\$260,000	\$38,000 - \$53,000
<b>TOTAL</b>	<b>\$2,613,000 - \$3,740,000</b>	<b>\$1,426,000</b>	<b>\$5,166,000</b>	<b>\$351,000 - \$502,000</b>

\* Reflects total estimated costs. Actual costs may differ from these estimated costs depending on specific site conditions, property ownership and final design. In addition to property acquisition, easements are also a course of action to be pursued which would substantially reduce the amounts shown.

## IMPLEMENTATION AND RECOMMENDATIONS

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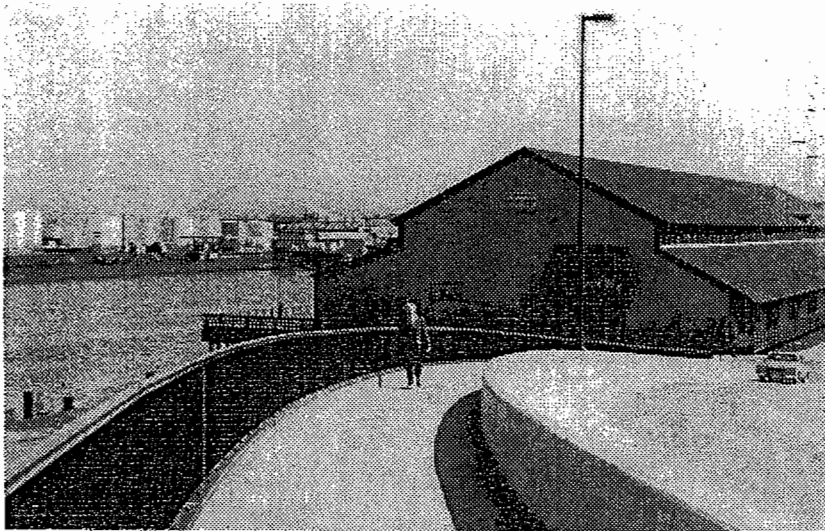
### Recommendations

The previous sections of this plan indicated several actions that should be undertaken to accomplish the intent of the proposed trail system. These recommended actions were suggested in the text and shown on the trail segment maps as development proposals. The development proposals or actions range from the general to the specific and from the short range to those that may be accomplished some time in the future. These actions are recommended, i.e., they are intended to help resolve an identified need. It is anticipated that some of these actions may need to be modified before implementation due to changing conditions, further analysis and other constraints.

In addition, other actions will be necessary to carry out the intent of this plan. The recommendations that follow were developed to address these concerns. These recommendations are legislative or administrative in nature.

It is recommended that:

1. Responsibility to develop the trail system should be shared by the City and the Metropolitan Park District of Tacoma and maintenance of the trail system should be conducted by the Metropolitan Park District of Tacoma with support from the City.
2. The Metropolitan Park District of Tacoma should develop an "Adopt-A-Trail" or similar volunteer program to help reduce the costs of development and maintenance of trails.
3. The trail system should be developed in a manner sensitive to the fragile environment within the steep slope and gulch areas.

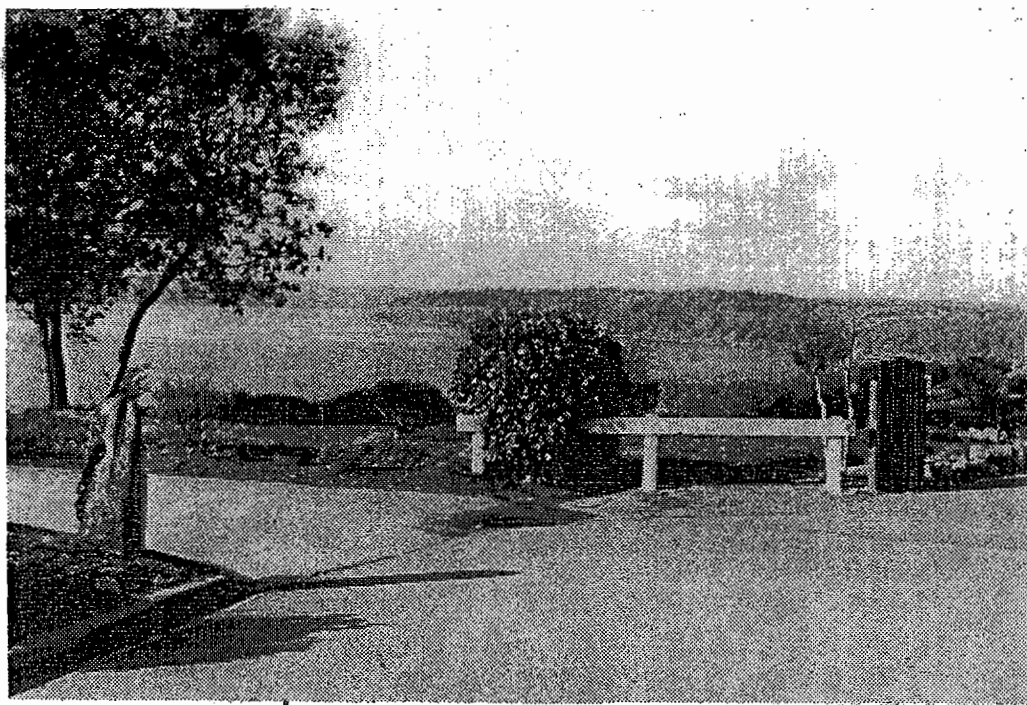


*The Fourth Street Bridge connects the Schuster Parkway/Bayside Trails Segment to City Waterway.*

## IMPLEMENTATION AND RECOMMENDATIONS

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4. Future links from the shoreline trail system to other trails within the city or neighboring jurisdictions that are existing or planned should be developed.
5. Development of the trail system should include rehabilitation or restoration of deteriorating conditions within the public open space lands through which the trail will pass.
6. The City should continue its program of purchasing open space lands. Properties lying within the proposed trail system should be considered as a high priority.
7. Easements should be obtained, wherever possible, to provide for trail access and development and to lower costs of land acquisition in developing the trail system.
8. The City and the Metropolitan Park District of Tacoma should seek funds needed to acquire land, and develop and improve the shoreline trail system.
9. The City and the Metropolitan Park District of Tacoma should identify funds for annual, complete and regular maintenance of the shoreline trail system.



*A trail access point which provides an extraordinary view of the vast slope lies at the end of Jackson Street.*

## IMPLEMENTATION AND RECOMMENDATIONS

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10. The City and the Metropolitan Park District of Tacoma should initiate negotiations with Burlington Northern to use railroad right-of-way for trail development.
11. Shoreline developments within the plan area should be required to provide waterfront public access and to develop any corresponding portions of the shoreline trail system.
12. Developments which do not have direct waterfront access within the plan area should be required to develop any corresponding portions of the shoreline trail system.
13. Use of utility easements should be negotiated where appropriate for development of the shoreline trail system.
14. Utility sub-station property should be negotiated where appropriate for development of the shoreline trail system.
15. If use of the Western Slopes Wastewater Treatment Plant is discontinued, it should be acquired and/or used for a public use which complements the shoreline trail system.



*Stairs, such as these built on the slopes above Salmon Beach, can provide access down the steepest slopes without significant grading.*

*Black Cottonwood (Populus tricarpa) can be found in wet areas.*



CHECKLIST

LOCATION:

APPROXIMATE LENGTH:

CLOSEST ROADWAYS:

PUBLIC TRANSPORTATION NEARBY?

TRAIL ACCESS:

EASE OF TRAVEL:

TYPE OF TRAIL:

TYPE OF USE:

CONDITION OF TRAIL:

SURFACE MATERIAL PRESENT:

STEEP SLOPE PRESENT?

CONDITION OF SLOPE:

HIGH MED LOW

VIEW POTENTIAL

WATER ACCESS POTENTIAL

PRESENCE OF LITTER

VANDALISM

TRANSIENTS

HOW SAFE DOES THE TRAIL APPEAR?

GENERAL COMMENTS:

DETERMINATION OF SIGNIFICANCE  
ADOPTION OF EXISTING ENVIRONMENTAL DOCUMENT  
(WAC 197-11-965 Adoption notice)

Adoption for (check appropriate box) \_ DNS  EIS  other Addendum

Description of current proposal: Adoption of Shoreline Trails Plan as an element of the City's long-range, comprehensive Land Use Management Plan and as part of the Master Program for Shoreline Development

Proponent: Tacoma Planning Commission, Metropolitan Park District

Location of current proposal: Citywide, Shoreline areas of the Tacoma Peninsula (See the attached addendum for the adoption of the Shoreline Trails Plan)

Title of document being adopted: Recreation and Open Space Facilities Plan EIS and the Addendum to the Recreation and Open Space Facilities Plan EIS for the Adoption of the Recreation and Open Space Facilities Plan "Amendment"

Agency that prepared document being adopted: City of Tacoma, Planning Department

Date adopted document was prepared: Final EIS was prepared in March 1983. The Addendum to the Final EIS was prepared in August 1988.

Description of document (or portion) being adopted: The Final EIS for the Recreation and Open Space Facilities Plan sets forth the anticipated impacts on the environment and mitigating measures associated with the adoption of the plan which is a nonproject action. The "Recreation and Open Space Facilities Plan," the scope of which is citywide, is a plan utilized to guide future acquisitions, developments and improvement of recreation and open space facilities. The Addendum to the Recreation and Open Space Facilities Plan EIS for the Adoption of the Recreation and Open Space Facilities Plan "Amendment" sets forth the anticipated impacts on the environment and mitigating measures associated with the adoption of the plan "Amendment" which is a nonproject



action. The Recreation and Open Space Facilities Plan "Amendment," the scope of which is citywide, includes changes that have occurred since the 1983 Plan adoption and consists of new project cost estimates, a notation of improvement projects completed, and changes to proposals for recreation and open space sites. It should be noted that, although the environmental analysis is complete and approved according to the SEPA rules, the plan "Amendment" has not been adopted as of this date.

If the document being adopted has been challenged (WAC 197-11-630), please describe on an attached sheet.

The document is available to be read at: SEPA Public Information Center, Tacoma Planning Department, 9th Floor, Tacoma Municipal Building, 747 Market Street, Tacoma, WA 98402

We have identified and adopted these documents as being appropriate for this proposal after independent review. The documents meet our environmental review needs for the current proposal and will accompany the proposal to the decision-maker.

Name of agency adopting document: City of Tacoma - Planning Department

Contact person, if other than responsible official: Richard Gilmur Phone: 591-5363

Responsible official: George A. Hoivik

Position/title: Director of Planning Phone: 591-5363

Address: Suite 900, Tacoma Municipal Building, 747 Market Street, Tacoma, WA 98402

Date: \_\_\_\_\_ Signature: \_\_\_\_\_

Approved as to form:

SEPA PIC Officer \_\_\_\_\_ Date \_\_\_\_\_

SEPA PIC File # \_\_\_\_\_ Dept. File # N/A

Addendum to the  
Recreation and Open Space Facilities Plan EIS  
and to the  
Addendum to the Recreation and Open Space Facilities Plan EIS  
For the Adoption of the  
Shoreline Trails Plan

Introduction

This addendum to the Recreation and Open Space Facilities Plan Environmental Impact Statement (EIS) and the addendum to the Recreation and Open Space Facilities Plan (EIS) for the adoption of the Recreation and Open Space Facilities Plan "Amendment" is for the purpose of adopting the Shoreline Trails Plan in compliance with the policies set forth in the State Environmental Police Act (SEPA) and its implementing rules (Chapter 197-11 WAC), applicable to the action described below. From a SEPA Rules perspective, the Recreation and Open Space Facilities Plan is a nonproject action for which an EIS was prepared in 1983, and the Recreation and Open Space Facilities Plan "Amendment" is a nonproject action for which an addendum to the 1983 EIS was prepared in 1988. It should be noted that, although the environmental analysis for the Recreation and Open Space Facilities Plan "Amendment" is complete and approved according to the SEPA Rules, the plan "Amendment" has not been adopted as of this date.

Proposed Action

Adoption of the Shoreline Trails Plan as an element of the City's long-range, comprehensive Land Use Management Plan and as part of the Master Program for Shoreline Development. This plan supplements the 1983 Recreation and Open Space Facilities Plan and is a guide for the location, development, and future land acquisition for trails along the shoreline areas of the Tacoma Peninsula. The Shoreline Trails Plan is a nonproject action in regards to the SEPA Rules.

Location

The Recreation and Open Space Facilities Plan (1983) and the draft "Amendment" cover recreation and open space areas within the boundaries of the City of Tacoma and other sites which are outside the City limits, but within the boundaries of the Tacoma School District and the Metropolitan Park District. The Shoreline Trails Plan area boundary encompasses the shoreline areas of the Tacoma Peninsula which includes City Waterway and extends north along Commencement Bay to Point Defiance Park. From Point Defiance Park, the plan area boundary extends south along the Narrows to Titlow Park at Sixth Avenue extended and beyond to the city's southern boundaries. The plan area boundary extends inland from the water's edge to the top of the steep slope areas and includes all of Point Defiance Park and the gulches (Gold Creek, Mason, Puget, Buckley and Garfield).

Responsible Official: George Hoivik  
Director of Planning

Contact Person: Richard Gilmur  
Tacoma Planning Department  
747 Market Street  
Tacoma, WA 98402  
Telephone: 591-5363

Background

The City of Tacoma adopted a comprehensive recreation and open space facilities document known as the Recreation and Open Space Facilities Plan in 1983. It provides a foundation for recreation and open space improvements of the City of Tacoma, Metropolitan Park District and Tacoma School District. When the plan was developed, it was purposefully generalized to provide flexibility so as to increase its usefulness in making long range decisions. Its emphasis is on recreation and open space intents, policies, and proposals which were based on an analysis of existing sites and facilities, recreation trends and standards, anticipated needs and desirable goals.

At the same time as the City's adoption of the plan, the Metropolitan Park District Board of Commissions and the Tacoma School District adopted their respective portions of the plan.

One of the purposes of the plan adoption is to assure that the City and Park District are eligible to apply for State of Washington Interagency Committee for Outdoor Recreation (IAC) project grant money. One requirement of the IAC program is that local governments wishing to apply for grant money must have an adopted park and recreation plan and, further, that the plan be updated every five years in order to retain that eligibility.

The draft "Amendment" to the Recreation and Open Space Facilities Plan (1983) has been prepared to provide that necessary update. The draft "Amendment" has been developed by the City of Tacoma, Metropolitan Park District and the Tacoma School District. It includes an update of project cost estimates to 1988, a notation of improvements that have been made since 1983 and appropriate modifications to the site and facility proposals.

The purpose of both documents are the same, i.e., promoting desirable acquisition, development and improvement of recreation and open space sites and providing policy direction in the decision making process. The concept of the plan and "Amendment" recognizes past and present trends, existing sites, future needs, assumptions and the need for cooperation planning and development in the provision of public recreation and open space. The concept is to acquire, develop and improve a good distribution of both neighborhood and city-wide recreation and open space areas which provide for a variety of uses that are easily accessible. This includes neighborhood parks and playgrounds, athletic complexes, major-parks, mini-parks, trails and undeveloped open space or natural areas; each being an important part in the overall opportunities available to the general public. Improvements may range from the development of ballfields to the reforestation of an area for

wildlife habitat and aesthetics. The plan proposes a balance between close to home recreation facilities and larger facilities located at nodes of activity in various areas of the city.

Specific information regarding the 1983 Recreation and Open Space Facilities Plan and the Recreation and Open Space Facilities Plan "Amendment" is contained in the Final EIS and the addendum to the Final EIS. These documents are available to be read at the SEPA Public Information Center, Tacoma Planning Department, 9th Floor, Tacoma Municipal Building, 747 Market Street, Tacoma, Washington 98402.

In addition to these documents, the City's desire to develop a shoreline trails system has been documented in numerous other waterfront and open space studies and plans previously prepared. Several of these documents, such as the Ruston Way Plan, West End Plan and the North Slope Plan, are incorporated by reference at the end of this addendum.

### Discussion

The Shoreline Trails Plan discusses an urban pedestrian trail system lying within the shoreline districts, steep slopes and gulches from City Waterway north to Ruston Way, Point Defiance and south along the western shores of Tacoma.

The plan proposes a coordinated trail system that will tie individual trail segments together into a unified, urban pedestrian network. The trail system will provide an alternative means of travel to and from shoreline areas and neighborhoods. The trail segments will be linked together by connecting trails and, where this is not possible, by using nearby streets and sidewalks. The trail system is composed of a corridor trail, access trails, trailheads, trail access points, viewpoints, shoreline access points and destination locations.

The corridor trail is the primary route of travel. Access trails will feed into and connect nearby neighborhoods with the corridor trail and will allow the trail user frequent opportunities to enter and leave the trail network.

The proposed trail system is intended to connect to the planned trail systems within the city and county as they develop to become part of a region-wide trail network.

The Shoreline Trails Plan will be used as a guide for future land acquisition and the location, development and improvement of a shoreline trail system. Implementation of the plan's recommendations and proposals will be the responsibility of the City of Tacoma and the Metropolitan Park District.

The Metropolitan Park District is the primary provider of public recreation and open space facilities. The District owns, operates and maintains parks, playgrounds, playfields, and other recreation facilities in the city limits as well as some recreation facilities located outside the city's boundaries, but under the jurisdiction of the District.

The City of Tacoma is charged with serving the overall needs of the community which includes recreation. The City provides some funds to the Metropolitan Park District for this purpose. The City also has developed some limited recreation facilities and has acquired a considerable amount of property for natural, open space areas.

### Analysis

The Shoreline Trails Plan proposed a further refinement of the shoreline trails system as set forth and analyzed in the Final EIS for the 1983 Recreation and Open Space Facilities Plan and the addendum to the Final EIS for the Recreation and Open Space Facilities Plan "Amendment." The primary changes include linking trail segments together by using connecting trails or, where this is not possible, by using nearby streets and sidewalks; identification of additional access trails and trail access points within the North Slope and West End areas; and by providing generalized cost estimates for acquisition and development of the shoreline trails system. The additions within the Shoreline Trails Plan are provided to help fulfill identified recreational needs within the City.

It is recognized that the Shoreline Trails Plan identifies revised and expanded locations, design details, guidelines, and recommendations for the development of corridor trails, access trails, trailheads, trail access points, viewpoints, and shoreline access points. However, the environmental impacts associated with the development of the Shoreline Trails Plan as proposed, are similar to those addressed in the 1983 plan Final EIS and the addendum to the Final EIS prepared for the plan "Amendment." The shoreline trails system is intended to provide opportunities for recreation in the same manner as the trail sites previously identified and included in the 1983 plan Final EIS and the addendum to the Final EIS. These environmental documents addressed the impacts associated with those facilities and sites as they affect the elements of the environment. It is recognized that further environmental analysis (either environmental checklist or EIS) may be necessary at the time individual projects are implemented.

Pursuant to WAC 197-11-635, the following studies, plans, and environmental documents are herein incorporated by reference.

1. Land Use Management Plan: Goals and Policies for Physical Development (1983). This plan replaces the 1975 document and reflects the adoption of several plan elements developed by the Planning Commission. It is a descriptive and reference document containing an overview of the City's planning process and a collection of summaries of adopted plan elements.
2. Generalized Land Use Plan and EIS (1980). This plan sets forth goals, policies, and guidelines to assist in orderly and desirable residential, commercial and industrial development. An element of the City's Land Use Management Plan, it sets forth a basic development concept for Tacoma and outlines general areas of high-, medium- and low-intensity development. It also sets forth policies to guide the various types of development within these intensity areas.

3. Central Business District Plan: Greater CBD and EIS (1985). The plan addresses the physical land use, pedestrian and vehicular circulation, public facilities and amenities for the area extending generally from Division Avenue to Interstate 5 (I-5) and from Yakima Avenue to City Waterway, and including the adjacent area bounded by Puyallup Avenue and I-5 extending east to the Puyallup River. The plan also considers the Port of Tacoma, the St. Joseph Hospital and Multi-Care Medical Center as areas of influence which impact the activities and development of the Greater CBD.
4. Recreation and Open Space Facilities Plan (1983). This document was prepared by the City of Tacoma, the Metropolitan Park District of Tacoma, and Tacoma School District No. 10. It is a guide for the location, acquisition, development, and improvement of recreation and open space facilities in Tacoma. Each participating agency has adopted the plan in its entirety or respective portions thereof.
5. West End Plan (1985), an element of the City's long-range, comprehensive Land Use Management Plan, sets forth intents and recommendations to guide public and private development and improvement decisions regarding the West End area. This plan clearly outlines the intent to plan for and acquire land to facilitate the development of a continuous trail system.
6. North Slope Plan and EIS (1981), an element of the City's long-range, comprehensive Land Use Management Plan, sets forth intents and recommendations to guide public and private development and improvement decisions regarding the North Slope area. This plan clearly outlines the intent to plan for and acquire land to facilitate the development of a continuous trail system.
7. Master Program for Shoreline Development (1976) and its implementing regulations (Chapter 13.10 of the Land Use Regulatory Code), is an element of the long-range, comprehensive Land Use Management Plan of the City. This document regulates uses and activities on the shorelines of the City.
8. Ruston Way Plan and EIS (1981), is also an element of the City's long-range, comprehensive Land Use Management Plan and Master Program for Shoreline Development. The Ruston Way Plan establishes design and development guidelines for Ruston Way waterfront revitalization.
9. Community Facilities Policy Plan (1983). This document is an element of the City's Land Use Management Plan and provides policy guidance for the future location, development and redevelopment of community facilities in Tacoma. The plan encompasses a wide range of community facilities including schools, libraries, fire stations, government buildings, community centers, day care and senior centers.
10. Point Defiance Park Comprehensive Improvement Plan (1980). This report is a comprehensive guide for future improvements and physical changes at Point Defiance Park. It presents the history of the park, segments the park into management zones and units, describes each zone's features and needs, and establishes an improvement program.

11. Draft Environmental Impact Statement for Comprehensive Park and Recreation Plan for Pierce County, Washington (1988). This document sets forth policies and clarification of the role of the county in the acquisition and development of the park and recreation facilities and programs within incorporated and unincorporated Pierce County.

All of the above documents are available for public inspection at the City of Tacoma Planning Department, 9th Floor, Municipal Building, Tacoma, WA 98402.

TACOMA PLANNING DEPARTMENT  
RECREATION AND OPEN SPACE ACQUISITION LIST

The Recreation and Open Space Acquisition List is the basis for future open space acquisitions. This list is used in the administration of the Open Space Program and for future open space acquisition and improvement applications.

Upon a city-wide review, the Natural Systems Citizens Committee recommended the below properties be acquired for public open space and recreation purposes. The list is divided into two categories: Natural Open Space, and Recreationally Oriented Open Space. Each of the two lists is then prioritized in three groupings: 1st, 2nd and 3rd priority. The Recreation and Open Space Acquisition List is reviewed and updated annually. This list reflects the Committee's recommendations for SEPTEMBER 1988.

NATURAL OPEN SPACE

1ST PRIORITY  
3RD PRIORITY

West Slope  
Pacific Avenue Gulch  
(Pt. Defiance to Day  
(E. of Pacific Ave.  
Island) from I-5 to E. 56th)

Cheney Gulch  
\*I-705 Spur Surplus  
(Vicinity of Broadview  
Properties  
Ave. N.E. & N.E. 51st St.)

Center Street Slope  
Bantz Drumlin Area  
(North of Center St.  
(S. 14th St. between S.  
between Sprague &  
Orchard & Bantz Blvd.)  
Sawyer St.)

Marine View Drive Slope  
Julia's Gulch  
(Hillside & Waterside)  
(Norpoint Way between

Marine View Dr. & 29th  
Garfield Gulch  
St. N.E.)  
(Park Dr. & Borough Rd.)

2ND PRIORITY

T & E Gulch  
  
(Vicinity of E. D St.  
  
between I-5 & S. 40th)

Oak Forest  
  
(S. 76th & Pine St.)

T-Street Gulch  
  
(E. T St. between E. 29th  
St. & E. 52nd St.)

Fern Hill Gulch  
(S. 80-82nd & S. Park)

Tyler Street Hillside  
  
(Tyler St. between  
  
S. 42nd-48th St.)



SR-16 Surplus Property  
 Puget Gulch  
 (Olympic Blvd., north  
 (Adjacent to N. 31st St. be-  
 side)  
 tween N. Monroe & Alder St.)

TCC Open Space Area  
 (S. 12th - 19th & Pearl  
 St.)

Mason Gulch  
 N. E. Tacoma Triangular  
 (Vicinity of N. 37th &  
 Parcel  
 Stevens St.)  
 (SE corner of North

St. Anne's Drumlin  
 (S. 66th - 70th St.  
 between S. Alaska & I-5)

Shore Parkway and High  
 Buckley Gulch  
 Point Rd.)  
 (N. 16th - 29th & N.  
 Junett - N. Steele St.)  
 East Side Slope

(Vicinity of E. N St.  
 Ruston/Schuster Slope  
 between E. 29th St. &  
 E. Morton)

1ST PRIORITY

2ND PRIORITY

3RD PRIORITY

\*Waterfront Properties

South Tacoma Way Ravine  
 \*Downtown CBD Vacant  
 (South Tacoma Way  
 Properties  
 and S. M St.)

between Pacific Ave.

\* Specific parcels have not been located. Property use is determined as parcels become available.

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RECREATIONALLY ORIENTED OPEN SPACE  
(PARKS, PLAYGROUNDS, ETC.)

1ST PRIORITY

Wapato Lake Marshlands  
(S. 64th St. & Sheridan Ave.  
North of Wapato Lake)

Swan Creek Extension  
Including McIlvaigh Area  
(Vicinity of S. 56th St. &  
E. Roosevelt Ave.)

Snake Lake Extension  
(S. 19th & Tyler St.)

China Lake  
(S. 17th & Bennett St.)

Oakland Playfield  
Extension  
(Center & Gunnison St.)

Wapato Hills  
(East of Wapato St.  
between S. 64th-72nd St.)

E. 80th & D Street

Hylebos Sand Spit  
(Head of Hylebos Waterway  
& Marine View Drive)

\*Waterfront Properties

\*Downtown CBD Vacant  
Properties

2ND PRIORITY

Delong Park Extension  
(S. 12th - S. 17th St.  
between S. Gove &  
Cheyenne St.)

Flett Creek Basin Area  
(S. 74th west of  
S. Tyler St.)

Wapato Park Extension  
(S. 68th St. &  
Sheridan Ave.)

Old Town Park Extension  
(Vicinity of N. 30th &  
Steele St.)

3RD PRIORITY

S. 52nd & Cheyenne  
Street

\* Specific parcels have not been located. Property is determined as parcels become available.

Recreation and Open Space Preservation Methods

The following are means to preserve land for recreation and open space purposes. This list can also be found in the Recreation and Open Space Facilities Plan.

Open Space, Agricultural and Timber Lands Current Use Assessment Act (RCW 84.34) - This act makes it possible for property owners to have the amount of their land taxes they must pay reduced up to 50% for agreeing to keep their property as open space for ten years. Land owners who withdraw from the program before ten years must pay the back taxes owed plus a small penalty.

Dedication of Land (Donation) - Property owners may dedicate land for recreation and open space purposes. Land donations can provide a valuable tax deduction for the property owner.

Bargain Sales - Land is sometimes sold to a public agency or eligible private organization at a price below the property's fair market value. The difference between the bargain sale price and the land's fair market value is considered a charitable deduction for federal income tax purposes.

Easements - An easement is the use of land owned by another party granted through a partial right or privilege. Easements can be used to protect land from unwanted development (scenic easement); provide recreational access; preserve unique natural, historic, and cultural values (conservation easement); and achieve a variety of other land use goals.

Life Estate - In a life estate transaction, a property owner gives up ownership of his land but maintains the right to use and live on the property throughout his lifetime.

Trusts, Foundations and Other Non-profit Organizations - These organizations work to safeguard natural areas and the variety of wildlife they shelter. In an effort to guarantee that our natural resources are protected, these organizations work with government agencies or private groups and individuals to plan and implement cooperative programs of open space preservation. Such organizations include the Trust for Public Land, Washington Parks Foundation, Nature Conservancy, Audubon Society, and the Izaak Walton League.

**Regulation** - Regulations can govern land in order to preserve it as recreation or open space land. Such methods as zoning and subdivision ordinances and the transfer of development rights can be used.

**Covenants** - A covenant is a written agreement or contract that restricts the use of property.

**LID Property Acquisition** - Local Improvement Districts (LID) can be established for the purpose of acquiring and developing recreation and open space areas within the boundaries established in the formation of the district.

**Condemnation** - The City may judicially declare property be converted to public use under the right of eminent domain for purposes as recreation or open space.

**Acquisition** - Land can be purchased for recreation and open space purposes.

**Leasing** - Private property may be leased for open space purposes through a contract for a specified term and for a specified rent.

Governmental Revenue Sources

The following are potential sources of funding that may be used to provide monies for the development and maintenance of a trail system as described in the Shoreline Trails Plan.

**Taxing Authority** - The City and the Metropolitan Park District have the authority to impose a tax for capital improvement purposes.

**General Fund** - The City and the Metropolitan Park District operate with separate general funds. Taxes, operational fees, and intergovernmental revenues are examples of monies that make up the General Fund. Monies in the general fund can be allocated for open space and recreation purposes.

**Bond Issues or Special Millages** - These are usually formulated for capital improvement purposes and require approval by voters. Bonds could provide a large lump sum and a stable, long-term source of money for acquisition, development or rehabilitation of recreation and open space lands and facilities.

**User Fees and Charges** - Charging admission fees to events or for use of a facility is a common method of generating revenue.

**Concessions and Sale of Goods** - Revenue from this source can be earmarked for trail purposes.

**Community Development Act of 1974** - This act allows for the acquisition of real property for recreation and open space purposes. In 1979, the City Council passed Resolution #25343 which states that no less than 5% of the Community Development Block Grant entitlement will be set aside for acquisition of open space property. Additional recreation and open space proposals relating to development and improvements may be considered for the remaining 95% of the entitlement.

**State and Federal Grants** - These sources may be available for recreation and open space purposes with guidelines identifying the scope of the grant program and eligible applicants. Programs usually address acquisition, renovation or development. State grants can be obtained from the Interagency Committee for Outdoor Recreation for development of trails.

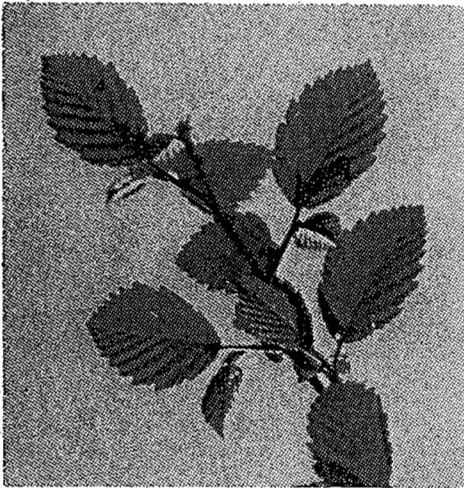
**Vacated Street Right-of-Way Fund (Ordinance #19707)** - This ordinance requires adjacent property owner petitioners to pay one-half of the appraised value of any street right-of-way that is vacated. Such funds are exclusively devoted to acquisition, improvements and maintenance of public open space lands within the city.

**Surplus Land Sales - Resolution #25343** requires that 50% of the money received from the sale of city-owned surplus property be placed in the city Vacated Street Right-of-Way Fund for open space acquisition and improvements.

**Capital Improvement Fund** - The City sets aside money, when available, for capital improvements. Trail acquisition and development projects are eligible but would need to compete with other City capital investment needs.

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*Red Alder (Alnus rubra) and Salal (Gaultheria shallon) are native plants familiar to the trail visitor.*



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*A moss-covered trunk of Oregon Maple (*Acer macrophyllum*) leans down the slope near the trail access point at North 45th and Stevens Streets.*

