



City of Tacoma
Community and Economic Development Department

TO: Planning Commission
FROM: Donna Stenger, Manager, Long-Range Planning Division
SUBJECT: Shoreline Master Program Update – S-8 Thea Foss Waterway Shoreline District
DATE: January 26, 2011

On February 2nd, staff will be seeking direction from the Planning Commission on whether to revise policies and development regulations pertaining to the S-8 Thea Foss Waterway Shoreline District as proposed in the preliminary draft Tacoma Shoreline Master Program (TSMP) released in September. The Commission has received comments related to the district boundary, use and development regulations, public access requirements and design guidelines.

As part of the discussion, staff will provide an overview of public comments on the proposed TSMP. Commission members may want to bring their copy of the public comment book to the meeting.

In support of this discussion, staff is providing the following materials as background for the Commission's review:

1. A comparison of the existing and proposed regulations for the S-8 shoreline district including the District Boundary, industrial use provisions, design guidelines applicability, mixed-use development provisions, and provisions for temporary uses, with a summary of public comments on those topics;
2. A map of the proposed S-8 Shoreline District Boundary;
3. Code sections from TMC 13.10 that relate to new and existing industrial uses;
4. A chapter from the existing Foss Waterway Design and Development Plan relating to design considerations for the east side of the Foss Waterway;
5. Code sections from TMC 13.10 related to design standards for the east side of the Foss Waterway;
6. A draft of the updated Thea Foss Waterway Design Guidelines and Standards; and
7. A summary of public comments from the November 2007 Thea Foss Waterway Re-Visioning open house and workshop.

If you have any questions on any of the attached materials, please contact Stephen Atkinson at 591-5531 or satkinson@cityoftacoma.org.

DS:sa

Attachments

- c. Peter Huffman, Assistant Director

GB1 Attachment 1

Comparison Table S-8 Thea Foss Waterway Shoreline District			
Issue	Existing Shoreline Master Program	Preliminary Draft TSMP	Public Comments
District Boundary			
	Please see attachment 2.	No proposed change.	<ul style="list-style-type: none"> • Rezone NuStar from S-8 to S-10 • Delete any division of property by shoreline district boundaries
New and Existing Industrial Uses			
	Please see attachment 3. New industrial uses may be permitted on the East Foss north of 15 th street where specific conditions are met and subject to public access requirements. Existing industrial uses are not subject to the public access requirements, but cannot expand within the S-8 District beyond their boundaries as they existing on January 1, 1996.	No significant change proposed.	<ul style="list-style-type: none"> • Allow existing industrial uses to expand their operations
Design Guidelines			

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	<p>Please see attachments 4 and 5. The existing TSMP and Foss Plan include design guidelines that apply to the entirety of the Thea Foss Waterway, including that area N of East 15th Street.</p>	<p>Please see attachment 6. No proposed change in applicability of design guidelines.</p>	<ul style="list-style-type: none"> • Delete design guidelines N of East 15th Street • Include the requirement for City Council Resolution No. 36702 to assure shoreline development contains “design standards” to “discourage nonindustrial uses east of East D Street.”
Mixed-Use			
	<p>Regulations pertaining to mixed-use development are generally specific to the Foss Waterway. Primary regulations include:</p> <ul style="list-style-type: none"> • Ground floor is primarily developed with water-oriented uses • 50% of the esplanade frontage shall contain pedestrian-oriented uses • 20% of the view corridor and Dock Street frontage shall contain pedestrian-oriented uses • Pedestrian-oriented uses shall be clustered at the corners of the structure 	<p>The Preliminary Draft treats mixed-use more generally than the existing TSMP. General requirements include:</p> <ul style="list-style-type: none"> • The mixed-use structure may contain non-water-oriented uses so long as the uses support a water-oriented use or development • Non-water-oriented uses shall not locate on the waterside or shoreline frontage of the ground floor • Residential uses shall not be permitted on the ground floor • Mixed-use shall also provide significant public benefit in the form of public access and shoreline or marine buffer 	<ul style="list-style-type: none"> • What is meant by “the use is part of a mixed-use project that supports a water-oriented use?” • Clarify the definition of “mixed use” – should explain the words “and other uses,” are water-oriented uses required as part of the definition? • Language should clarify that non-water-oriented uses, even as part of a mixed use development, requires a conditional use permit. • What is the appropriate mix of uses for a mixed use structure – 50% residential, 25% office? Other? • Office uses are generally

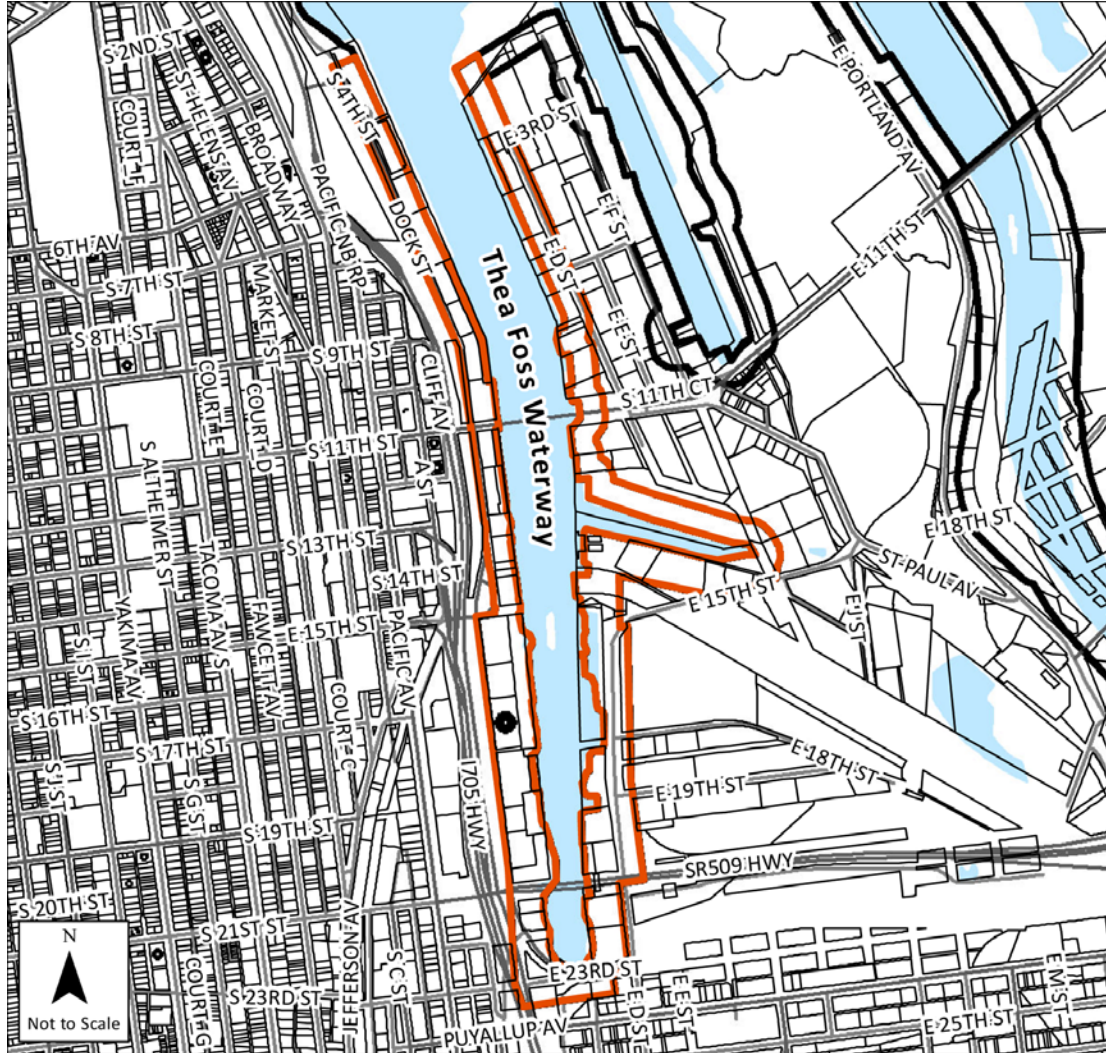
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		<p style="text-align: center;">enhancement</p> <p>Mixed-use regulations specific to the Foss Waterway include:</p> <ul style="list-style-type: none"> • 20% of the Dock Street frontage shall contain water-oriented uses • 75% of the esplanade frontage shall contain water-oriented uses 	<p>discouraged by the State – we should not be making it easier for offices with no water-relation to locate on our shorelines when there is a glut of vacant office space elsewhere in the City.</p>
Temporary Uses			
	<p>The existing draft only includes provisions for temporary surface parking. Otherwise, mixed-use structures are required to meet both the use and development regulations at the time of construction.</p>	<p>The Preliminary Draft provides some additional flexibility for mixed-use developments on the Foss Waterway to respond to short term market conditions by allowing more non-water-oriented uses on a temporary basis. The Draft establishes two paths for permitting an existing or new structure that does not meet the use requirements.</p> <ul style="list-style-type: none"> • Path one: May be permitted outright so long as 25% of the shoreline frontage is occupied by water-oriented uses and the rest of the frontage requirements are built to suit future conversion to water-oriented uses. 	<ul style="list-style-type: none"> • Strongly object to these provisions – when are short term market conditions over? How will we know? This is a blatant attempt at avoiding City and State regulations. • Are these provisions in the best interests of the public or a small group of real estate people?

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		<ul style="list-style-type: none">• Path two: May be permitted as a conditional use if no water-oriented uses will be provided so long as the required frontages are built to suit future conversion to water-oriented uses.	
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GB1 Attachment 2



Shoreline District S-8: Thea Foss Waterway, Downtown Waterfront

2. Front Yard Setback (street or road) – same as required in the “S-1” Western Slope South Shoreline District.

3. Rear Yard Setback – same as required in the “S-1” Western Slope South Shoreline District.

H. Use and Development, Parking and Loading, and Sign Regulations. Use and development, parking and loading, and sign regulations are set forth in Section 13.10.175 of this chapter entitled “Regulations.” (Ord. 27158 § 9; passed Nov. 4, 2003; Ord. 25797 § 1; passed Dec. 5, 1995; Ord. 25718 § 4; passed Jun. 20, 1995; Ord. 25632 § 1; passed Nov. 29, 1994)

13.10.110 S-8 Shoreline District – Thea Foss Waterway.

A. Intent. The intent of the “S-8” Shoreline District is to improve the environmental quality of Thea Foss Waterway; provide continuous public access to the Waterway; encourage the reuse and redevelopment of the area for mixed-use pedestrian-oriented development, cultural facilities, marinas and related facilities, water-oriented commercial uses, maritime activities, water-oriented public parks and public facilities, residential development, and waterborne transportation; and to encourage existing industrial and terminal uses to continue their current operations and leases to industrial tenants.

B. Description. The “S-8” Shoreline District is hereby described as an area, including all of Thea Foss Waterway, and Wheeler Osgood Waterway between the west line of Dock Street, and the east line of “D” Street, and 200 feet landward of the ordinary high water mark of said Waterways. For the purposes of this section, the west side of the waterway begins at the northwestern corner of the waterway and extends to the southerly end adjacent to the “twin 96-inch” storm drains.

C. Environmental Designation. The “S-8” Shoreline District is hereby designated as an “urban” environment, as summarily defined in Section 13.10.030 of this chapter, and as further defined within those elements of the Shoreline Master Program which are adopted by resolution.

D. Substantial Development/Permitted Uses and Development Activities. The following uses and development activities shall be permitted, subject to the issuance of a Substantial Development Permit, if required:

1. Bulkheads.
2. Commercial, non-water-oriented, over water, only within structures which existed on January 1, 1996.
3. Commercial, water-oriented, upland, or over water.

4. Dredging, maintenance, and for environmental remediation and habitat improvement projects.

5. Educational, historical, cultural, and archaeological areas.

6. Environmental remediation.

7. Habitat improvement.

8. Hotels/motels on the west side and on the east side only, south of the East 11th Street right-of-way.

9. Industrial uses which existed on January 1, 1996, on the east side of the Waterway. (Said industrial uses may continue current operations, and owners of property and structures currently let for industrial purposes may replace existing industrial tenants. Such uses may be expanded, adapted, repaired, replaced or otherwise modified, including changes necessitated by technological advancements; provided, however, that the uses may not be expanded beyond property boundaries owned, leased, or operated by the industrial user on January 1, 1996.)

10. New industrial uses, water-dependent or water related, in the area on the east side of the waterway, and north of the centerline of East 15th Street, in conformance with the regulations set forth in Section 13.10.175.B.15 of this chapter.

11. Landfill above the OHWM in conjunction with a specific use or landfill below the OHWM for environmental remediation or habitat improvement.

12. Marinas and boat launch facilities, except as set forth in “F” below.

13. Piers, wharves, docks, and floats.

14. Recreation, water-oriented.

15. Residential; upland location only or within over water structures which existed on January 1, 1996, on the west side of the waterway and on the east side only, south of the East 11th Street right-of-way.

16. Roads, railroad and bridge construction.

17. Utilities, underground.

18. Normal maintenance and repair of existing structures or developments, including damage by accident, fire, or elements.

E. Substantial Development/Conditional Uses and Development Activities. The following uses and development activities shall be permitted subject to the issuance of a Substantial Development/Conditional Use Permit, if required; provided, that the applicant can demonstrate that any such use activity conforms with the criteria set forth in Section 13.10.180 of this chapter, and subject to



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or engineering impacts can be demonstrated. The exceptions listed above also apply to this limitation.

(10) In evaluating requests for projects involving the construction of piers, wharves, docks, and floats, the following shall be considered:

(a) Environmental and navigational impact, pier density, waste disposal, oil and gas spillage, parking availability, and impact on adjacent lands.

(b) Whether cooperative use is present or may be present in the future.

(c) Whether existing facilities may be used or expanded to be used in preference to the construction of new facilities. New facilities should require a demonstration of public benefit as appropriate.

(d) Whether an open pile or floating structure is the appropriate design.

b. The following regulations additionally apply to the specific Shoreline District indicated:

(1) "S-1" Shoreline District – Western Slope South: Piers, wharves, docks, and floats shall be built perpendicular to the shoreline rather than parallel to it.

(2) "S-5" Shoreline District – Point Defiance Conservation and "S-6" Shoreline District – Ruston Way: No piers, wharves, docks, or floats shall be permitted in areas having a high value for shellfish, fishlife, or wildlife.

(3) "S-8" Shoreline District – Thea Foss Waterway: All piers, wharves, docks, or floats shall be consistent with the guidelines of the Thea Foss Waterway Design and Development Plan.

(4) "S-14" Shoreline District – Wapato Lake:

(a) Piers, wharves, docks, and floats shall be permitted only for fishing and swimming purposes.

(b) Piers, wharves, docks, and floats shall be constructed at a maximum density of one per residential lot.

(c) Piers, wharves, docks, and floats shall be built perpendicular to the shoreline rather than parallel to it.

15. Port, Terminal, and Industrial.

a. The following regulations apply to Shoreline Districts within which industrial uses are allowed:

(1) Industrial developments shall include the capability to contain and clean up spills, discharges, or pollutants, and shall be responsible for any water pollution which they cause.

(2) Water-dependent port, terminal, and industrial uses shall have shoreline location priority over all other uses in designated shoreline industrial areas.

(3) Petroleum sump ponds shall be covered, screened, or otherwise protected to prevent bird kill.

(4) Where possible, oxidation and waste stabilization ponds shall be located outside the Shoreline District.

(5) Port, terminal, and industrial facilities shall incorporate public viewing access unless such viewing access would interfere unreasonably with operations or would endanger public health or safety.

b. The following regulations additionally apply to the specific Shoreline District indicated:

(1) "S-8" Thea Foss Waterway Shoreline District: Industrial development shall be limited to that area on the easterly side of the Waterway and north of the centerline of East 15th Street. New industrial uses shall be conditioned as follows:

(a) New industrial developments shall provide public access to the shoreline and/or provide opportunities for public viewing of the industrial use, except as set forth in Section 13.10.175 of this chapter.

(b) Developments on the east side of the Waterway and north of East 15th Street shall be buffered from adjacent shoreline properties which are used for industrial purposes. Buffers shall be of adequate width, height, and plant and soil composition to protect adjacent shoreline properties from visual or noise intrusion, but shall be a minimum of 20 feet wide, together with a solid fence six feet in height. The required view corridor/ side yard may be counted toward the buffer requirement.

(c) Demonstration that adequate consideration has been given to and plans made to mitigate negative environmental impacts including, but not limited to, air, water, aesthetics, noise pollution, and the loss of fish and wildlife habitat shall be required.

(d) Additional landscaping of industrial sites such as the planting of trees and screening of operations shall be provided for in development plans.

(e) For the purposes of determining whether these requirements should be applied, "new development" shall not include any expansion, adaptation, repair, replacement, or other modification, including changes necessitated by technological advances, of any industrial uses which existed on January 1, 1996, on the east side of the Waterway.

(2) "S-9" Shoreline District – Puyallup River: River-front vehicular access shall not be permitted except for emergency and/or maintenance vehicles.

East Side of Thea Foss Waterway

Intent

The intent of this section is to provide development guidance for the east side of Thea Foss Waterway. The east side of the Waterway differs from the west side of the Waterway in that it contains active industrial and commercial development. The long-range intent for the east side is to encourage a transition to mixed use commercial, marinas, retail, and office uses including residential and hotel/motel uses south of 11th Street. However, this plan recognizes existing industrial and terminal uses and allows their continuation until market conditions drive higher uses.

East Side Concept:

Existing commercial and industrial uses are valuable to the success of the waterfront and the economic life of our community. These businesses, coupled with other Waterway uses, can provide synergy that will continue to benefit Tacoma's economic prosperity. However, if change occurs, offering a variety of other mixed uses, these developments must be carefully designed to avoid conflicts that could arise between existing industrial uses and new development. Environmental clean-up of east side properties will allow the redevelopment of, marinas, water-oriented commercial, retail, and office uses and the redevelopment of the area south of 11th Street with residential uses, including hotels or motels.

The Foss Plan promotes public access and the enjoyment of the shoreline while allowing for existing and new commercial interests. This is a response to the current understanding that such a mixture of uses is for the greatest common good of the citizens of Tacoma and the economic life of our community.

Key Design and Development Issues

1. Retain the working waterfront character while encouraging water-oriented commercial, retail and office uses and also encourage residential uses in the area south of 11th Street.
2. Encourage public access and interpretation where there are no conflicts with industrial activities due to safety or security hazards.
3. Improve the visual qualities of the shoreline edge through clean-up, removal of dilapidated structures, and repair of shoreline features. Encourage landscaping treatment near the shoreline to emphasize the natural qualities of the Waterway except where marine dependent activities require bulkheading. The shoreline edge should be restored to a natural condition where possible. Native plant materials and upland habitat enhancement should be accommodated as part of site development.

East Side of Thea Foss Waterway

4. Encourage a cleanup standard that will allow redevelopment with, marinas, water-oriented commercial, retail, and office uses and also the redevelopment with residential uses for the area located south of 11th Street.

For additional design and development criteria, refer to chapter 13.10 of the City of Tacoma *Land Use Regulatory Code*.

Urban Design and Development Guidelines

The design and development guidelines for the east side encourage the integration of the area into a mixture of uses while maintaining the working waterfront with commercial uses and respecting the existing industrial and commercial uses. The purpose of these design and development guidelines is to provide parameters for new development, both public and private, and to explore various options for shoreline uses.

Design/development guidelines for the east side of the Thea Foss Waterway are listed below according to some of the general categories of the design guidelines where they may apply. The intention for the east side is to provide direction where opportunities present themselves in the long term transition to a greater mix of uses that provide additional public access, allow existing upland industrial uses to remain and expand, and allow new water related uses as permitted uses with non-water related projects to meet special conditions in order to be developed. (For a definitive description of what is permitted, refer to Section 13.10 of the City of Tacoma *Land Use Regulatory Code* for shoreline regulations.)

Public Use Areas

- o Existing industrial uses should be encouraged, but not required, to provide public access to the shoreline. New development should integrate public access to the shoreline in the form of a continuous esplanade along the water's edge as development incorporates new uses. Except where unavoidable safety hazards and use conflicts exist, a continuous esplanade along the water's edge should be required of all uses.
- o Establish key public view/access corridors as opportunities become available. Use aesthetically pleasing paving surface and landscaped border plantings wherever possible at the key viewpoints of each view/access corridor.
- o As the Wheeler-Osgood Waterway undergoes remediation and environmental quality improves, develop well marked public access and viewing opportunities that are accessible from the street.
- o Public spaces should be developed to provide access in the form of pocket parks along the east side.

- o East “D” Street should receive visually pleasing public improvements and amenities that enhance access and orientation to the area. This should include landscaped islands at the major intersections such as the east side of the Murray Morgan Bridge.
- o At the Port of Tacoma fishing fleet and moorage site, recognize opportunities for additional public access and interpretation.
- o Public places should be enhanced with seating and bicycle racks to provide a rest stop for bicyclists and boaters such as the small plaza near the fire station.
- o Landscape plantings should be established within the traffic islands located at the entrance of the Murray Morgan Bridge and along the bridge itself to serve as a formal gateway to downtown. The area under the bridge should be developed as a public space.

Esplanade

- o Develop public access esplanade along shoreline where it doesn’t conflict with industrial activities, current structures, or safety considerations. Develop alternate public access mitigation such as viewpoints, plazas, and bicycle stops where conflicts exist.
- o If a shoreline esplanade conflicts with new industrial activities, the esplanade should be rerouted around the activity to ensure continuity of the esplanade and avoid conflicts. Other public access features such as bicycle rest stops, plazas, or viewpoints should be developed that are linked to the esplanade.

For esplanade configuration, refer to the *Public Access* diagram in the Marine Guidelines.

For site furnishings, refer to the *Site Elements Design Guidelines* in the West Waterway.

Exterior Appearance of Buildings

- o Retain maritime design theme and working waterfront character wherever possible.

Signage

- o Provide signage to make the public aware of the public access amenities available to them along the Waterway. Use the Thea Foss Waterway sign standards for visual orientation of the user and to enhance design continuity of the area.

Southeast Commercial District

Existing Conditions

The Southeast Commercial District extends along the east side of the Waterway from South 23rd Street to East 15th Street. The area includes an

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East Side of Thea Foss Waterway

existing fishing fleet, a shipbuilding and repair business, two marinas, a manufacturing business, and a restaurant.

East “D” Street runs north from the Tacoma Dome and along the east side of the Waterway. Two Burlington Northern railway lines cross East “D” Street at East 23rd Street and the intersection is often filled with railroad cars being built into trains. The process takes a great deal of time, blocking the intersection and cutting off access to the Waterway.

Pierce Transit is constructing a regional intermodal transit terminal in the vicinity of the Tacoma Dome. An intermodal transit terminal near the Dome should dramatically alter land uses and traffic patterns south of the Waterway, and it will offer opportunities to improve transit circulation to the downtown and along the Foss Waterway.

Redevelopment Concept

The intended uses for the area include a mix of water-related commercial retail and business office uses. Existing traffic constraints along East “D” Street will be addressed and resolved.

Recommendations

- o Upgrade the “D” Street streetscape through improved maintenance, tree plantings, and street furniture.
- o Upgrade the pedestrian amenities along “D” Street from the Tacoma Dome to Thea Foss Waterway including sidewalks, signage, landscaping, and lighting.
- o Install sidewalks for safe crossing by pedestrian traffic to and from the Waterway.
- o Install the Thea Foss esplanade design standard pedestrian-oriented lighting for safety purposes.
- o Construct a railroad overpass on East “D” Street to mitigate the conflict created by the railroad crossings. The overpass should carry both automobile traffic and pedestrians safely over the rail operations, providing the needed link with the northern portion of the City. The railroad should contribute substantially to this effort.
- o The City and Pierce Transit should coordinate planning and capital improvements in this area.
- o Consider narrowing the street in selected locations to provide landscaping and street furniture.
- o Retain and encourage fishing fleet activities.
- o Continue the public esplanade along the shoreline where it doesn’t conflict with industrial activities. Develop alternate public access mitigation, such as viewpoints and plazas, where conflicts exist.
- o Retain the maritime design character of the area.
- o Provide public access and interpretation according to shoreline management recommendations. If a shoreline esplanade conflicts with

- industrial activities due to safety or security hazards, develop other public access features such as bicycle rest stops, plazas, viewpoints, etc.
- o Improve street ends along the east side of the Waterway and provide public access. This can be accomplished in several ways: building an esplanade that ties in with private efforts, adding plant material, and creating a formal sitting area with trash receptacles and other street furniture, and limiting parking practices to make the small areas more attractive for pedestrian use.
 - o Maintain view/access corridors on these parcels.
 - o Provide signage to make the public aware of the public access amenities available to them along the Waterway. Use the Thea Foss Waterway sign standards.
 - o Emphasize the natural qualities of the Wheeler/Osgood Waterway in developing landscaping treatment near the shoreline. Restore the shoreline edge to a natural condition where possible. Consider native plant materials and upland habitat enhancement as part of site development.

Northeast Commercial/Industrial District

Existing Conditions

The Northeast Commercial/Industrial District extends along the east side of the Waterway from East 15th Street to the northeasterly extent of the Waterway. The area includes a wide range of existing, established industrial and commercial uses. The Murray Morgan Bridge is a landmark in the area. The land under the bridge is fairly flat and interrupted by rows of bridge support columns. A City of Tacoma fire station is located under and north of the bridge.

Redevelopment Concept

It is intended that this area eventually will be used for mixed commercial and marine dependent industrial operations. Such uses are viewed as compatible with the proposed redevelopment direction of the Waterway's west side. Existing industrial uses in the area are encouraged to continue their current operations until such time as market conditions dictate a change in use.

Such uses may expand, repair, replace, or otherwise modify their existing structures and/or operations, including changes necessitated by technological advancements, as necessary to continue their industrial use. Industrial uses may not expand beyond the boundaries of the property now owned, leased, or operated by the industrial user.

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East Side of Thea Foss Waterway

As existing industry relocates, uses compatible to the west side of the Waterway are intended. Preference will be given to marinas, water-dependent or water-related commercial uses, and those uses such as a trade center which allow a significant number of people to enjoy the shoreline and take advantage of the shoreline amenities found on the Waterway.

As traffic access is improved, the area surrounding the Wheeler/Osgood Waterway should be considered for a corporate headquarters, conference center, or large scale redevelopment of a planned community or recreational complex. Such non-water-dependent uses would require public access to be a part of the development. An esplanade around the Wheeler-Osgood Waterway is envisioned to provide the opportunity for public access that has been lost over the years.

Recommendations

- o Enhance the easterly approach to the Murray Morgan Bridge as an entry into the City of Tacoma.
- o Enhance the small plaza near the City of Tacoma fire station with seating and bicycle racks to provide a rest stop for bicyclists and boaters.
- o Investigate development options for the areas under the Murray Morgan Bridge, including a boat launch and parking area.
- o Establish landscape plantings within the traffic islands located at the entrance of the Murray Morgan Bridge and along the bridge itself to serve as a formal gateway to downtown.
- o Require public access to the shoreline for all development requiring a substantial development permit except where unavoidable safety hazards exist. Require a continuous esplanade along the water's edge for all uses except where current structures or unavoidable safety hazards exist. If a shoreline esplanade conflicts with industrial activities, develop other public access features such as bicycle rest stops, plazas, or viewpoints and continuous public access along East "D" Street.
- o Assure that public use and esplanade improvements comply with the Foss Waterway design standards.
- o Develop public street ends to provide access in the form of pocket parks along the east side.
- o Irrespective of the type of development that occurs, improve the visual qualities of the shoreline edge through cleanup, exterior cosmetic improvements, removal of dilapidated structures, and repair of shoreline features.
- o To facilitate capitalization of clean up, permit subsurface utility and infrastructure improvements as part of any clean up.
- o So long as industrial uses remain, encourage improvements such as the aesthetic treatment of storage tanks, cleanup of blighted areas,

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East Side of Thea Foss Waterway

- landscaping, exterior cosmetic improvements, landscape screening, and support of the Waterway environmental cleanup and remediation plan effort. Phase improvements to minimize conflicts that might otherwise occur between remaining industrial uses and new uses.
- o Industrial uses are valuable to the success of the waterfront. These industries, coupled with other waterway uses, can provide synergy that will benefit the economic prosperity of existing and new businesses. Avoid conflicts that arise between existing industrial uses and new developments.
 - o Until market conditions drive upgraded uses, encourage existing industrial uses to continue current operations, and owners of properties and structures currently let for industrial purposes should be encouraged to replace existing industrial tenants as necessary. Permit such uses to expand, adapt, repair, replace, or otherwise modify, including changes necessitated by technological advancements; provided, however, that the uses may not be expanded beyond property boundaries currently owned, leased, or operated by the industrial user.
 - o Permit new water-dependent or water-related uses on the easterly side of the Waterway north of East 15th Street. Where the scope of improvements is sufficient to incorporate new design elements, those elements should be included. Encourage such uses that are consistent with additional development regulations relating to landscaping, buffering, setbacks, public access, and view/access corridors.
 - o Existing industrial uses should be encouraged, but not required, to provide public access to the shoreline. Except where existing structures or unavoidable safety hazards exist, require all uses to provide a continuous esplanade along the water's edge. If a shoreline esplanade conflicts with industrial activities, reroute the esplanade around the industrial activity to insure continuity of the esplanade, and develop other public access features such as bicycle rest stops, plazas, or viewpoints.
 - o Encourage future developments around the Wheeler/Osgood Waterway to take advantage of views of the City and Thea Foss Waterway. Such development should provide public access that is well signed and accessible from the street.

(8) Podium Modulation. For the portion of the exterior wall along the view/access corridors that is above 35 feet in height, at least 50 percent of the length of the podium wall shall be setback a minimum of 8 feet (see Figure 5).

(9) Podium Roof. At least 50 percent of the podium roof shall be improved as recreational space for use by the tenants and/or public. At least 30 percent of this improved recreational space on the podium roof shall be landscaped. The use of native vegetation is encouraged.



2. East Side of the Waterway. The following regulations apply to the east side of the Waterway:

a. Building Height. Any building, structure, or portion thereof hereafter erected shall not exceed a height of 100 feet on the east side of the Waterway, except for the area north of East 15th Street, where an additional four feet of additional height is allowed for every one foot a structure is set back on all sides.

b. Side Yard/View Corridor – same as required in the “S-1” Western Slope South Shoreline District Area Regulations, Section 13.10.040.H.1, except for industrial uses which existed on January 1, 1996. Such side yard/view corridor shall include the pedestrian circulation link required by Section 13.10.175.A of this chapter.

c. Front Yard Setback (street or road) – same as required in the “S-1” Western Slope South Shoreline District Area Regulations, Section 13.10.040.H.1, except for industrial uses which existed on January 1, 1996.

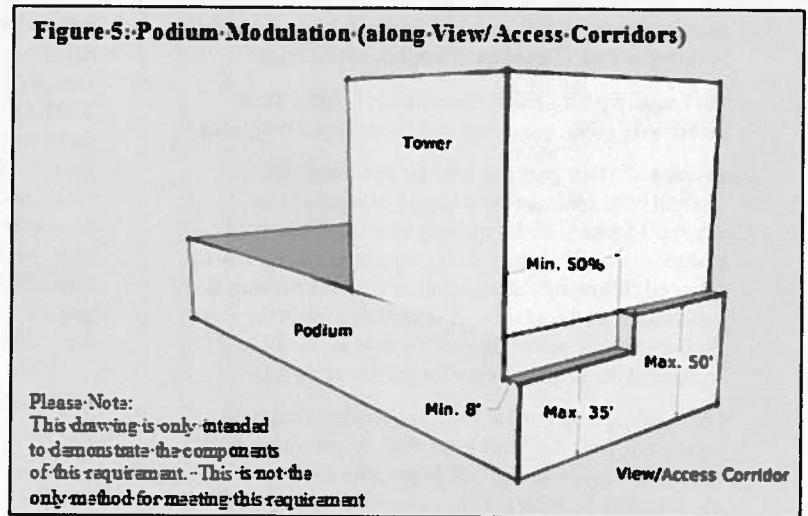
d. Rear Yard Setback – same as required in the “S-1” Western Slope South Shoreline District Area Regulations, Section 13.10.040.H.1, except for industrial uses which existed on January 1, 1996.

e. Lot Area – same as required in the “S-1” Western Slope South Shoreline District.

3. Additional Development Standards. These additional development standards apply to the entire “S-8” Shoreline District.

a. The following structures are allowed above the height limit: television antennas, chimneys, and similar building appurtenances, except where such appurtenances obstruct the view of the shoreline of a substantial number of residences on areas adjoining the shoreline, and then only provided they meet structural requirements of the City of Tacoma and provide no usable floor space above the height limitations. This provision does not apply to the

Figure 5: Podium Modulation (along View/Access Corridors)



tower height limit for developments along the west side of the Waterway that utilize the Alternative 2 development option (Section 13.10.110.G.1.g(2)) or to the portion of the west side of the Waterway from the center of the secondary view/access corridor between Development Site 10 and the Municipal Dock site to the center of 11th Street.

b. Parking and Loading Regulations. The following parking and loading regulations shall apply to the “S-8” Thea Foss Waterway Shoreline District:

(1) Parking is not required for any use located in the “S-8” Thea Foss Waterway Shoreline District.

(2) Parking which is developed shall conform to the parking and loading regulations set forth in Section 13.10.175 of this chapter. All parking provided on the east side of the Waterway shall not exceed the amount which would have been required by Section 13.10.175 of this chapter.

(3) Angled street parking, where it conflicts with public transportation use, shall be prohibited.

(4) The following standards shall additionally apply to all parking provided on the west side of the Waterway:

(a) All new parking provided within the “S-8” Shoreline District must be located within a structure, except as provided for in subsection (c) below and except for parking for sites developed as public parks (excluding view/access corridors), any parking necessary to meet the requirements of the Americans with Disabilities Act, loading and unloading areas and within the Dock Street right-of-way. Structured parking facilities may accommodate parking for surrounding uses; provided, that the principal use of a structure may not be a parking facility. For-pay parking is allowed. Twenty percent of stalls in all new parking areas shall be set aside for



Tacoma Municipal Code

public use; provided, that one parking space per new residential unit is exempt from this requirement.

(b) Legally permitted surface parking areas as of January 1, 1996, may continue to serve existing uses.

(c) New surface parking may be provided as an interim principal use for a length of time not to exceed 15 years, and requiring shoreline permit review every five years. Such surface parking may be allowed following demonstration that the parking is landscaped and screened in accordance with the Foss Plan and the requirements of Section 13.10.175, including the requirements for public access.

(d) Landscaping and/or building surface treatment consistent with the Foss Plan shall be provided on the sides oriented toward Dock Street and designated view/access corridors. The waterward side of any building may not be developed with above-grade structured parking.

(e) Access to structured parking may be provided in designated view/access corridors; provided, that the applicant can demonstrate that access across the development site is not reasonably available, that public access along Dock Street and through the view/access corridor is unimpeded, and that the minimum area necessary to provide said access is used.

(f) Above-grade structured parking shall not be allowed as a visible use on the waterward side of any building, and landscaping and/or building surface treatment consistent with the Foss Plan shall be provided on the sides oriented toward Dock Street and designated view/access corridors. Parking uses visible from the building exterior shall be screened or shall incorporate design measures to provide an appearance comparable to the rest of the building not used for parking, utilizing landscaping and building surface treatment.

(g) Structured parking shall be designed to a minimum allowable height.

(h) Subsurface parking is allowed under view/access corridors, provided the structure is designed to a minimum allowable height to optimize public access and views to the esplanade from Dock Street. Public access over subsurface parking structures shall be designed to minimize grade discontinuation and meet the requirements for ADA accessibility.

c. Use and Development and Sign Regulations. Use and development and sign regulations are set forth in Section 13.10.175 of this chapter entitled "Regulations".

* d. Developments within the "S-8" Thea Foss Waterway Shoreline District shall also comply with the goals and intent of the Foss Plan and shall

incorporate unifying design elements as specified in said Plan. (Amended Ord. 27657 Ex. A; passed Dec. 4, 2007; Ord. 27432 § 18; passed Nov. 15, 2005; Ord. 27296 § 32; passed Nov. 16, 2004 (substitute, rescinded by amended Ord. 27657, passed Dec. 4, 2007); Ord. 27158 § 10; passed Nov. 4, 2003; Ord. 26622 § 1; passed May 9, 2000; Ord. 26329 § 4; passed Dec. 1, 1998; Ord. 26174 § 14; passed Dec. 16, 1997; Ord. 25904 § 2; passed May 28, 1996; Ord. 25797 § 1; passed Dec. 5, 1995; Ord. 25718 § 5; passed Jun. 20, 1995; Ord. 25632 § 1; passed Nov. 29, 1994)

13.10.120 S-9 Shoreline District - Puyallup River.

A. Intent. The intent of the "S-9" Shoreline District is to permit recreational development of the riverfront while allowing industrial development of adjacent upland areas, and to encourage continued preservation of Clear Creek, its associated wetlands, and related ecosystems.

The Puyallup River is a shoreline of statewide significance. Primary consideration shall be given to the effects of proposed development on the statutory preferred uses of such shorelines.

B. Description. The "S-9" Shoreline District is hereby described as an area bounded by: lines lying 200 feet landward and generally parallel to the levee of the east and west banks of the Puyallup River, including the Gog-le-hi-te Wetland; the center line of East 11th Street; and the Tacoma City limits as they cross the Puyallup River, and the area within 200 feet of the portions of Clear Creek which experience tidal influence and any wetlands associated with the Creek.

C. Environmental Designation. The "S-9" Shoreline District is hereby designated as an "urban" environment, as summarily defined in Section 13.10.030 of this chapter, and as further defined within those elements of the Shoreline Master Program which are adopted by resolution.

D. Substantial Development/Permitted Uses and Development Activities. The following uses and development activities shall be permitted, subject to the issuance of a Substantial Development Permit, if required:

1. Aquaculture.
2. Commercial, water-oriented, except in Clear Creek.
3. Dredging for environmental remediation and habitat improvement projects.
4. Educational historical, cultural, and archaeological areas.



THEA FOSS WATERWAY DESIGN GUIDELINES & STANDARDS

DRAFT
JULY 2009

GB1 Attachment 6

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INTRODUCTION

For many years, the Thea Foss Waterway bustled as a hub of industry and maritime activities. As time has moved on and circumstances have changed, the City of Tacoma, with extensive collaboration from its citizens, has aimed to create a vibrant and viable future for the Foss. While recognizing its past, this document serves to help implement the design aspirations for the future Foss.

Background

Design guidelines are broad statements that point the way to how development in an area should take place. Design guidelines are intentionally broad: they are meant to allow designers considerable creative latitude when designing projects.

In contrast, design standards are statements that indicate when a specific design approach should be used. For example, a design standard might indicate that a specific streetlight model should be installed along area streets. Design standards are particularly beneficial for establishing the identity and continuity of an area.

Communities throughout the nation have used design guidelines and standards to promote the historic, scenic, architectural, and/or cultural values of a particular area.

Intent

The intent of the design guidelines and standards contained in this document is to further implement the design objectives originally laid out in the Thea Foss Waterway Design and Development Plan.

The design guidelines and standards contained in this document have been reviewed to ensure that they interact logically with other City of Tacoma regulatory processes.

The design guidelines and standards are not static and will likely need to change over time to further clarify issues, provide additional specificity, or address unanticipated situations.

Applicability

The design guidelines and standards contained in this document apply to the City of Tacoma “S-8” Shoreline District—Thea Foss Waterway.

However, the guidelines and standards do not all apply uniformly across the “S-8” Shoreline District. For the purposes of this document, the Thea Foss Waterway has been divided into

two design areas: West Foss and East Foss. While some guidelines and standards apply to the entire “S-8” Shoreline District, others only apply in either the West Foss or East Foss. See map below.



Use

These design guidelines and standards have two primary uses. First, project developers and designers should use the guidelines to better understand what design features are desired in projects in the “S-8” Shoreline District. Second, a design review body designated by the City of Tacoma will use the document as a reference when evaluating projects subject to design review.

Project developers and designers should be aware that, while this document covers issues dealt with in other City of Tacoma regulatory documents, this document is a supplement to—and not a replacement of—those other documents. Therefore, **project developers and designers are responsible for complying with all other applicable regulatory documents**, such as the Tacoma Municipal Code.

FORMAT

The design guidelines and standards contained in this document are presented in a consistent fashion, according to the model shown below.

DESIGN ISSUE

2.5 Transition Areas

DESIGN ISSUE OVERVIEW

Transition areas are the spaces between buildings and public spaces. Highly visible to passersby, transition areas should foster a lively, pedestrian-oriented atmosphere. The design of these areas should provide a seamless transition between public and private areas.

DESIGN GUIDELINE OR STANDARD

2.5.1 Transition areas should extend the design features of public spaces to the edges of buildings.



WHERE APPLIES
W=west E=east

FURTHER DETAIL

- Transition areas should use landscaping, materials, lighting, and furniture compatible with that used in the public spaces, but may demarcate the transition area with different design features.
- Not applicable to industrial properties.

VISUAL



TRANSITION AREA

GB1 Attachment 6

1. PUBLIC SPACES

Public spaces around the Thea Foss Waterway must serve a variety of purposes. Besides providing public shoreline access and circulation, public spaces are needed for recreation, contemplation, and inspiration—not to mention a nice spot for lunch!

Public spaces should have some design features in common to provide identity and continuity. Continuity may also be expressed through the regular placement of site details.

1.1 Thea Foss Walkway

The term “Thea Foss Walkway” refers to the trail that is envisioned to encircle the entire Thea Foss Waterway. See concept map below.



The primary intent of the Thea Foss Walkway is to provide public shoreline access, with opportunities for active and passive public recreation. The design of the Walkway should create a linear shoreline park that unifies the Thea Foss Waterway, join larger public spaces, and relate to the designs and activities of upland and in-water facilities. The Walkway should be an inviting, lively, and safe public space that is enjoyable all year, in all kinds of weather.

The Thea Foss Walkway, particularly on the east side of the Thea Foss Waterway, might not always run immediately adjacent to the shoreline due to certain constraints. Indeed, the Walkway may at times need to be located adjacent to a street some distance away from the shoreline. Therefore, a distinction should be made between the Thea Foss Walkway and the terms “esplanade” and “boardwalk,” which only refer to sections of the Walkway that front directly along the shoreline edge.

1.1.1 The Thea Foss Walkway should be compliant with the Americans with Disabilities Act (ADA) and designed to safely accommodate a variety of users, including walkers, joggers, and bicyclists.



- For required Walkway widths, see the Tacoma Municipal Code.
- Where space constraints only allow for sub-optimal trail width, the primary trail should be designated for foot traffic and remain ADA compliant, while bicyclists and other wheeled users should be diverted to a secondary route (such as a route along an adjacent street).

1.1.2 Along the Thea Foss Walkway, similar site details should be provided.



- To bring continuity and make the Walkway easy to follow, the Walkway should typically consist of the active-use surfacing specified in the Surfacing Materials section of Chapter 3, Site Details.
- Site details may be adapted adjacent to a specific development where it can be demonstrated that they continue the design theme of the development and are compatible with the site details provided along the Walkway on the other sides of the development site.

1.1.3 The Thea Foss Walkway should incorporate the minimum amount of lighting necessary for safe nighttime use.



- Please see the Lighting section of Chapter 3, Site Details.

1.1.4 Where space allows, a landscaped strip or area immediately adjacent to the waterward side of Thea Foss Walkway is desirable to filter stormwater runoff before it enters the Thea Foss Waterway.



1.1.5 Public restroom facilities should be provided in buildings on building sites, rather than in separate structures along the Thea Foss Walkway.



1.1.6 Public signage should identify the presence of the Thea Foss Walkway, direct the public to the Walkway, and indicate the intended route of the Walkway where the route may be unclear.



- Please see the Signage—Public section of Chapter 3, Site Details.

1.2 Community Gathering Places

Community gathering places are areas along the Thea Foss Walkway intended for public assembly. Community gathering places should be flexible spaces that can be used either casually or for formal public events. Plazas, open-air amphitheaters, concert stages, and similar amenities are encouraged at community gathering places.



COMMUNITY GATHERING PLACE

1.2.1 The intersection of view/access corridors with the Thea Foss Walkway and pier heads are the preferred locations for community gathering places.



- These locations provide increased depth and width, receive ample natural light, are highly visible, and offer views of the Thea Foss Waterway, downtown Tacoma, Mount Rainier, or Commencement Bay.
- Community gathering places may also be developed on the waterward side of building sites.
- Community gathering places can utilize the full length of view/access corridors.

1.2.2 Community gathering places should be identifiable.



- The design of community gathering places should include features such as art, fountains, unique paving materials, and grade changes.



IDENTIFIABLE COMMUNITY GATHERING PLACE

- The construction of significant visual structures (such as art, fountains, or viewing towers) is encouraged at community gathering places, particularly when in primary view/access corridors where such structures would not obstruct public access and might be visible from downtown Tacoma.
- Community gathering places should be compatible with the Thea Foss Walkway in site details and design. See Chapter 3, Site Details.

1.2.3 Community gathering places should be designed for a variety of active and passive activities.



1.2.4 The design of community gathering places should allow for unobstructed circulation along the Thea Foss Walkway.



1.2.5 The designs of community gathering places should include any required utilities, such as water and power.



1.2.6 Taller, evergreen trees are highly encouraged at community gathering places where appropriate.



- Such trees can help to spatially define a community gathering place, buffer a community gathering space from adjacent uses, and provide shade for users.

1.3 View/Access Corridors

On the west side of the Thea Foss Waterway, fourteen view/access corridors run between Dock Street and the inner harbor line. These corridors are intended to provide visual and physical access to and from the Foss, as well as additional natural light to the west side of the Foss. While view/access corridors may in limited circumstances be the only feasible option for other functions (such as providing access to temporary marina loading and unloading areas), such functions should be accommodated in other locations when practical.

1.3.1 The entire width of view/access corridors should be improved with appropriate site details and amenities, such as landscaping.

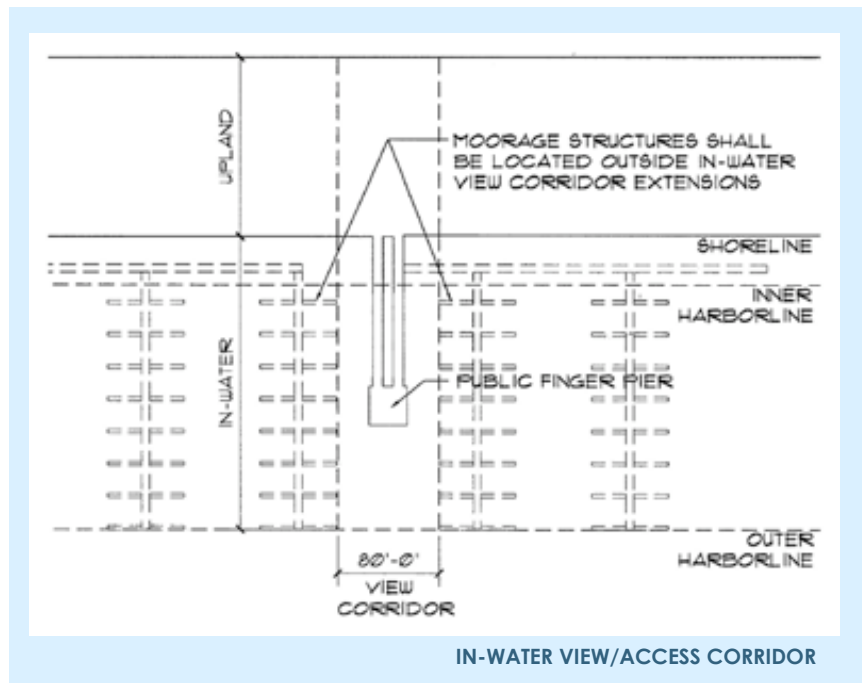


1.3.2 View/access corridors should provide internally consistent site details that complement those of adjacent public spaces in materials, colors, and design.



- Site details might include lighting, special surfacing materials, landscaping, and waste receptacles. See Chapter 3, Site Details.
- Linear lighting configurations utilizing the design standard walkway light are appropriate.

1.3.3 The in-water portion of a view/access corridor may be improved with public facilities, including piers, viewing platforms, and other like structures.



1.4 Side Yard/View Corridors

Side yard/view corridors on the east side of the Thea Foss Waterway are primarily intended to provide physical access, but also provide visual access to the waterway. These corridors either terminate in an outlook or connect segments of the Thea Foss Walkway that run north-south in different upland alignments (such as a segment running along the shoreline and another running along the street).

1.4.1 Side yard/view corridors should feature consistent site details.



- A design standard lighted bollard should be located where a side yard/view corridor connects with the street and along the corridor as needed to provide sufficient lighting. Please see the Bollards section of Chapter 3, Site Details.
- Side yard/view corridors that terminate in an outlook (and therefore constitute a branch off the main Thea Foss Walkway) should incorporate special surfacing materials the entire length of the corridor. Please see the Surfacing Materials section of Chapter 3, Site Details.
- Please see the Fences section of Chapter 3, Site Details.

1.4.2 Outlooks at the end of a side yard/view corridor should feature a walkway light, at least one bench or picnic table, a waste receptacle, a bike rack, and the design standard railing (if necessary).



- See Chapter 3, Site Details.

1.4.3 Outlooks should be situated as close as possible to the shoreline ordinary high water mark to maximize views of the waterway.



- In habitat mitigation areas, habitat considerations should prevail.

1.5 Streetscapes

Streetscapes around the Thea Foss Waterway should do more than just transport vehicles. Typically, streets occupy approximately 25 to 35 percent of any dense urban environment. Being publicly owned, streets are one of the major areas that a city has to implement the design vision for a given area, such as the Foss. As the Foss is intended to be inviting to the public and open to pedestrian and bicycle use (as well as other forms of non-motorized transportation), the streets in the Foss are intended to be a place for people. Of course, this needs to be balanced with the vehicular function of the street, but it is important that the street be seen as a vehicle for moving people, in all forms of transportation, be it people in cars, people on foot, people on bicycles, people in trucks, or people on skateboards. Good street design on the Foss accommodates all forms of moving people.

Specifically, it is desirable that the streetscapes around the Foss be improved with a sidewalk that adjoins properties on the Foss, which in some cases will become the Thea Foss Walkway, where the Walkway cannot be accommodated on private property due to constraints such as hazardous material use or high security needs. Standards for the sidewalk in this case will need to be adjusted to accommodate the City of Tacoma street standards, the desire to give the Walkway design continuity, and safety and clarity for the public user. Design standards and amenities, as outlined in this document, should be incorporated wherever possible.

1.5.1 Reconfigure the street where necessary to allow for a continuous Thea Foss Walkway.



- Coordinate this with the appropriate City of Tacoma departments.

1.5.2 Where the Thea Foss Walkway runs adjacent to the street, the street should feature a curbed sidewalk with landscaping at its edge, to buffer Walkway users from vehicle traffic.



- To bring continuity and make the Walkway easy to follow, the Walkway should typically consist of the active-use surfacing specified in the Surfacing Materials section of Chapter 3, Site Details.

1.5.3 Where the public sidewalk is identified as the Thea Foss Walkway, where appropriate and where space permits, design amenities such as waste receptacles, bike racks, and walkway lights should be located on the public sidewalk.



1.5.4 Where there is no practical alternative to having the Thea Foss Walkway cross a street, the street should feature a crosswalk.



1.5.5 Provide for safe, well-lit bicycle and pedestrian traffic in both directions.



1.5.6 Connect pedestrian and bicycle circulation routes with other like routes.



1.5.7 Create pleasant, publicly accessible street ends.



- Strategies to do this include providing a trail, adding landscaping, creating a sitting area, and limiting parking.

1.5.8 Locate utilities underground where feasible to remove visual clutter.



- Coordinate this with the appropriate City of Tacoma departments.

GB1 Attachment 6

2. BUILDING SITES

Building sites, whether publicly or privately owned, should be developed in such a way as to take into consideration the special nature of the Thea Foss Waterway. Design teams for a site located in the Foss must recognize that a successful building will not only account for patterns of development on the actual site, but will also successfully implement and contribute to the larger goals of the Foss as a whole. It is desirable that the sites that surround the Foss acknowledge the larger patterns of development on both sides of the Foss, public access goals (as exemplified by the Thea Foss Walkway), and view considerations (such as the view/access corridors and side yard/ view corridors). Public spaces should be prioritized in terms of minimizing shadow impacts, and building massing and form should seek to strengthen the existing public rights of way, including streetscapes and the Walkway.

2.1 View Considerations

The topography and structures in and around the Thea Foss Waterway provide numerous view opportunities. While numerous views are available, the most critical views are of Mount Rainier, the Thea Foss Waterway, Commencement Bay, Union Station and the Washington State Historical Museum, the Port of Tacoma industrial area, and downtown Tacoma. While City of Tacoma regulations are in place to mitigate view impacts, the guidelines below are intended to further maximize views to and from the Thea Foss Waterway.

2.1.1 New buildings should be oriented to maximize view opportunities.



2.1.2 New buildings should identify view impacts to surrounding locations and structures and minimize adverse impacts as much as possible.



- Impacts to potential future surrounding locations and structures should also be identified and minimized.
- All buildings must comply with all applicable provisions of the Tacoma Municipal Code.

2.2 Shading Considerations

The intent of the guidelines in this section is to minimize the shading of public spaces. The shading of public spaces is of particular concern on the west side of the Foss, because its location, topography, and north-south orientation result in early afternoon shadow conditions nearly year-round.

2.2.1 Development projects should minimize the shading of public spaces as much as practical.



- Techniques to minimize shading include the manipulation of building orientation, location, and shape.

2.2.2 In public spaces subject to early shading, sufficient artificial lighting should be provided.



2.3 Site Layout

Buildings should be thoughtfully positioned, programmed, and detailed to maximize the impact of the Thea Foss Waterway public experience. Considerations include, but are not limited to: strengthening the profile of streetscapes (that is, locating the building closer to the street), especially on streets paralleling the Foss; providing more open space on the water side of a building; locating uses with the most public access on the streetscape or Thea Foss Walkway sides of a building; and accentuating the pedestrian-friendly nature of a building at ground-level sides facing the streetscape and the Walkway.

2.3.1 Buildings should be located and designed to give the appearance of being a similar distance from the street.



- This does not mean that the entire building façade must be the same distance from the street. To the contrary, awnings, landscaping, entrance markers, modulation, and other design elements are encouraged.
- Surface parking between the building and street is discouraged.

2.3.2 Location of activities within a building should consider surrounding uses and activities (both inside and outside the building). Potential conflicts arising from light, glare, noise, odors, or hours of operation should be avoided as much as possible by separating uses and activities (vertically and/or horizontally) or by providing physical screening between uses and activities.



- Physical screening can be accomplished through landscaping, building construction, or other techniques.

2.3.3 The preferred location for open space is the waterward side of a building site.



2.3.4 The number and size of vehicular access points should be minimized.



- This minimizes the interruption of pedestrian traffic and adverse visual impacts.

2.3.5 No parts of buildings should protrude into public spaces; however, weather protection features benefiting the public, art visible from public spaces, or building areas provided primarily for public access (such as viewing towers) may be located in or over these areas.



2.4 Exterior Appearance

Buildings around the Thea Foss Waterway are intended to feature design individuality, not to be designed with a strong unifying theme. Design continuity should primarily be established by the cohesive linear design of the Thea Foss Walkway and streetscapes.

At the same time, the Foss has a rich maritime heritage and is considered the hub connecting surrounding districts. To provide compatibility, design elements from public spaces, existing structures, and surrounding districts should be incorporated into all new developments. It is not intended that portions of existing buildings be replicated; instead, the creative, subtle integration of these elements is the objective.

Additionally, the exterior appearance of buildings and building sites should incorporate treatments that make for a comfortable and interesting pedestrian environment.

2.4.1 Buildings should feature an individual design, but designs should incorporate characteristics of the waterfront environment and surrounding districts to foster compatibility. Compatibility can be achieved by the integration of design themes (such as materials, shapes, or colors) from existing buildings into building design; by continuity or a logical transition in building bulk, shape, and height; or by significant physical separation.



2.4.2 Retain a maritime design theme and working waterfront character wherever possible.



WORKING WATERFRONT CHARACTER

2.4.3 When several buildings are proposed for a single development, the buildings should demonstrate internal compatibility. While buildings are not required to look identical, they should maintain a common design theme and provide continuity or a logical transition in building bulk, shape, and height.

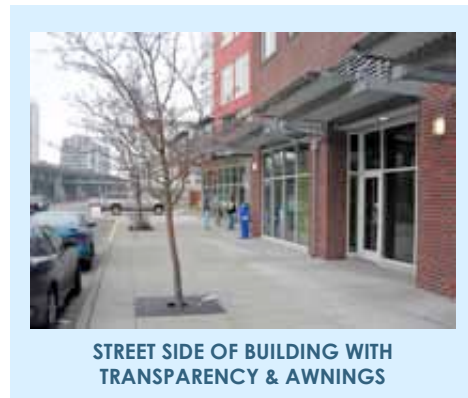


- Common design themes should be demonstrated in materials, roof pitches, colors, building separation, and orientation of buildings to each other.

2.4.4 Buildings, particularly those with ground-level sides facing public circulation corridors, should be designed to create an exciting pedestrian environment.



- Maximize transparency, or the appearance of transparency, at the ground level of buildings facing public circulation corridors.
- Ground-level retail should be oriented toward the exterior of buildings.
- The street sides of buildings should focus on providing interest by providing features such as landscaping of varying heights, movable landscaping elements (such as container gardens or window boxes), awnings, exterior wall treatments, building modulation, and the provision of depth in building wall design details.



2.4.5 Architectural detailing, artistic embellishments, and/or murals are encouraged in new projects.



2.4.6 Modulation (horizontal and vertical) and other relief features are encouraged to create interest and avoid long, flat facades.



2.4.7 Creative approaches to the exterior appearance of industrial facilities are encouraged, particularly when such facilities are in areas commonly seen by the public.



- This could include the creative use of materials, paint, texture, landscaping, lighting, or screening.



CREATIVE APPROACH TO INDUSTRIAL FACILITY
PHOTOS COURTESY OF HMFH ARCHITECTS, INC & PETER VANDERWALKER

2.5 Transition Areas

Transition areas are the spaces between buildings and public spaces. Highly visible to passersby, transition areas should foster a lively, pedestrian-oriented atmosphere. The design of these areas should provide a seamless transition between public and private areas.

2.5.1 Transition areas should extend the design features of public spaces to the edges of buildings.



- Transition areas should use landscaping, surfacing materials, lighting, and other site details that are compatible with that used in adjacent public spaces, but may demarcate the transition area with different design features.
- Not applicable to industrial properties.



2.5.2 Transition areas are encouraged to be enhanced with artwork, fountains, landscaping, plazas (for public or private use), or other features promoting public enjoyment (active or visual).



2.5.3 Transition areas are the preferred location for activities such as outdoor dining or outdoor display.



- This minimizes interference with public circulation.

3. SITE DETAILS

Site details bring continuity and identity to the Thea Foss Waterway.

Site details should have a clear function and exhibit a simple utilitarian design. Site details are encouraged to reflect the maritime character of the waterfront. Historic site details may be appropriate when related to historic structures. Exceptional care should be taken in the design, construction, and installation of all site details.



3.1 Art

The Thea Foss Waterway vision embraces public art projects, particularly at view/access corridors, community gathering places, and outlooks, as well as along the Thea Foss Walkway. As many of the nation's most successful public art programs have demonstrated over the past decades, public spaces that bring people together are greatly enhanced by the introduction of art. The Foss seeks to integrate art that is clearly discernable as art, yet may also have a variety of other qualities, that may include:

- **FUNCTION**, such as shelter, safety, or lighting. Examples include canopy shelters, railings, lighted bollards, tree grates, and special surfacing materials.
- **PLAY**, such as playground equipment, skateboard areas, bicycle racks, and objects for pets or children to interact with.
- **EDUCATIONAL**, engaging the history of the Foss, its environmental state (both past and present), or the evolving functions of the Foss.
- **ENVIRONMENTAL**, engaging sustainable materials/systems, such as bioswales, permeable paving, cisterns, solar, or wind.

- **SENSORY/ACTIVE**, engaging all or as many of the senses as possible of those interacting with the artwork. An active, rather than passive, relationship between the work of art and the viewer is highly encouraged.

An important value for the Foss is to strive to incorporate deeper levels of meaning into the art pieces that may or may not be discernable upon first glance. Of particular importance is to engage deeper levels of meaning existent in the Foss, including, but not limited to:

- **HISTORY**, especially maritime history.
- **TRANSPORTATION**, multi-modal and evolving.
- **KINETICISM**, especially regarding the rich marine movements of both natural and human systems.
- **EXCHANGE and TRADE**, as an international port.
- **ENVIRONMENT**, especially the rich and varied marine life present in the Foss.

3.1.1 The use of public art is highly encouraged, particularly at view/access corridors, community gathering places, and outlooks, as well as along the Thea Foss Walkway.



3.1.2 Where applicable, public art should be reviewed by the Tacoma Art Commission.



- The office of the Tacoma Art Commission offers a variety of art information. Please contact the office with any art-related questions you may have.

3.1.3 Art, particularly when interactive or kinetic, should be sited at a location appropriate for its functioning and expected active and visual use.



3.2 Benches

3.2.1 Benches should be considered for view/access corridors, community gathering places, parks, and at various locations along the Thea Foss Walkway.

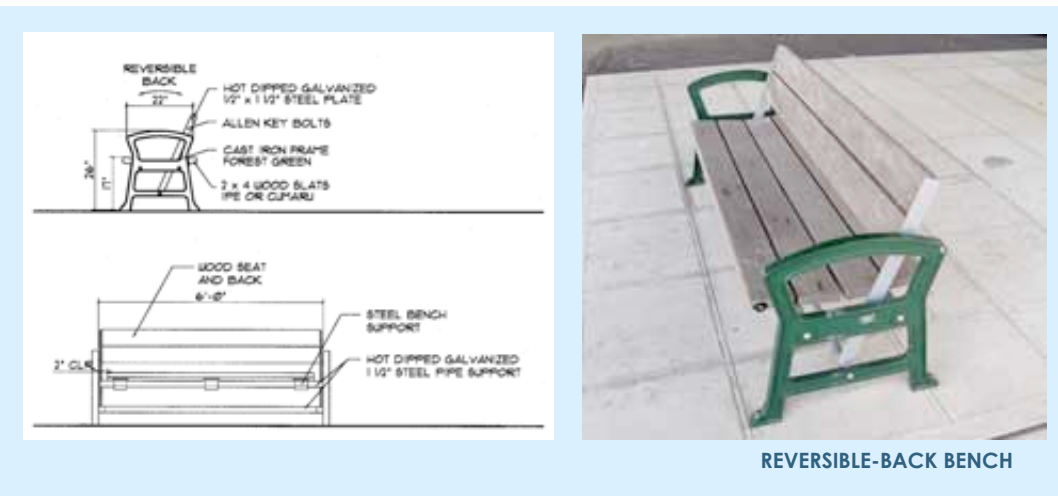


- At certain locations, benches are required. Please see the Tacoma Municipal Code.

3.2.2 One of the two design standard benches specified below shall be used.



- The design standard reversible-back bench is FairWeather model TF-3.
- The design standard backless bench is FairWeather model TF-1.3.
- For both design standard benches, arms shall be forest green and galvanized. All other metal surfaces shall be galvanized steel. Wood slats shall be sustainably harvested ipe or cumaru, or other sustainably harvested wood.
- East Foss benches should be four feet in length.



REVERSIBLE-BACK BENCH

3.3 Bike Racks

3.3.1 The design standard bike rack shown shall be used.



- Hess Tendo, galvanized steel.



HESS TENDO BIKE RACK

3.4 Bollards

Use bollards where they would facilitate the safe and efficient movement of vehicles and pedestrians.

3.4.1 The design standard bollard specified below shall be used for typical applications.



- The design standard is a 36-inch-tall, 8-inch-diameter, steel-pipe bollard with a conical steel top. All painted forest green (Pantone #5605C).
- Removable bollards are encouraged where appropriate.



3.4.2^[md3] For side yard/view corridors or for special applications, the design standard lighted bollard specified below shall be used.



- Louis Poulsen DOCK-B, natural aluminum.



3.5 Drinking Fountains

3.5.1 Public drinking fountains are encouraged to be adjacent to or integrated with buildings.



3.5.2 Where applicable, the design standard drinking fountain specified below shall be used.



- Haws 3500D, green.



3.6 Fences

3.6.1 Permanent fences erected to separate public from private areas should be a maximum of four feet high, and made of concrete, brick, metal, or other approved materials (not chain link).



- Any portion of a fence above four feet in height should provide visual transparency.
- Green (vegetated) fences are highly encouraged.
- Not applicable to industrial properties.

3.6.2 At industrial properties, permanent fences erected to separate public from private areas should be the minimum height necessary to ensure safety and security.



3.6.3 At industrial properties, the creative treatment or screening of chain-link fences and alternatives to chain-link fences are encouraged.



3.6.4 Permanent refuse, utility, or service installations should be screened with fences of wood, iron, concrete, landscaping, or other approved materials (not chain link) to the minimum height necessary.



- These installations should be located away from public spaces, particularly the Thea Foss Walkway.
- Not applicable to industrial properties.



3.7 Landscaping

Landscaping is highly desirable in the Thea Foss Waterway. Landscaping, besides just pleasing the senses, can perform many other functions. It can buffer pedestrians from passing vehicles, offer shade, provide wildlife habitat, and filter stormwater, to name but a few.



3.7.1 Native, drought-tolerant plantings are preferred.



3.7.2 Existing trees in healthy condition and of appropriate species are encouraged to remain.



3.7.3 To buffer pedestrians from passing vehicles, streets should have landscaped strips adjacent to the curb containing trees and low-growing landscaping or groundcover.



- A more naturalistic landscape may be appropriate at the south end of the Thea Foss Waterway.

3.7.4 Landscaping should be balanced against views.



- Consider low-growing landscaping where views are of concern.
- Contemplate planting trees that will have canopies that begin above pedestrian sight lines and will not significantly obstruct views from buildings (unless used for screening).
- Consider trimming trees with high canopies to reduce view blockage.



3.7.5 Taller, evergreen trees are highly encouraged where appropriate.



3.7.6 Tree roots should be protected where they may be subject to damage.



- Tree root protection techniques include beach rock, landscaping, and tree grates (decorative tree grates are encouraged).



DECORATIVE TREE GRATE

3.8 Lighting

In times of limited visibility, artificial lighting has a tremendous influence on visual character and human activity. The lighting guidelines are intended to:

- Provide safe, well-lit pedestrian surfaces.
- Create a continuous ring of soft, visible light sources around the shoreline edge that will generate reflections and a lively, unified ambiance.
- Reduce light pollution.
- Reinforce the marine industrial history and character of the waterfront.

3.8.1 Areas specified below should provide the corresponding minimum average light level.



- Thea Foss Walkway: 1 foot candle
- Commercial areas: 1 foot candle
- High-volume pedestrian areas (such as bus stops): 2 foot candles
- Parking areas, entries: 2 foot candles
- Parking areas, internal: .5 foot candles

3.8.2 Lighting should be shielded to reduce impacts on residential units.



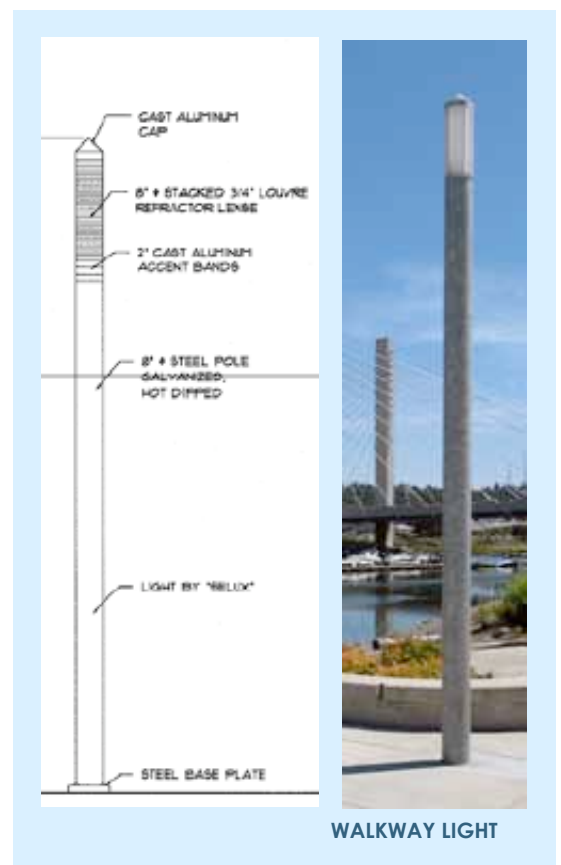
3.8.3 Lighting should minimize adverse impacts to the shoreline environment.



3.8.4 Along the Thea Foss Walkway, view/access corridors, and outlooks, the design standard walkway light specified below shall be used.

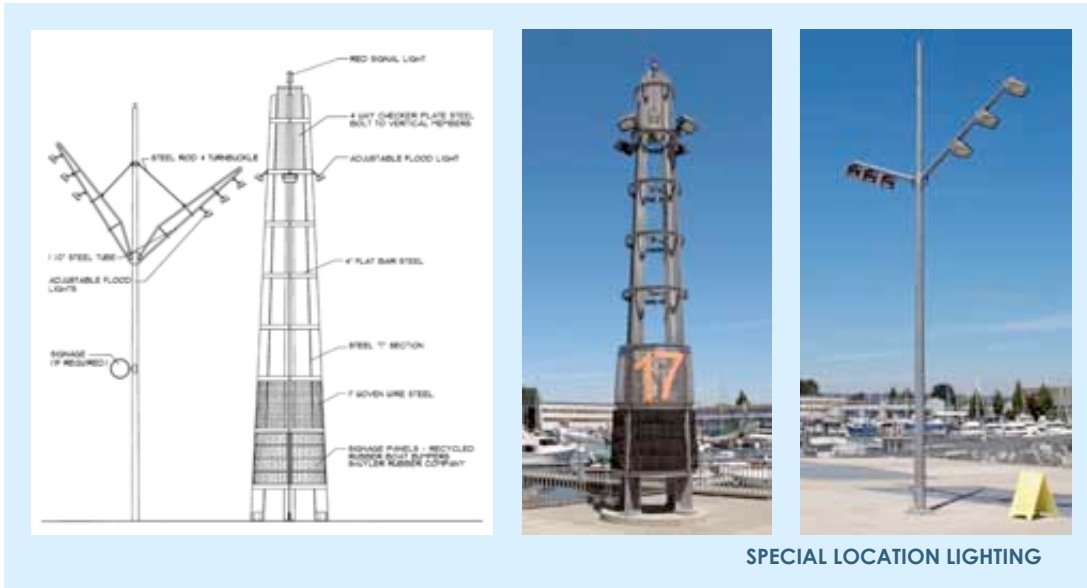


- se'lux MRTC-17-GV
- In portions of the trail designated as esplanade, lights should be located on the waterward side of the esplanade, at a maximum spacing of 60 feet on center.
- Walkway lights are not required at view/access corridors or other public spaces where special location lighting may be provided.



WALKWAY LIGHT

3.8.5 Special location lighting should be considered where the Thea Foss Walkway intersects view/access corridors and at community gathering places.



SPECIAL LOCATION LIGHTING

3.8.6 The design standard pedestrian streetlight specified below shall be used.



- se'lux MRTC-19-GV
- Pedestrian streetlights should be located on the waterward side of the street, at a maximum spacing of 80 feet on center.



PEDESTRIAN STREETLIGHT

3.8.7 Vehicular street lighting should be consistent, per city standards.



3.8.8 In parking areas, lighting should be provided by non-glare, full cutoff, controlled-source fixtures, per city standards.

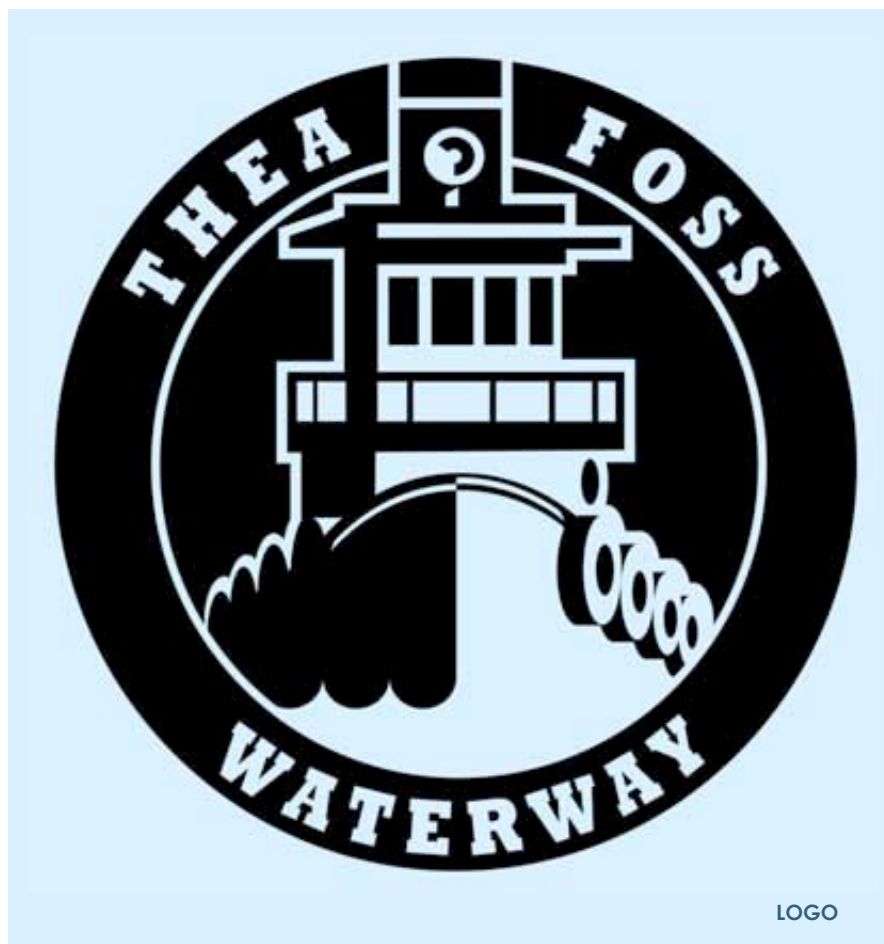


3.9 Logo

3.9.1 The design standard logo should be used on area signage, bike racks, waste receptacles, benches, and other Thea Foss Walkway site details.



3.9.2 Where applicable, the design standard logo shown below shall be used.



3.10 Low Impact Development

Low impact development (LID) is an approach to stormwater management that emphasizes the conservation and use of existing natural site features integrated with distributed, small-scale stormwater control features in order to more closely mimic natural hydrologic conditions. The use of LID techniques is highly encouraged in the Thea Foss Waterway, where feasible. Due to environmental constraints, however, LID will not be practicable for various sites along the Foss. Please consult with the City of Tacoma Public Works Department before embarking on a LID project.

3.10.1 Minimize the amount of impervious surfacing (including the building footprint coverage) on a site through site planning and design.



3.10.2 Preserve existing and provide new vegetated areas to the maximum extent possible.



3.10.3 Maintain natural drainage patterns.



3.10.4 Seek to direct stormwater runoff from impervious areas into vegetated or pervious areas on the site rather than into the city stormwater system.



3.10.5 Stormwater control features, if required, should be located in close proximity to the impervious surfacing impact.



3.10.6 Small-scale stormwater control features that use natural systems, processes, and materials are preferred.



- Such features include, but are not limited to: dry wells, filter strips, swales, infiltration trenches, permeable pavements, soil amendments, tree-box filters, vegetated buffers, and green roofs.



TREE-BOX FILTER

3.10.7 Site grading should encourage the sheet flow of stormwater runoff and lengthen runoff flow paths over permeable areas.



3.10.8 Ensure soils are appropriate for the intended stormwater control feature functions (such as runoff infiltration, flow control, and water quality treatment).



3.10.9 Green (vegetated) roofs and green walls are highly encouraged in the Thea Foss Waterway.



GREEN WALLS

3.11 Marina Gates

3.11.1 Marina security gates should be located on access ramps or other locations where they do not impede public circulation, particularly circulation on the Thea Foss Walkway.



3.11.2 Marina security gates should be transparent.



3.11.3 Provide safety and security without the use of industrial materials, such as razor wire, barbed wire, and chain-link fences.



TRANSPARENT MARINA SECURITY GATE

3.12 Picnic Tables

3.12.1 Where applicable, the design standard picnic table specified below shall be used.



- FairWeather model F-4



3.13 Railings

3.13.1 The design standard railing shown at right should typically be used on all sections of the Thea Foss Walkway and other publicly accessible areas requiring a handrail.



3.14 Signage—Public

Clear and consistent signs should direct the public to locations of interest in and around the Thea Foss Waterway.

3.14.1 Signs should be located, oriented, and scaled primarily for pedestrians.



3.14.2 Directional and location signs should identify civic buildings, community gathering places, public parks, and other locations of public interest.



- In addition, vehicular signs should provide direction to public parking facilities.

3.14.3 Directional and location signs should identify the Thea Foss Walkway. Such signs should use the city-approved Walkway signage.



- A directional sign should be posted where a public access corridor leading to the Walkway intersects a public street.
- A location sign should be posted where a public access corridor leading to the Walkway intersects the Walkway, and at any other locations along the Walkway where a sign would assist the public in understanding the intended Walkway route.

3.14.4 Directional and location signs should identify shoreline public access locations not associated with the Thea Foss Walkway. Such signs should use the state-approved shoreline public access signage shown at right.



3.14.5 Where appropriate, informational, educational, and interpretive signs relating to the history of the Thea Foss Waterway and Tacoma's maritime history are encouraged.



- Such signs should be kept small and simple.



EDUCATIONAL AND INTERPRETIVE SIGNS

3.15 Signage—Building Sites

3.15.1 Signs should be similar to the building and/or building site in design, color, materials, and appearance.



3.15.2 Corporate logo signs are preferred.



3.16 Surfacing Materials

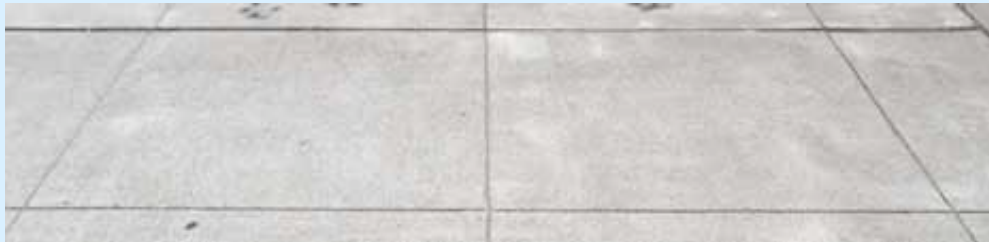
Surfacing materials provide both continuity and variety for the Thea Foss Waterway. In general, surfacing should feature a higher design and construction quality than more typical projects. Special surfacing materials (such as cobblestones and gravel) are encouraged, with consideration for color and low impact development techniques (please see the Low Impact Development section of this chapter).

Regarding the Thea Foss Walkway, surfacing materials are one of the primary ways that the Walkway distinguishes itself as a unique amenity for the public to use and enjoy. Surfacing materials clarify the direction and continuity of the Walkway and distinguish the Walkway from surrounding properties (whether surrounding properties are typical public rights-of-way, public properties, or private properties). While the Walkway surfacing material may need to change around the Foss in order to adapt to different circumstances, the surfacing material should always be visually distinct relative to its surroundings. Walkway surfacing materials should also account for the different users of the Walkway. Pedestrian and bike users are common, and all Walkway sections should be compliant with the Americans with Disabilities Act.

3.16.1 Active-use areas (such as the Thea Foss Walkway and sidewalks) should typically use the design standard surfacing specified below.



- Cast-in-place concrete with broom finish, hard-screed joints, in a 4-foot by 4-foot grid pattern.



ACTIVE-USE SURFACING

3.16.2 For boardwalks, the design standard surfacing materials specified below are preferred.



- Six-inch-wide planks made of ipe or cumaru, or other sustainably harvested wood.

3.16.3 Special surfacing materials (such as granite, cobblestones, and gravel) may be used where the materials are demonstrated to be appropriate for the intended use.



SPECIAL SURFACING MATERIALS

3.16.4 Consider pervious surface materials.



- Due to environmental constraints, pervious surface materials may not be practicable for various sites along the Foss. Please consult with the City of Tacoma Public Works Department before installing pervious surfacing materials.



PERVIOUS PAVING

3.17 Waste Receptacles

3.17.1 The design standard recycling container shall be used.



3.17.2 The design standard waste receptacle specified below shall be used.



- TimberForm Profile Series model 2894-P, with evergreen powder coat.

3.17.3 The design standard waste receptacle specified below shall be used.



- TimberForm Profile Series model 2891-P, galvanized.



WEST FOSS WASTE RECEPTACLE



WEST FOSS WASTE RECEPTACLE

MEMORANDUM

To: Bart Alford, Molly Harris, Shirley Schultz, Stephen Atkinson

From: Nicole Faghin, Karen Stewart, Janet Wright, Susan Jones

Date: December 18, 2007

File No.: 272007.005.003

Subject: Thea Foss Waterway Design and Development Plan
Public Workshop #1 Notes

The following is a summary of the public feedback and comments received at the Thea Foss Plan Update Public Workshop held on November 29, 2007. The purpose of the meeting was to hear comments about what the community likes and doesn't like about the current Thea Foss Plan and to provide suggestions on what they would like to see in an update of that plan. The meeting was attended by approximately 30 members of the public attended the workshop. The meeting began with a presentation on the background of planning in the Thea Foss Waterway and a description of associated planning projects currently underway that affect development along the Thea Foss.

After the presentation the group divided into four breakout groups to give feedback on the following four topic areas:

1. Design Standards and Site Development
2. Public Access, Views and Open Space
3. Parking and Circulation
4. Land Uses and Vision

Facilitators for each of the breakout sessions collected notes. In addition, the public was encouraged to write comments directly onto copies of the existing Thea Foss Waterway Plan to indicate location of specific comments. Written comments were also received from some of the attendees and email comments were sent as a follow up to the workshop. The following summary includes all of these comments received during and after the workshop.

I. Design Standards and Site Development,

Facilitated by Bart Alford, City of Tacoma and Susan Jones, atelierjones

East Side Industrial Uses vs. Public Access

- Expand Design Guidelines to East Side, especially regarding Industrial Areas and remaining Tank Farms. Safety Issues are a big concern!
- Encourage Density on Eastside as well. The “west side only” approach is too TIMID. The vision of a developed FOSS needs to be completed on the east side as well.
- Need Density to make even the West Side economically viable! Right now west side commercial areas are struggling for lack of density. But, where would the industrial uses go?
- Element of time is important. For the short term, the tank farms will probably stay. But for the long term, it is doubtful that the owners will want to or be able to, keep them up. For the future – we should be planning without the tank farms.
- Supportive of the Urban Waters building. Will set a good precedent for future development along the east side of the Foss.
- Could you convert the tank farm to holding tanks for biofuels in the future? And provide public access/ educational opportunities for them? Could be based on a Gasworks Park model/

Public Access

- Can an esplanade be located on the East Side, especially at the northern tip? Could it be designed in a way that allows the tank farms to still be viable, and for safety standards to be met?
- Should the public be allowed to access that area at all?
- Currently there is a conflict between the Tank Farm and Marina Boating.
- There are too many barriers between the water and the city. Public access is challenged. With the possibility of the 11th street bridge going away, it only increases the difficulties of easy public access.
- The 509 Bridge – does not easily accommodate pedestrians – problem.
- The 15th Street Corridor is very difficult to get down to the water. Very confusing.
- Should create visual terminuses at the end of the View Corridors to create a draw to bring more people out.

View Corridors

- Should the properties on either side be setback more?
- Don’t like the terminology of “View Corridor”. Implies no action –just passive looking. How about Public Access Corridors? This suggestion was well received by everyone in attendance.
- City should encourage more casual uses, like hot dog stands, coffee stands. Existing regulations don’t encourage these.
- Need better signage to encourage more public access. Need to emphasize the entry points to the corridors. Perhaps create arcades?
- Signage should clearly point out the connection between the city and water, and between the water and the city, especially for the boaters coming by water towards the city. They don’t know how to get to the city!

- Right now, the corridors feel too much like private alleys, used for loading docks, etc. by the property owners.
- Need to improve the Signage and encourage Paving Upgrades. Albers Mill is an example in the right direction.
- Keep buildings low for less shadowing of waterway. Buildings should be low to allow views of waterway and allow sun to hit the west shore. Sites that are too narrow to bring commerce without height should be used as green space.
- Height limit should be the roadbed of the Murray Morgan Bridge. Is that 100 feet...or less? Tops of buildings should be gardens. Public should be able to see the Bay and the Mountain from many angles.

Parking and Open Space

- Not enough parking spaces – only 20 or so public spaces down on the Foss.
- Needs to be a balance between parking spaces and Parks
- How about a public park underneath the 15th Street overpass?

Public Amenities vs. Density

- Underlying density is too dense. Maximizing the value of every parcel should not be the goal of the city. Instead, should try and maximize public amenities.
- The Simon Johnson site was badly handled, but given that the underlying zoning was much too dense, it was a good solution to a difficult problem. Liked the way the towers got more slender and higher, in exchange for more public amenities at the street level.
- Should restrict zoning on the waterway – and provide more public open space. Not enough ‘public’ stuff.
- Think people not buildings- the Foss is Tacoma’s crown jewel- do not sell it out for private profits.
- Create clear definition of “a mixed use” needed. Do we intend applicants to claim commercial office space as “water related” because they are part of a “mixed use” project? Strengthen clear definitions of what is “water related” and “water enjoyment”.

Sustainability Design Standards

- Encourage Green Roofs for all buildings on the Foss. Perfect opportunity for looking down on the roofs of the buildings from the city. Could become an identity point for Tacoma.
- Need to incentivize developers. Give them extra height? Faster permitting time? Definitely should use stormwater rebates.
- Encourage bioswales to clean and reduce runoff. Some examples include the Environmental Services Building in Tacoma, or at High Point in Seattle.
- Encourage the use of Pervious Pavement – whether asphalt or concrete. Very high strength materials now available, that eliminate the conflicts with fire truck access.

Comments drawn on the map:

- Increase wharf area for more gathering spaces (on NW area of Foss)
- Not safe to walk along bank (north of 11th Street bridge on East side))
- Site development- hub concept for retail, skip the four corners concept
- Combine the two development sites between 11th and 13th Street on the west side
- Open to pocket park at the end of 13th Street on West side
- Prioritize public benefit amenities
- Full vision for East side- mixed use, emphasize commercial activity
- Flexibility in plan to grow into vision
- Break the blocks down on West side, especially north of 19th street
- Create public access east of Pacific Avenue between 17th and 18th Street on West side
- For site just north of 18th Street on West side, place inviting welcome signs for public at each opening
- More public active space at esplanade at end of 16th and 17th Street (Dock Street marina).
- Future park NOT developed (just north of 15th Street on West side)
- Naturalize park (at SW corner of Wheeler Osgood waterway, adjacent to the Foss)

II. Public Access, Views and Open Space,

Facilitated by Shirley Schultz, City of Tacoma and Janet Wright, Reid Middleton

Views/Sunlight

- Concerns re allowed height of buildings on west side, if tall will block sunlight from esplanade. Already have limited sunlight with short winter days.
- Prefer narrower buildings on West side with open space in between to keep views & sunlight
- Promote design of bldgs that “step down” (tiered) towards the water to lessen shading & bulk.
- Think Ruston Way- Point Defiance- on a sunny weekend the public flocks to the Foss.

Public Access

- Want unobstructed esplanade from west to east side (does this mean formal esplanade like on west side, or public walkway?)
- Esplanade should be multi-modal – available for bikes, strollers, walkers, runners
- Tall buildings will affect access and width of esplanade-people may feel “squeezed” between buildings and waterway
- Make place where you don’t feel like you’re in someone’s living room” (Want esplanade to feel like a public space, not just an extension of the housing adjacent to the waterway.)
- Integrate industrial on east side with access- look for international examples of this
- Tacoma is a blue collar town- love this, and want to keep industrial component

- Harbor Island in Seattle is good example of visual access, berm and platforms located where can't get near the water due to industrial uses
- Granville island as an example-vibrant and activities, would like this for the Foss
- Connect esplanade to UWT along abandoned RR tracks
- People already "loop" the whole Foss- using informal routes along the water where possible.
- 11th Street Bridge- look to Prague/Paris for examples of festival, park, market use
- Formal esplanade with bulkhead, riprap, and concrete separates people from the water
- Access around Wheeler-Osgood is better to be walkways/boardwalk- not large expanse of concrete like esplanade due to conservation area. Esplanade design not best for all locations on Foss.
- Restore 11th Street bridge for historic value. Add elevators similar to Pike Place to access waterfront. This plan needs to allow for places to eat and enjoy that are affordable to families- as well as areas to picnic and enjoy the Foss.
- Continuous walking path with bicycle path linked to bicycle/walkways from Pierce County systems to Tacoma systems.
- Highest Priority should be public access, both physically AND visually. Esplanade, yes, and also views of bay and Mountain from the city bluff and from the 509 bridge and from I-5.

Access to Water for Boating

- Access- Want to be on or in water, not just near it
- Thea's Landing is unfriendly for water access but it's the best there is
- More access for small craft
- Need to get close down to water to launch shells- very difficult now
- Also small craft storage & ways to make it useful during daytime (e.g. lockers, showers, etc.)
- Make Foss part of Puget Sound Water Trail
- Much of Foss has steep areas adjacent to water, so capitalize where easier access to water, e.g., north and south ends
- North end of Foss is challenging for beginning boaters- they want to stay in protected waters of Foss
- Multi-level floats can be designed to accommodate motorized and nonmotorized boats
- Different types of boats need different width ramps and docks
- Access needs nearby parking- especially for small craft
- Recognize that varying uses have special needs- e.g. ramps for hand carts holding boats versus car trailers or hand-carried craft
- Involve broadest group of stakeholders in design of boating facilities
- Boating facilities vs. proposed Children's Museum- boating should get priority because is water-dependent, museum is not
- Low moorage for non-motorized boats (south end of Foss)

- "Access" means not only getting near the water but getting on the water. To get on the water in a small boat requires parking, a place to change clothes, a secure rack from which to get your boat, a float of appropriate freeboard and a ramp if you need to wheel a heavy boat.
- Public access for nonmotorized canoes, kayaks, sailing boats- partner with Port of Tacoma.

Open Space

- Would like open space park between 12th & 13th on the west side
- For Wheeler-Osgood, have narrower access with nodes of open space
- Make Wheeler-Osgood a beach area
- Open natural reserve (on south side of Wheeler Osgood waterway adjacent to Foss)
- Ballpark? (on East Side just south of 11th Street bridge)
- Parks and green areas in and under 11th Street bridge- small shops and cheap eats and open sitting areas for family fun.
- Can we set aside land on West side near 15th Street as public park- open space- rule out development or sale. We need perpetual open space there- rather than more development.

Comments drawn on the map:

- Northeast end point of Foss has great views
- Create boat ramp launch at Thea's Landing for human-powered craft
- Several large vessels: Odyssey (Sea Scout) and Curtis are currently moored on the West Side and will be moving to Youth Marine Center on east side.
- Have a trolley over the 11th Street bridge from west side to public parking on east side
- Have an Art Walk in the area adjacent to the Murray Morgan bridge on the west side
- There are views and undeveloped open space at the end of 15th St ROW on East side
- Foss Landing on east side has boat lifts- how to deal with public access on water side of this bldg? Does access have to route around bldg?
- Foss Landing said would pay for floats for new small craft launch on SE area of Foss.
- SE end of Foss good for putting in boats due to low shoreline- about 6-7ft lower than shoreline opposite it on west side
- At south end of Foss, change access to a more natural path or walkway to continue on towards east side
- Area a short distance south of Wheeler-Osgood- there is sandy access to water, but no street to this access point
- Port of Tacoma wants conservation area around Wheeler-Osgood & does not want esplanade
- Want several connections from East D street down to water along east side of Foss (the Foss area north of 11th St bridge)
- Want to restore the Murray Morgan bridge

III. Parking and Circulation,

Facilitated by Stephen Atkinson, City of Tacoma and Karen Stewart, Reid Middleton

Parking

- Generally, need more public parking down along the Foss. Parking garage at Glass Museum provides some spaces.
- Study parking and traffic impacts of condos.
- Reduce demand for parking spaces by providing bus transit (trolley) on both sides of the Foss.
- North of 11th St. impose a cap for parking.
- Urban Waters office building planned to accommodate over 100 people—only 40 parking spaces are planned. How will this use comply with City parking requirements?
- Increasing “private” parking associated with condo developments and the lack of public parking on the waterfront.
- Build parking on the East Side and provide transit across 11th Street bridge.
- There should be free public parking similar to Ruston Way- private condo will restrict public access with expensive pay to park arrangements.
- Need commitment from Pierce Transit to begin a set and regular bus along the water now so it can begin to grow. It’s not asking too much to start now.
- Parking along east side of Foss, Maybe in that dead air space above railroad tracks.

Circulation

- GOAL: Provide multiple modes of access to each area of the waterfront.
- Pedestrian ferry service to other cities, including Seattle.
- Use water taxis to facilitate crossing the waterway.
- Coordinate with Sound Transit to provide “water bus service” from the Foss to Pt. Defiance.
- Work with Pierce Transit and Sound Transit to increase transit options along the Foss.
- Provide safe pedestrian access to the proposed park on the south end of the waterway.
- Construct a park along Wheeler Osgood Waterway with pedestrian linkage across the water.
- New LeMay Auto Museum will bring additional traffic/tourists to the Foss.
- Maintain truck access for industrial uses along east side of the Foss.
- Use “F” St. as public walkway to end of peninsula to be compatible with existing industrial uses along “D” St. that would not be appropriate for adjacent pedestrian trail.
- Murray Morgan Bridge should be repair to support auto and truck traffic.
- Murray Morgan Bridge could be similar to some pedestrian bridges in Europe with artist stalls and public market (e.g., Karl’s bridge in Prague).
- Bring back the 15th St. stairs. (Why were the stairs on 15th street removed?)
- Need to improve connections with the Dome District

- Proposed shuttle or transit along “D” St.
- “D” St. north of 11th should remain industrial.
- Tram/funicular railroad to connect east and west on the north end of the Foss.
- Need more docks and public and guest moorage. Lack of water access, public moorage and boat launches on the east side.
- Lots of walking.
- Walkway and bikeway across MM Bridge and along both sides of Foss and across 509 bridge.

IV. Land Uses and Vision,

Facilitated by Molly Harris, City of Tacoma and Nicole Faghin, Reid Middleton

Vision Statement

- Interest in describing Thea Foss as a “transition zone” between downtown and port/industrial uses.
- Recommended including three broad principles of shoreline master program:
- Encourage Water Dependent Uses
- Promote Public Access
- Protect Shoreline Natural Resources
- Vision should encourage public water dependent use.
- It would be a good idea to distribute the new state guidelines to stakeholders now-our thinking needs to take those guidelines into consideration.
- Vision should be Vision, that is Visual Access to Bay and to Mountain by all taxpayers. Density should be very secondary.

Key Concepts:

- Thea Foss Waterway should serve as a transition zone between the commercial downtown area and the port and industrial users to the east of the Waterway;
- upland uses should provide for and accommodate a range of commercial mixed uses and industrial uses
 - In water uses should provide for access for both motorized and non-motorized uses
 - Public access to the shoreline should be provided wherever possible and feasible.

Land Uses

- Find more opportunities for non-motorized boating community to gain access to waterway.
- Concept of linear park along shoreline edge may be inconsistent with all anticipated uses – may apply in some areas but not others.
- Need to be creative about how to think about providing “continuous” access, particularly for walking trails
- Need to be creative about what is considered Public Access
- Mixed Use needs to be defined:

- Mixed use ok to include residential on West side of Foss and from 11th street to head of Foss
- Mixed Use Should NOT include residential from 11th street North. (general consensus from group).
- Tank Farm use over time needs to be evaluated – probably cannot be used as residential due to contamination but is important entry way to Foss Waterway.
- Look for opportunity to provide public amphitheater for outdoor concerts etc.
- Evaluate requirements for retail on first floor of structures. Regulations may be too inflexible and are creating problems for buildings. Look at alternative to allow offices or other commercial uses on ground floors.
- Urban Waters project – generally seems to be good fit and will be positive change along that section of Foss
- Concern expressed about changes that will negatively affect existing industrial type uses along east side of the Foss
- Murray Morgan Bridge may be very important component of what will occur on Foss depending upon how that issue is resolved – but issue does need to be resolved.
- Multi use by not just using waterfront for condos and high end retail. Bring arts and open spaces for mini concerts and big events like the tall ships. Encourage more non-motorized activities with walking and boating improvements. Celebrate Tacoma's rich history.

Next Steps:

The information from this workshop will be combined with other information received from City Staff and the Foss Waterway Design Review Committee to develop concepts for moving forward with updates to the Thea Foss Design and Development Plan.

Memo re: Thea Foss Design and Development Plan Update
Public Workshop #1 Notes
November 29, 2007
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