



## **Legislation Passed June 25, 2013**

The Tacoma City Council, at its regular City Council meeting of June 25, 2013, adopted the following resolutions and/or ordinances. The summary of the contents of said resolutions and/or ordinances are shown below. To view the full text of the document, click on the bookmark at the left of the page.

---

### **Purchase Resolution No. 38683**

Awarding contracts to:

1. Harlow Construction Co., Inc., on its bid of \$891,975.50; Holroyd Company, Inc., on its bid of \$2,065,750.00; Corliss Resources, Inc., on its bid of \$169,498.74; and Miles Sand and Gravel Company, on its bid of \$103,129.97, for a cumulative total of \$3,230,354.21, plus sales tax, budgeted from the Streets Special Revenue Fund, for crushed and natural aggregate materials on an as-needed basis from July 1, 2013 through June 30, 2014, with the option to renew for four additional one-year terms – Specification No. PW13-0244F;
2. ICON Materials, on its bid of \$2,513,441.00, plus sales tax, plus a 10 percent contingency, for a cumulative total of \$2,764,785.10, budgeted from the Solid Waste Fund, for construction of the Tacoma Landfill Stage 3 Closure Central Area Phase III project – Specification No. ES13-0013F;
3. Physio-Control, Inc., in the base amount of \$454,798.45, plus sales tax, plus a trade-in of existing monitor/defibrillators valued at \$70,000.00, and three optional years of equipment maintenance totaling \$43,386.00, for a projected contract total of \$428,184.45, budgeted from the Fire EMS and Miscellaneous Special Revenue Funds for 14 Lifepak 15 monitor/defibrillators, accessories, and maintenance – Specification No. FD13-0249F; and
4. Wm. Dickson Company, in the amount of \$500,000.00, plus sales tax, for a cumulative total of \$1,164,654.55, budgeted from the Streets Special Revenue Fund, Surface Water Fund, and the Water Fund, to increase the contract for additional work on the North Waterview Street Roadway Repair Project – Specification No. PW11-0617F.

### **Resolution No. 38684**

Renaming the 800 Block of North 13th Street to "Mr. Dahl Drive."

### **Resolution No. 38685**

Designating the Kellogg-Sicker and H.C. Pochert Buildings located at 1110-1112 and 1114-1116 Martin Luther King Jr. Way, as a city landmarks and placing said properties on the Tacoma Register of Historic Places.

### **Resolution No. 38686**

Approving the recommendations of the Human Services Commission to allocate funds in the amount of \$1,716,485, budgeted from the Mental Health Fund, for human services programs from July 1, 2013 through December 31, 2014.

**Resolution No. 38687**

Authorizing the execution of a Multi-Family Housing 12-Year Property Tax Exemption Agreement with A&A Property Holdings, LLC, for the development of seven market-rate and affordable rental housing units located at 3412 South G Street in the Lincoln Mixed-Use Center.

**Amended Substitute Ordinance No. 28157**

Amending Chapters 1.37, 10.14, 13.02, 13.04, 13.05, 13.06, and 13.06A of the Municipal Code, relating to the 2013 Annual Amendments to the Comprehensive Plan, by revising regulations pertaining to drive-through facilities, platting and subdivisions, signs, adoption and amendment procedures; correcting minor errors; and addressing inconsistencies and enhancing clarity of the Code, effective August 1, 2013.

**Ordinance No. 28158**

Amending the Comprehensive Plan by modifying the land use designation systems, incorporating "Environmental Justice," updating unfunded transportation projects, establishing a new land use designation framework, and endorsing review of the Countywide Planning Policies for Pierce County, effective August 1, 2013.

**Ordinance No. 28159**

Amending Chapter 1.12 of the Municipal Code, relating to the Compensation Plan, to implement rates of pay and compensation for approximately 32 budgeted, full time positions, represented by the United Transportation Union, Switch Crew Unit, effective July 1, 2013.



## RESOLUTION NO. 38683

1 A RESOLUTION related to the purchase of materials, supplies or equipment,  
2 and the furnishing of services; authorizing the appropriate City officials to  
3 enter into contracts and, where specified, waiving competitive bidding  
4 requirements, authorizing sales of surplus property, or increasing or  
5 extending existing agreements.

6 WHEREAS the City has complied with all applicable laws governing the  
7 acquisition of those supplies, and/or the procurement of those services,  
8 inclusive of public works, set forth in the attached Exhibit "A," which Exhibit is  
9 incorporated herein as though fully set forth, and

10 WHEREAS the Board of Contracts and Awards has reviewed the  
11 proposals and bids received by the City, and the Board has made its  
12 recommendation as set forth in Exhibit "A," and

13 WHEREAS the Board of Contracts and Awards has also made its  
14 recommendations as to entering into purchasing agreements with those  
15 governmental entities identified in Exhibit "A"; Now, Therefore,

16  
17 BE IT RESOLVED BY THE COUNCIL OF THE CITY OF TACOMA:

18 That the Council of the City of Tacoma does hereby concur in the  
19 findings and recommendations of the Board of Contracts and Awards set forth  
20 in the attached Exhibit "A," and does hereby approve and authorize the:

21 (X) A. Procurement of those supplies, services, and public works  
22 recommended for acceptance in the attached Exhibit "A";

23  
24 ( ) B. Rejection of those bids and/or proposals that are recommended  
25 for rejection in the attached Exhibit "A";  
26



1 ( ) C. Entry into the proposed purchasing agreement with those  
2 governmental entities identified in the attached Exhibit "A," which proposed  
3 agreement is on file in the office of the City Clerk;  
4

5 ( ) D. Waiver of competitive bidding procedures in those instances, as  
6 set forth in Exhibit "A," in which it is impracticable to obtain supplies or public  
7 works improvements by competitive bid, or in those instances in which supplies  
8 and/or public works are available from a single source.  
9


10 Adopted \_\_\_\_\_  
11

12 \_\_\_\_\_  
13 Mayor

14 Attest:  
15 \_\_\_\_\_

16 City Clerk

17 Approved as to form:  
18

19   
20 City Attorney  
21  
22  
23  
24  
25  
26





City of Tacoma  
Public Works Department

EXHIBIT "A"

RESOLUTION NO.:

38683

ITEM NO.:

1

MEETING DATE:

JUNE 25, 2013

**DATE:** June 11, 2013  
**TO:** Board of Contracts and Awards  
**SUBJECT:** Crushed and Natural Aggregate Materials  
Budgeted from PW Street Special Revenue Fund 1060  
Request for Bids Specification No. PW13-0244F

**RECOMMENDATION:** The Public Works Street Operations Division recommends contracts be awarded to **Harlow Construction Co., Inc., Lakewood, WA** in the amount of \$891,975.50, plus applicable sales tax; **Holroyd Company, Inc., Lakewood, WA** in the amount of \$2,065,750, plus applicable sales tax; **Corliss Resources, Inc., Sumner, WA** in the amount of \$169,498.74, plus applicable sales tax; and **Miles Sand and Gravel Company, Puyallup, WA** in the amount of \$103,129.97, plus applicable sales tax, for crushed and natural aggregate materials on an as-needed basis. The cumulative amount for the four contracts is \$3,230,354.21, plus applicable sales tax, for the total five year term. The expected initial contract period is July 1, 2013 through June 30, 2014. Four additional one-year renewals are available.

**EXPLANATION:** The contracts provide various crushed and natural aggregate material, on an as-needed basis, to be used by Street Operations for performing various street maintenance activities, such as production of hot mix asphalt, surface treatments, temporary and permanent repair of streets, and alley maintenance.

**COMPETITIVE BIDDING:** Specification No. PW13-0244F was opened May 7, 2013. Seven companies were invited to bid in addition to normal advertising of the project. Six submittals were received. The contract awards are based on the lowest delivered price for single loads with fixed maximum percentage increases for subsequent years. See attachments for bid results and awards by line item. Wm. Dickson's bid was withdrawn. Street Operations is not recommending award of Item No. 11 as the unit prices were higher than the budgeted amount. Also no bids were received for Item No. 13.

<u>Respondent</u>	<u>Location</u> (city and state)	<u>Awarded Item</u> <u>Numbers</u>	<u>Award Amount</u>
Holroyd Company, Inc.	Lakewood, WA	2, 5, 10	\$2,065,750.00
Miles Sand and Gravel Company	Puyallup, WA	1, 7	\$103,129.97
Corliss Resources, Inc.	Sumner, WA	8, 9	\$169,498.74
Harlow Construction Co., Inc.	Lakewood, WA	3, 4, 6, 12	\$891,975.50
ESE Corporation	Tacoma, WA	No bid Items Awarded	
Wm. Dickson Co.	Tacoma, WA	Bid withdrawn	

The recommended award is 14.4% below the pre-bid estimate.

**CONTRACT HISTORY:** New contracts.

**FUNDING:** Funds are budgeted in the Streets Special Revenue Fund 1060. The Division is invoiced only for actual amounts purchased.

**SUSTAINABILITY:** All companies indicated they look for opportunities to recycle and reuse whenever possible. Holroyd Company, Inc. has a green products™ section which processes used concrete and asphalt materials to be used in new buildings, roads and other construction projects. Miles Sand and Gravel Company uses recycled asphalt shingles (RAS) in manufacturing their hot-mix asphalt. Miles Sand and Gravel Company has also been a core partner in King County's Linkup® program investigating the use of RAS for municipal paving projects. Harlow Construction Co., Inc. is currently using bio-diesel when available. Street Operations will use recycled materials where ever feasible.

**SBE COMPLIANCE:** The SBE office was contacted on 06/11/13 and it was determined that the SBE goal was 0% as these contracts are considered a single trade for materials only and there are no opportunities to subcontract.

**PROJECT ENGINEER/COORDINATOR:** Rae Bailey, Street Operations Division Manager, 253-591-5488.



Kurtis D. Kingsolver, P.E.  
Interim Public Works Director/City Engineer

cc: Chuck Blankenship, Senior Buyer, Finance/Purchasing  
Charles Wilson, HUB Coordinator  
Peter Guzman, LEAP Coordinator





City of Tacoma  
Environmental Services Department

EXHIBIT "A"

RESOLUTION NO.:

38683

ITEM NO.:

2

MEETING DATE:

JUNE 25, 2013

**DATE:** June 11, 2013  
**TO:** Board of Contracts and Awards  
**SUBJECT:** Tacoma Landfill Stage 3 Closure Central Area Phase III  
Budgeted from ES Solid Waste Fund 4200  
Request for Bids Specification No. ES13-0013F

**RECOMMENDATION:** The Environmental Services Department, Science and Engineering Division recommends a contract be awarded to low bidder **ICON Materials (dba of CPM Development Corporation), Pacific, WA**, for construction of the Tacoma Landfill Stage 3 Closure Central Area Phase III. The contract amount reflects a base award of \$2,513,441.00, plus sales tax, plus a 10 percent contingency, for a cumulative amount of \$2,764,785.10, plus sales tax.

**EXPLANATION:** The Tacoma Landfill Stage 3 Closure Central Area Phase III will consist of closing an approximately eight acre area of the Central Area of the Tacoma Landfill with an impermeable geosynthetic clay liner and an HDPE geomembrane. Installation of new landfill gas system piping and extraction wells, storm drainage, and underground electrical will also be included. This will complete the capping and closure of the Tacoma Landfill site.

**COMPETITIVE SOLICITATION:** Request for Bids Specification No. ES13-0013F was opened May 21, 2013. Seven submittals were received. The project was advertised in the Tacoma Daily Index and the Seattle Daily Journal of Commerce. The Small Business Enterprises (SBE) participation level, proposed by the bidders, are reflected as a credit (maximum applies) against the submitted base bid to arrive at an "evaluated bid" for ranking purposes. ICON Materials submitted a bid that resulted in the lowest evaluated submittal after consideration of SBE participation goals. The table below reflects the amount of the base award.

<u>Respondent</u>	<u>Location</u> (city and state)	<u>Submittal Amount</u> Plus sales tax	<u>Evaluated Submittal</u>
<b>ICON Materials (dba of CPM Development Corporation)</b>	<b>Pacific, WA</b>	<b>\$2,513,441.00</b>	<b>\$ 2,387,768.95</b>
Lloyd Enterprises, Inc.	Federal Way, WA	\$2,635,524.03	\$ 2,528,175.50
Ceccanti, Inc.	Tacoma, WA	\$2,692,948.50	\$ 2,567,276.45
Tucci & Sons, Inc.	Tacoma, WA	\$2,693,146.82	\$ 2,625,951.17
Site Development, Inc.	Tacoma, WA	\$2,770,363.80	\$ 2,644,691.75
Nova Contracting, Inc.	Olympia, WA	\$2,785,716.00	\$ 2,660,043.95
Titan Earthwork, LLC	Sumner, WA	\$3,011,172.51	\$ 2,885,500.46
Pre-bid Estimate		\$2,750,000.00	

The recommended award is 8.6 percent below the pre-bid estimate.

**CONTRACT HISTORY:** New contract.

**FUNDING:** Funds are budgeted in the ES Solid Waste Fund 4200.

**SUSTAINABILITY:** The Tacoma Landfill has been filled to its capacity. Completing the landfill cap is a Consent Decree requirement that will reduce risks of groundwater contamination caused by rain water leaching through the buried refuse. The landfill cap also will improve the

747 Market Street, Room 408 | Tacoma, WA 98402 | (253) 591-5525 | FAX (253) 591-5097

www.cityoftacoma.org

effectiveness of the landfill gas collection system, reducing the greenhouse gas emissions from the landfill.

**SBE/LEAP COMPLIANCE:** The recommended contractor is in compliance with the SBE Regulation requirements, per memorandum dated June 3, 2013. The SBE goal for this project is 15 percent. The HUB participation level of the recommended contractor is 16.31 percent. ICON Materials submitted the lowest evaluated bid per the SBE Regulation requirements. The Local Employment and Apprenticeship Training Program (LEAP) goal is 2,550 hours.

**PROJECT ENGINEER/COORDINATOR:** Geoffrey M. Smyth, P.E., Science and Engineering Division Manager, (253) 502-2111.

A handwritten signature in black ink, appearing to read 'MPS', followed by a horizontal line and a small flourish.

Michael P. Slevin III, P.E.  
Environmental Services Director

cc: Chuck Blankenship, Senior Buyer, Finance/Purchasing  
Charles Wilson, SBE Coordinator  
Peter Guzman, LEAP Coordinator  
Science and Engineering Division





**TO:** T.C. Broadnax  
City Manager

**FROM:** Michael P. Slevin III, P.E. *MS*  
Environmental Services Director

**SUBJECT:** Council Action Memo – Purchase Resolution - June 25, 2013  
Tacoma Landfill Stage 3 Closure Central Area Phase III

**DATE:** June 19, 2013

The Environmental Services Department, Science and Engineering Division requests City Council award a new contract to ICON Materials (dba CPM Development Corporation), of Pacific, WA, for construction of the Tacoma Landfill Stage 3 Closure Central Area Phase III. The contract amount reflects a base award of \$2,513,441.00, plus sales tax, plus a 10 percent contingency, for a cumulative amount of \$2,764,785.10, plus sales tax.

#### **Background**

In 1991, the City signed a Consent Decree with the United States Environmental Protection Agency (EPA) and the Washington Department of Ecology (Ecology) regarding the Tacoma Landfill. The Consent Decree required the City to install and maintain measures including a groundwater extraction and treatment system, a landfill gas extraction system, and an impermeable cap over the landfill areas. In addition, the Consent Decree required closing the landfill.

Specifically, the regulatory agencies directed the City to fill and cap the south half of the Central Area (Attachment 1) by the end of 2011 and the north half by the end of 2013. The City capped the south 15 acres of the Central Area during 2011; and seven acres in the middle of the Central Area in 2012. The project is the final phase of the Tacoma Landfill Stage 3 Closure, and will cap the remaining eight acres at the north end of the Central Area.

#### **Prior Council Action**

Council authorized the City to enter into a Consent Decree with EPA and Ecology for the Tacoma Landfill on March 19, 1991 (Resolution No. 31276). The first phases of the Central Area closure project were included in the 2011-2012 Biennial Budget adopted by Council on December 7, 2010 (Ordinance No. 27946), and this phase of the project was included in the 2013-2014 Biennial Budget adopted by Council on December 4, 2012 (Ordinance No. 28114).

#### **Funding**

Funds are budgeted in the ES Solid Waste Fund 4200.

#### **Reason for Project**

The City, under a Consent Decree with EPA and Ecology, is required to place a permanent cap over the north eight acres of the Central Area by the end of 2013. If we do not perform this project, the City may be subject to fines from EPA and/or Ecology.

#### **Sustainability**

The Tacoma Landfill has been filled to its capacity. Completing the landfill cap will reduce risks of groundwater contamination caused by rain water leaching through the buried refuse. The landfill cap also will improve the effectiveness of the landfill gas collection system, reducing the greenhouse gas emissions from the landfill.

010

**Bid/Purchase Process**

A request for bids was advertised in the Tacoma Daily Index and the Seattle Daily Journal of Commerce on April 16, 2013. Bids were opened on May 21, 2013. Seven bid submittals were received and evaluated for responsiveness. ICON Materials has been determined to have submitted the lowest responsive bid. Their bid included Small Business Enterprises (SBE) participation of 16.31 percent. The SBE goal was 15 percent.

**Additional Information**

**Central Area Filling Operation**

The City resumed placing municipal solid waste in the Central Area of the landfill in August 2010 in preparation for Phase 1 closure during 2011. The filling operation was completed in fall 2012.

Now that the Central Area is filled, there will be no additional landfilling occurring at the Tacoma Landfill. All municipal solid waste will be transferred, as it was prior to the filling of the Central Area, to the 304<sup>th</sup> Street Landfill in Graham, WA.





City of Tacoma  
Fire Department

EXHIBIT "A"

38683

RESOLUTION NO.:

ITEM NO.:

3

MEETING DATE:

JUNE 25, 2013

DATE: June 11, 2013

TO: Board of Contracts and Awards

SUBJECT: Physio-Control LIFEPAK 15 Monitor/Defibrillators for the Fire Department  
Budgeted from the Fire EMS 1155 and Miscellaneous Special Revenue 1090 Funds  
Request for Bids Specification No. FD13-0249F

**RECOMMENDATION:** The Tacoma Fire Department (TFD) recommends a contract be awarded to the sole bidder **Physio-Control, Inc., Redmond, Washington**, for the purchase of fourteen (14) LIFEPAK 15 Monitor/Defibrillators, accessories, and optional post-warranty equipment maintenance services. The proposed contract amount reflects a base bid of \$454,798.45, plus tax, minus \$70,000.00 for selected optional trade-in of TFD's existing monitor/defibrillators. Also included in the proposed award are three optional years of equipment maintenance totaling \$43,386.00, plus tax, bringing the total award to \$428,184.45, plus tax.

**EXPLANATION:** Biphasic monitor/defibrillators are used by Fire Department paramedics to monitor and restore cardiac heart rhythm. The use and operation of such equipment is critically important for the survival of patients in certain life-threatening emergencies. TFD's existing equipment has reached the end of its life cycle and replacement is necessary. After formally evaluating various models of monitor/defibrillators, TFD specified the Physio-Control LP 15 v2 Adaptive Biphasic Fully Escalating CPR Monitor/Defibrillator and accessories to replace the existing equipment. The choice of the Physio-Control unit was based on results of extensive technical evaluations as well as compatibility with the current pads and electrodes used with TFD's automatic external defibrillators carried on all TFD engine and ladder companies. (A copy of the final report of the evaluation is attached for the review of interested Board Members.)

**COMPETITIVE SOLICITATION:** Request for Bids Specification No. FD13-0249F was opened June 4, 2013. Seven companies were invited to bid in addition to normal advertising of the project. One submittal was received. Pricing received from the bidder was favorably compared to pricing provided to other fire departments for this equipment. The vendor's willingness to maintain and repair equipment on site, reducing the need for spares and repair-related shipping, was recognized to be a significant benefit to the City. The table below reflects the amount of the total award.

<u>Respondent</u>	<u>Location</u> (city and state)	<u>Submittal Amount</u>
Physio-Control, Inc.	Redmond, WA	Plus sales tax \$ 428,184.45
Zoll Medical	Chelmsford, MA	\$ (No Bid)

Pre-bid estimate \$ 475,000 including tax

The recommended award is 1.3 percent below the pre-bid estimate.

**CONTRACT HISTORY:** New contract.

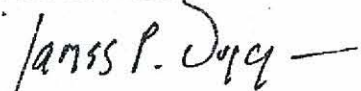


**FUNDING:** Funds for this contract are available in the 2013–2014 Fire Department EMS Special Revenue Fund 1155 and Fire Miscellaneous Special Revenue Fund 1090 budgets. The 1090 Fund moneys available are provided from a U.S. Department of Homeland Security, Metropolitan Medical Response System grant. Funding beyond the current biennium is subject to future availability of funds.

**SBE/LEAP COMPLIANCE:** Not applicable.

**CONSIDERATION OF SUSTAINABILITY FACTORS:** Physio-Control diverts waste from landfills through recycling (paper, plastic, glass, can, wood pallets) and composting programs and re-uses office supplies. They only use approved vendors for all waste management to ensure proper handling and support commute-reduction programs. Their information technology standards include setting the default font to save ink during printing and for printers to print two-sided pages, as well setting computers to energy saving mode.

**PROJECT ENGINEER/COORDINATOR:** Michael Newhouse, Medical Services Officer, 253-573-2333.



JAMES P. DUGGAN  
Fire Chief

JPD:MF:mw

Attachment

cc: Richelle Krienke, Senior Buyer, Finance/Purchasing

Charles Wilson, SBE Coordinator

Peter Guzman, LEAP Coordinator

File



City of Tacoma  
Public Works Department

EXHIBIT "A"

RESOLUTION NO.:

38683

ITEM NO.:

4

MEETING DATE:

JUNE 25, 2013

**DATE:** June 11, 2013  
**TO:** Board of Contracts and Awards  
**SUBJECT:** North Waterview Street Roadway Repair  
Budgeted from Streets Special Revenue Fund 1060, ES Surface Water Fund 4301 & Water Fund 4600  
Request for Bids Specification No. PW11-0617F  
Contract No. 4600008311

**RECOMMENDATION:** The Public Works Engineering Division requests approval to increase Contract No. 4600008311 with **Wm. Dickson Company, Tacoma, WA**, by \$500,000, sales tax not applicable, for additional project work. This increase will bring the contract to a cumulative amount of \$1,164,654.55, plus sales tax.

**EXPLANATION:** This contract consists of the construction of North Waterview Street roadway repair, which includes clearing and grubbing, structure excavation, pavement removal, roadway excavation, slope restoration, soldier pile wall, stormwater, water main, wastewater and asphalt roadway. During repair of North Waterview Street, unforeseen conditions were discovered that required additional work. A list of the major changes is provided below.

- During construction the contractor encountered groundwater at a depth that was not anticipated in the geotechnical report requiring significant changes to the scope of work. Therefore, additional services were needed to redesign and construct the stormwater system. These additional items included; installing 32 groundwater well points to extract the groundwater at different depths and installing bypass system to keep the stormwater system flowing while the contractor procured the needed materials to complete the work.
- During construction, the City's Environmental Services Department took samples of the existing soils and identified low levels of contamination. Additional steps were taken to dispose of the soil properly.
- Speed humps, additional ditch clearing, BNSF flagging and asphalt paving were added to the project.

**COMPETITIVE BIDDING:** This contract was originally awarded to Wm. Dickson Company, as a result of Request for Bids Specification No. PW11-0617F in August 2012. The contractor has agreed to increase the contract at the same prices, terms, and conditions as the original contract.

**CONTRACT HISTORY:** The contract was awarded by Resolution 38526, in the amount of \$664,654.55, plus sales tax, on August 14, 2012. This increase will bring the contract to a cumulative amount of \$1,164,654.55, plus sales tax. This is the first amendment to the contract.

**FUNDING:** Funds for this project are available in the Streets Special Revenue Fund 1060, ES Surface Water Fund 4301 & Water Fund 4600.

**PROJECT ENGINEER/COORDINATOR:** Chris E. Larson, P.E., Engineering Division Manager,  
253-591-5538.



Kurtis D. Kingsolver, P.E.  
Interim Public Works Director/City Engineer

cc: Chuck Blankenship, Senior Buyer, Finance/Purchasing  
Charles Wilson, SBE Coordinator/Peter Guzman, LEAP Coordinator  
Engineering Division





## RESOLUTION NO. 38684

1 A RESOLUTION relating to landmarks preservation; officially renaming the  
2 800 Block of North 13th Street to "Mr. Dahl Drive."

3 WHEREAS, by adoption of Resolution No. 38091 on August 17, 2010,  
4 the City last revised and expanded its *Policy on Place Names and Name*  
5 *Changes* ("Policy"), and

6 WHEREAS the Policy tasks the Landmarks Preservation Commission  
7 ("LPC") with the responsibility of reviewing the proposed naming and renaming  
8 of municipally owned property, and further establishes that such reviews are  
9 initiated by requests from any City resident, property owner, or official for such  
10 naming or renaming of streets, buildings, or other public facilities, and

11 WHEREAS on February 15, 2013, the City received, and forwarded to  
12 the LPC, a request by the fifth grade students at Lowell Elementary School to  
13 rename the 800 block of North 13th Street to "Mr. Dahl Drive," in honor of  
14 Robert Dahl, longtime principal of Lowell Elementary School, who passed away  
15 suddenly in 2012, and

16 WHEREAS, on February 27, 2013 a preliminary meeting was held by the  
17 LPC , and it was determined that the 800 block of North 13th Street consists of  
18 a half block of isolated right-of-way, to the west the right-of-way has been  
19 vacated and is occupied by the Lowell Elementary playground, and to the east  
20 the street terminates, and



1 WHEREAS the Commission held a public hearing on April 10, 2013 to  
2 take public comment on the proposal, and

3 WHEREAS, on March 26, 2013, and pursuant to the Policy, the LPC  
4 mailed notice of the proposed renaming to property owners within 400 feet of  
5 the 800 block of North 13th Street, published the notice in the News Tribune on  
6 April 3, 2013, and electronically mailed the notice to the LPC distribution list,  
7 and  
8

9 WHEREAS, on April 10, 2013, and pursuant to the Policy, the LPC held  
10 a public hearing to receive public comment on the proposed renaming, and then  
11 observed an additional 30-day period to allow for additional comment, and  
12

13 WHEREAS, the Tacoma Fire Department has estimated that the cost of  
14 updating its maps and 911 database to reflect the new name will cost  
15 \$2,516.22, and  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26



1 WHEREAS, at its regular meeting on May 22, 2013, and following the  
2 comment period, the LPC voted to recommend the City Council approve the  
3 proposed renaming; Now, Therefore,  
4

5 BE IT RESOLVED BY THE COUNCIL OF THE CITY OF TACOMA:

6 That the 800 block of North 13th Street is hereby renamed  
7 "Mr. Dahl Drive."  
8  
9

10 Adopted \_\_\_\_\_

11 \_\_\_\_\_  
12 Mayor

13 Attest:

14 \_\_\_\_\_  
15 City Clerk  
16  
17

18 Approved as to form:

19 \_\_\_\_\_  
20 Deputy City Attorney  
21  
22  
23  
24  
25  
26





## RESOLUTION NO. 38685

1 A RESOLUTION relating to historic preservation; adding the proposed  
2 landmarks to the Tacoma Register of Historic Places and imposing  
3 controls for the following properties owned by the City of Tacoma: (1) the  
4 Kellogg-Sicker Building located at 1110-12 Martin Luther King, Jr. Way;  
5 and (2) the H.C. Pochert Building located at 1114-16  
6 Martin Luther King, Jr. Way, landmarks designated by the Landmarks  
7 Preservation Commission under Chapter 13.07 of the Tacoma Municipal  
8 Code.

9 WHEREAS the Tacoma Landmarks and Historic Districts Code,  
10 Chapter 13.07 of the Tacoma Municipal Code ("TMC"), establishes a procedure  
11 for the designation and preservation of structures and areas having historical,  
12 cultural, architectural, archaeological engineering, or geographic importance,  
13 and

14 WHEREAS, pursuant to Section 13.07.050 TMC, the nomination of the  
15 Kellogg-Sicker building, located at 1110-12 Martin Luther King, Jr. Way, and  
16 the H.C. Pochert building, located at 1114-16 Martin Luther King, Jr. Way, was  
17 researched and submitted by Historic Tacoma ("Properties") for inclusion on the  
18 Tacoma Register of Historic Places, and provided the requisite application  
19 materials, and

20 WHEREAS the Landmarks Preservation Commission ("Commission")  
21 held public meetings on February 13, February 27, and May 8, 2013, to receive  
22 public comment and consider the historic significance of the Properties, and

23 WHEREAS, on March 26, 2013, notice was sent to property owners  
24 within a 400-foot radius of the Properties and published in the Tacoma News  
25  
26



Tribune on April 3, 2013, as well as posted online and sent via electronic mail to the Commission's distribution list, and

WHEREAS, according to Section 13.07.040 TMC, the Commission has found that the Properties meet the eligibility requirements for listing on the Tacoma Register of Historic Places, and

WHEREAS, based upon said findings, the City Council believes that it would be in the best interest of the City to designate the Properties described below as historic landmarks and place them on the Tacoma Register of Historic Places; Now, Therefore,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF TACOMA:

Section 1. Designation. That, pursuant to the provisions of Chapter 13.07 of the Tacoma Municipal Code ("TMC"), the Council of the City of Tacoma approves the designation of the following property as a historic landmark and places said properties on the Tacoma Register of Historic Places:

**(1) The Kellogg-Sicker and H.C. Pochert Buildings**

**More particularly described as: 1110-12 and 1114-16 Martin Luther King, Jr. Way, Tacoma, WA 98405.**

Parcels: 2011220020 and 2011220030

That portion of the Southwest quarter of the Northeast quarter of Section 05, Township 20 North, Range 03 East, W.M. more particularly described as follows:

Lots 5 and 6, Block 1122 of Map of New Tacoma, W.T. as filed for record on February 3, 1875, in Tacoma, Pierce County, Washington.

Together with Lots 7 and 8 of said Block 1122.

based upon satisfaction of the following standards of TMC 13.07.040:



- A Is associated with events that have made a significant contribution to the broad patterns of our history; or
- B Is associated with the lives of persons significant in our past; or
- C Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction;

Section 2. Controls. A Certificate of Approval must be obtained from the Landmarks Preservation Commission, pursuant to Section 13.05.047 TMC et seq., or the time for denying an application for a Certificate of Approval must have expired before the owners may make alterations or changes to the following properties:

The Kellogg-Sicker and H.C. Pochert Buildings at 1110-12 and 1114-16  
Martin Luther King, Jr. Way, Tacoma, WA 98405

Specifically, changes to the exterior of the structures, but excluding the site.

Adopted \_\_\_\_\_

Mayor

Attest:

City Clerk

Approved as to form:

Legal Description Approved:

Deputy City Attorney

Chief Surveyor  
Public Works Department



## RESOLUTION NO. 38686

1 A RESOLUTION relating to community services; approving the Human Services  
2 Commission's recommendations to allocate funds in the amount of  
3 \$1,716,485 from the 2013-2014 Biennial Budget and Mental Health Fund to  
4 support the delivery of human services by delegate agencies.

5 WHEREAS the City Council adopted the 2010-2014 Human Services  
6 Strategic Plan ("HSSP"), pursuant to the adoption of Resolution No. 38062 on  
7 June 29, 2010, and

8 WHEREAS, on March 20, 2012, the City Council passed Ordinance  
9 No. 28057, adopting the .1% Mental Health Sales Tax Revenue, and

10 WHEREAS, on March 5, 2013, the City Council adopted Resolution  
11 No. 38642, approving the strategic funding priorities and funding policies under  
12 which the sales tax revenues could be allocated to the community, and

13 WHEREAS the City Council authorized an initial amount of \$1,716,485 to  
14 be allocated under a competitive funding process with funds to be distributed over  
15 the course of 18 months, and

16 WHEREAS, in early spring of 2013, the Human Services Commission  
17 ("HSC") reviewed 32 applications received from human services organizations  
18 and held public provider presentations, allowing applicants to make presentations  
19 regarding fundamental elements of their programs, and

20 WHEREAS, in total, the 32 programs seeking funding requested over \$7  
21 million dollars of funding, and  
22  
23  
24  
25  
26



WHEREAS, the HSC rated applications and, applying defined rating  
1 criteria, applications were ranked based from highest to lowest overall scores, and

2 WHEREAS the HSC is recommending the \$1,716,485 in available funding  
3 be allocated as follows: (1) \$1,591,485 to fund 11 projects in three service  
4 categories; (2) \$86,548 to fund six programs to help programs capacity build with  
5 new and/or increased programming; and (3) \$38,452, which represents the  
6 balance of discretionary funds, to remain available to ensure programs have  
7 adequate resources for capacity building, and  
8

9 WHEREAS the HSC presented its recommendations to the Public Safety,  
10 Human Services and Education Committee on June 13, 2013 and at the Council  
11 Study Session on June 18, 2013, and  
12

13 WHEREAS the recommended projects, attached hereto as Exhibit "A", are  
14 for the funding period of July 1, 2013 - December 31, 2014, and  
15

16 WHEREAS, a mid-annual review of performance will occur by the HSC at  
17 the conclusion of the first calendar year; Now, Therefore,

18 BE IT RESOLVED BY THE COUNCIL OF THE CITY OF TACOMA:

19 That the City Council hereby adopts the recommendations of the Human  
20 Services Commission and authorizes the proper officers of the City to execute  
21 agreements with those specific human services agencies identified in Exhibit "A"  
22 to implement certain human services projects, in the amount of \$1,716,485,  
23 budgeted from the Mental Health Fund from the 2013-2014 Biennial Budget, said  
24  
25  
26





1 documents to be substantially in the form of the proposed agreements on file in  
2 the office of the City Clerk.

3  
4  
5 Adopted \_\_\_\_\_

6  
7 \_\_\_\_\_  
8 Mayor

9  
10 Attest: \_\_\_\_\_

11 City Clerk

12 Approved as to form:

13  
14 \_\_\_\_\_  
15 Deputy City Attorney

16

17

18

19

20

21

22

23

24

25

26

**EXHIBIT “A”**

<b>2013-14 Mental Health Chemical Dependency Funding Recommendations</b>		
Exhibit A		
<b>Agency</b>	<b>Program</b>	<b>2013-14 Funding Recommended</b>
<b>Community Based Care</b>		
Metropolitan Development Council	Behavioral Health and Recovery	<b>\$312,500</b>
Catholic Community Services SW	HAS Supportive Services	<b>\$241,375</b>
Comprehensive Life Resources	Life Connections	<b>\$220,623</b>
HopeSparks	Low-Income Family Therapy (LIFT)	<b>\$89,850</b>
<b>Jail and Hospital Diversion</b>		
Pierce County Alliance	Therapeutic Courts	<b>\$155,300</b>
Comprehensive Life Resources	New Beginnings	<b>\$103,758</b>
TeamChild	Wellness Project	<b>\$88,390</b>
Greater Lakes Mental Health Foundation	Community Re-Entry Program	<b>\$81,600</b>
<b>Programs Targeted to Help Youth</b>		
Consejo Counseling and Referral Service	Chemical Dependency Tacoma	<b>\$159,637</b>
Community Counseling Institute	A New Road (ANR)	<b>\$150,000</b>
Pediatric Interim Care Center, Inc.	Infant Withdrawal Program	<b>\$75,000</b>
Discretionary Fund Balance		<b>\$38,452</b>
<b>Total</b>		<b>\$1,716,485</b>



## RESOLUTION NO. 38687

1 A RESOLUTION relating to the multi-family property tax exemption program;  
2 authorizing the execution of a Multi-family Housing 12-Year Limited  
3 Property Tax Exemption Agreement with A&A Property Holdings, LLC, for  
4 the development of seven new market-rate multi-family rental housing  
5 units, to be located at 3412 South G Street in the Lincoln Mixed-Use  
6 Center.

7 WHEREAS the City has, pursuant to chapter 84.14 of the Revised Code of  
8 Washington, designated several Residential Target Areas for the allowance of a  
9 limited property tax exemption for new multi-family residential housing, and

10 WHEREAS the City has, through Ordinance No. 25789, enacted a program  
11 whereby property owners in Residential Target Areas may qualify for a Final  
12 Certificate of Tax Exemption which certifies to the Pierce County Assessor-  
13 Treasurer that the owner is eligible to receive a limited property tax exemption,  
14 and

15 WHEREAS the Director of Community and Economic Development has  
16 reviewed the proposed property tax exemption and recommends that conditional  
17 property tax exemptions be awarded, as set forth in Exhibit "A"; Now, Therefore,

18 BE IT RESOLVED BY THE COUNCIL OF THE CITY OF TACOMA:

19 Section 1. That the City Council does hereby approve and authorize a  
20 conditional property tax exemption, for a period of twelve years,  
21 to A&A Holdings, LLC, as set forth in the attached Exhibit "A."  
22  
23  
24  
25  
26



1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26

Section 2. That the proper officers of the City are authorized to execute the necessary document to implement this resolution, said document to be substantially in the form of the proposed agreement on file in the office of the City Clerk.

Adopted \_\_\_\_\_

\_\_\_\_\_  
Mayor

Attest:  
\_\_\_\_\_  
City Clerk

Approved as to form:  
\_\_\_\_\_  
Deputy City Attorney



## EXHIBIT "A"

A&A Holdings, LLC is requesting a 12-year property tax exemption to develop seven new market-rate multi-family rental housing units to be located at 3412 South G Street in the Lincoln Mixed-Use Center. The housing will consist of seven two bedroom, 2.5 bath units of 1078 square feet and include on-site residential parking. The housing is expected to rent for approximately \$1,100 per month. This project will provide housing for individuals and small families. The construction cost is estimated at \$450,000 and provides short term employment for approximately 13 construction trades people. Annual property taxes to be exempted are estimated to be approximately \$7,875, of which \$1,575 would be the City's portion. The land portion will continue to produce tax revenues. Construction is expected to begin in the summer of 2013 and be completed by late fall of 2013.





## SUBSTITUTE ORDINANCE NO. 28157

BY REQUEST OF COUNCIL MEMBER BOE

1 AN ORDINANCE relating to the 2013 Annual Amendments; amending  
2 Chapters 1.37, 10.14, 13.02, 13.04, 13.05, 13.06 and 13.06A of the  
3 Tacoma Municipal Code to revise regulations pertaining to drive-through  
4 facilities, platting and subdivisions, signs, adoption and amendment  
5 procedures, and to correct minor errors, address inconsistencies and  
6 enhance clarity of the Tacoma Municipal Code.

7 WHEREAS the Planning Commission ("Commission") annually  
8 recommends changes to the Comprehensive Plan ("Plan") and the Land Use  
9 Regulatory Code ("Code"), pursuant to the Growth Management Act ("GMA"),  
10 and

11 WHEREAS the recommended changes are part of the Annual  
12 Amendment process, and the changes for the 2013 Annual Amendment are  
13 presented in two separate ordinances for ease of review, which are made up of  
14 this ordinance to amend the Code, as contained in Titles 1, 10 and 13 of the  
15 Tacoma Municipal Code ("TMC"), and a separate ordinance to amend the Plan,  
16 and

17 WHEREAS Chapter 13.02 TMC details the procedures and criteria for  
18 amending the Code, including review of potential amendments by the  
19 Commission and City staff, and the requirement that potential amendments be  
20 subject to a public review process, and

21 WHEREAS, considering the public testimony received at a hearing on  
22 March 20, 2013, and analyses and assessments completed by City staff, the  
23  
24  
25  
26



1 Commission developed proposed amendments to the Code, which were  
2 compiled in the Planning Commission's Findings and Recommendations Report  
3 ("Report") and forwarded to the City Council on May 1, 2013, and  
4

5 WHEREAS the Commission recommends the following amendments to  
6 the Code: (1) amending Chapters 13.06, 13.06A, and 10.14 of TMC to  
7 strengthen regulations and development standards pertaining to drive-throughs  
8 and driveways in order to reduce impacts of drive-throughs to the pedestrian  
9 environment on designated pedestrian streets and streetcar/light rail streets,  
10 minimize the likelihood of vehicular and pedestrian conflicts, and reduce visual  
11 and noise impacts of drive-through service areas and stacking lanes  
12 (referenced as Application #2013-01 in the Report); (2) amending Chapter  
13 13.02 of TMC to enhance coordination between the Planning Commission and  
14 the City Council and streamline the adoption and amendment procedures for  
15 the Comprehensive Plan, area-wide rezones, moratoria, and interim zoning  
16 (referenced as Application #2013-07 in the Report); (3) amending Chapters  
17 13.04 and 13.05 of TMC to increase the maximum number of lots that can be  
18 created through a short subdivision from four lots to nine lots, as allowed in  
19 RCW 58.17.020; and to address relevant regulations pertaining to the public  
20 notice process; on- and off-site improvements, street lighting, open space, and  
21 pedestrian connectivity (referenced as Application #2013-08 in the Report; (4)  
22 amending Chapter 13.06 of TMC to regulate digital changing message center  
23  
24  
25  
26



1 signs by establishing standards pertaining to the height, area, quantity, sign  
2 brightness, hours of operation, and minimum time per message; modifying the  
3 regulations pertaining to blade signs, feather signs and A-boards; and updating  
4 the sign variance criteria (referenced as Application #2013-09 in the Report);  
5 and (5) amending various sections of TMC 1.37, 13.05, 13.06 and 13.06A, to  
6 address inconsistencies, correct minor errors, and improve the effectiveness  
7 and clarity of the land use regulations (referenced as Application #2013-12 in  
8 the Report), and  
9  
10

11 WHEREAS the proposed amendments to the Code conform to the  
12 requirements of the GMA, and were developed and are consistent with the  
13 following: (1) the State Environmental Policy Act; (2) VISION 2040, the growth  
14 management, environmental, economic, and transportation vision for the  
15 Central Puget Sound region; (3) Transportation 2040, the action plan for  
16 transportation in the Central Puget Sound region; (4) the Countywide Planning  
17 Policies for Pierce County; (5) Substitute Resolution No. 37070, which provides  
18 guiding principles for the City's future growth; and (6) Chapter 13.02 TMC, and  
19

20 WHEREAS, pursuant to TMC 13.02.045, the City Council held a public  
21 hearing on the proposed amendments on May 21, 2013, and  
22

23 WHEREAS the Infrastructure, Planning and Sustainability Committee  
24 reviewed the 2013 Annual Amendment at its meetings on April 10, 2013, May 8,  
25 2013, and June 12, 2013, and has now forwarded the recommendations, as  
26



1 amended herein, to the City Council, recommending adoption by the full  
2 Council, and

3 WHEREAS the effective date of this ordinance for adopting the Planning  
4 Commission's Findings and Recommendations Report, dated May 1, 2013, as  
5 well as the proposed amendments to Chapters 1.37, 10.14, 13.02, 13.04,  
6 13.05, 13.06, and 13.06A of TMC shall be August 1, 2013; Now, Therefore

8 BE IT ORDAINED BY THE CITY OF TACOMA:

9 Section 1. That the City Council adopts the Findings and  
10 Recommendations of the Planning Commission, dated May 1, 2013.

12 Section 2. That Chapter 1.37 of the Tacoma Municipal Code is hereby  
13 amended, as set forth in the attached Exhibit "A."

14 Section 3. That Chapter 10.14 of the Tacoma Municipal Code is hereby  
15 amended, as set forth in the attached Exhibit "B."

17 Section 4. That Chapter 13.02 of the Tacoma Municipal Code is hereby  
18 amended, as set forth in the attached Exhibit "C."

19 Section 5. That Chapter 13.04 of the Tacoma Municipal Code is hereby  
20 amended, as set forth in the attached Exhibit "D."

22 Section 6. That Chapter 13.05 of the Tacoma Municipal Code is hereby  
23 amended, as set forth in the attached Exhibit "E."

24 Section 7. That Chapter 13.06 of the Tacoma Municipal Code is hereby  
25 amended, as set forth in the attached Amended Exhibit "F."

26





1           Section 8. That Chapter 13.06A of the Tacoma Municipal Code is hereby  
2 amended, as set forth in the attached Exhibit "G."

3           Section 9. That the effective date of this ordinance shall be August 1,  
4 2013.

5  
6 Passed \_\_\_\_\_  
7

8 \_\_\_\_\_  
9 Mayor

10 Attest:

11 \_\_\_\_\_  
12 City Clerk

13 Approved as to form:

14  
15 \_\_\_\_\_  
16 Deputy City Attorney  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26



## EXHIBIT “A”

### 2013 ANNUAL AMENDMENT

#### Amendments to the Tacoma Municipal Code

These amendments show all of the changes to the *existing* text of the Tacoma Municipal Code. The sections included are only those portions of the Code that are associated with these amendments. New text is underlined and text that is deleted is shown in ~~strikethrough~~.

#### Chapter 1.37

#### TRANSFER OF DEVELOPMENT RIGHTS PROGRAM ADMINISTRATIVE CODE

Sections:

1.37.010	Purpose.
1.37.020	Definitions.
1.37.030	Sending Areas.
1.37.040	Sending Area Development Limitations.
1.37.050	Sending Area TDR Allocation.
1.37.060	Receiving Area Baselines, Maximum Development and Exchange Ratios for Receiving Areas Where Bonus Development Is Allowed By TDR.
1.37.070	Sending Area Process / TDR Certification.
1.37.080	Receiving Area Process.
1.37.090	TDR Manager Responsibilities.

\* \* \*

#### **1.37.060 Receiving Area Baselines, Maximum Development and Exchange Ratios for Receiving Areas Where Bonus Development Is Allowed By TDR.**

In zones where Title 13 TMC expresses bonus development in terms of height, the number of TDRs required to obtain a development bonus shall be calculated using square feet of bonus floor area.

As provided in Title 13 TMC, the relevant zoning regulations for each TDR receiving area establish the property’s base height limit development potential and the ability to use TDRs to achieve the property’s maximum development potential. TDRs may be used as follows to achieve the height bonus as provided in Title 13 TMC:

- A. For sending areas situated in unincorporated Pierce County: one TDR allows 3,7505,000 square feet of bonus floor area.
- B. For sending areas situated in unincorporated King County: one TDR allows 10,000 square feet of bonus floor area.
- C. For Tacoma Habitat sending areas: one TDR allows 15,000 square feet of bonus floor area.
- D. For Tacoma Landmarks sending area: one TDR allows 10,000 square feet of bonus floor area.
- E. In addition to, or as an alternative to acquiring TDRs, a developer can achieve one (1) square foot of bonus floor area for every two dollars (\$2.00) deposited into the City’s open space fund. Revenue accrued for TDRs must be used for TDR purchases from In-city and/or Regional TDRs.

Project applicants may use TDRs from one or more sending sites for an individual project. If the project results in unused TDRs, the City’s TDR Manager shall, upon the project applicant’s request, mark the TDR certificate as having a fractional TDR value. Fractional TDRs may be transferred to third parties.

\* \* \*



## EXHIBIT "B"

### 2013 ANNUAL AMENDMENT

#### Amendments to the Tacoma Municipal Code

These amendments show all of the changes to the *existing* text of the Tacoma Municipal Code. The sections included are only those portions of the Code that are associated with these amendments. New text is underlined and text that is deleted is shown in ~~strikethrough~~.

#### Chapter 10.14

##### DRIVEWAYS

Sections:

- 10.14.010 Purpose.
- 10.14.020 Definitions.
- 10.14.030 Permit required.
- 10.14.040 Specifications and inspection.
- 10.14.050 Rules and regulations for driveways.
- 10.14.060 Planting strips.
- 10.14.070 Conduit for ornamental street lights.
- 10.14.080 Drainage of surface water.
- 10.14.090 Barriers required between sidewalk and vehicle parking areas on private property.
- 10.14.100 Maintenance of improvements.
- 10.14.110 Application to local improvement districts.
- 10.14.120 Penalty.

\* \* \*

##### **10.14.050 Rules and regulations for driveways.**

Every driveway hereafter constructed or altered in street right-of-way shall conform to the following regulations: In cases where driveway provisions applicable to a particular application exist both in this section and in TMC 13.06, 13.06A or other sections of the TMC, all standards shall apply. If the application of the standards creates a conflict, the more stringent provisions shall apply.

A. Location.

1. No driveway shall be so located as to create a hazard to pedestrians, ~~Pierce Transit~~ public transit bus operations, light rail operations, or motorists, or invite or compel illegal or unsafe traffic movements.
2. Every driveway must provide access to an off-street parking or other vehicular area located on public or private property. Every vehicle entering the driveway must be able to park, stand, or load entirely off the street right-of-way.
3. No driveway shall be allowed to a public or private parking area in conjunction with industrial, commercial, multiple-family dwelling, church, or any like use that requires a vehicle to back out on to any street.
4. Unless otherwise approved by the Director of Public Works, all driveways, including the returns, shall be confined within lines perpendicular to the curb line and passing through the property corners.
5. No driveway shall be constructed in such a manner as to be a hazard to any existing street-lighting standard, utility pole, traffic-regulating device, fire hydrant, or other public facility. The cost of relocating any such public facility, when necessary to do so, shall be borne by the applicant. Said relocation of any public facility shall be performed only through the agency holding authority for the particular structure involved.
6. No construction, alteration or repair shall be permitted for any driveway which can be used only as a parking space on street right-of-way or which provides access only to the areas between the street roadway and private property.

7. New driveways shall be located as close as practical to the property line most distant from any street intersections. Location shall be subject to the approval of the City Engineer.

8. New driveways shall be located from an alley or court when suitable access is available, such as an abutting right-of-way that is or can practicably be developed. In the event of site redevelopment, existing driveways would need to be reconstructed to meet current standards. Abandoned driveways shall be removed when required by the City Engineer.

9. When suitable alley or court access is not available, driveways shall be limited to the lowest pedestrian-classified roadway adjacent to the site, as designated in TMC 13.06 (non-designated street, designated pedestrian street, designated core pedestrian street, or Primary Pedestrian Street).

10. Projects that utilize an alley or court for vehicle access and that cannot practicably limit vehicular access only to the alley or court, shall also be allowed to have additional vehicular access from abutting non-designated pedestrian streets.

11. Driveways shall be located to reduce the possibility of weaving, lane shifts, or other conflicts in the traffic stream. Existing driveways on both sides of the roadway shall be analyzed to determine proper location for a new driveway. New and reconstructed driveways shall be placed outside the functional area of nearby intersections and driveways. The following shall be used for minimum spacing between driveways and intersections, unless special authorization is given by the City Engineer.

<u>Speed Limit</u>	<u>Functional Classification</u>	<u>Access Spacing (to centerline)*</u>
<u>35-40 miles per hour</u>	<u>All</u>	<u>600 feet</u>
<u>&lt;=30 miles per hour</u>	<u>Principal or Collector Arterial</u>	<u>300 feet</u>
	<u>Minor or Unclassified Arterial</u>	<u>150 feet</u>
	<u>Local Street</u>	<u>50 feet</u>

*\*The spacing standards are for full access. Restricted access (right-in, right-out), shall be half the amount shown in the table above provided that a physical median restricts left turns. No reduction shall be made on local streets, and no reduction shall be made when measuring from highway ramps or existing or planned traffic signals or roundabouts.*

#### B. Size and Number.

1. The Director of Public Works may limit the size and location of new driveways along transit streets, designated pursuant to Section 11.05.492, after taking into account Pierce Transit's existing and planned service levels and bus stop locations, existing and projected traffic volumes, and alternative access available for new development from cross-streets and streets and alleys serving the rear of the development site.

\* \* \*



## EXHIBIT “C”

### 2013 ANNUAL AMENDMENT

#### Amendments to the Tacoma Municipal Code

These amendments show all of the changes to the *existing* text of the Tacoma Municipal Code. The sections included are only those portions of the Code that are associated with these amendments. New text is underlined and text that is deleted is shown in ~~strikethrough~~.

#### Chapter 13.02

##### PLANNING COMMISSION

###### Sections:

- 13.02.010 Creation – Appointment.
- 13.02.015 Establishment of advisory committees.
- 13.02.016 *Repealed.*
- 13.02.020 Meetings – Officers – Records.
- 13.02.030 Expenditures – Budget.
- 13.02.040 Duties and responsibilities.
- 13.02.041 Quorum.
- 13.02.043 Definitions.
- 13.02.044 Comprehensive Plan.
- 13.02.045 ~~Plan adoption~~Adoption, and amendment, ~~and implementation~~ procedures.
- 13.02.050 *Repealed.*
- 13.02.053 ~~Wide-area~~Area-wide zoning reclassifications.
- 13.02.055 Moratoria and interim zoning.
- 13.02.057 Notice for public hearings.
- 13.02.060 *Repealed.*

#### **13.02.010 Creation – Appointment.**

Pursuant to the authority conferred by Article II, Section 11, of the Constitution of the State of Washington, and Section 3.8 of the Tacoma City Charter, there is hereby created a City Planning Commission consisting of nine members, who shall be residents of Tacoma. The members shall be appointed and confirmed by a majority of the City Council. One member shall be appointed by the City Council for each of the five council districts. The Council shall appoint to the four remaining positions an individual from each of the following: (a) the development community; (b) the environmental community; (c) public transportation; and (d) a designee with background of involvement in architecture, historic preservation, and/or urban design.

At the expiration of each respective three-year term, a successor shall be appointed by the City Council.

Vacancies occurring otherwise than through the expiration of term shall be filled for the unexpired terms. Members may be removed by a majority of the Council, after public hearing, for inefficiency, neglect of duty, or malfeasance in office. Upon an appointed member’s missing three unexcused, consecutive regular meetings, the Commission shall afford such member a hearing to determine whether the absences are to be excused. If the Commission determines not to excuse such absences, then the Commission shall determine the question of whether the Commission shall recommend to the City Council that such member should be deemed to have forfeited the office and a new member be appointed to fill the unexpired term. The members shall be selected without respect to political affiliations and they shall serve without compensation.

#### **13.02.015 Establishment of advisory committees.**

In order to carry out its duties and functions prescribed by this chapter, the Planning Commission may establish advisory committees as it deems appropriate. Advisory committees shall serve at the discretion of the Commission and their duties and scope of responsibilities shall be established by the Planning Commission. The members of such advisory committees shall be appointed and confirmed by a majority of the City Council, except that the Planning Commission, in such instances as it deems appropriate, may designate that the chairperson of an advisory committee be a regular appointed member of the Planning Commission and shall be selected by a majority vote of the Commission. Nothing in this section shall be construed to authorize members of such advisory committees to be members of the Planning Commission.



### 13.02.016 Definitions. *Repealed by Ord. 27172.*

### 13.02.020 Meetings – Officers – Records.

The Commission shall elect its own chairperson and create and fill such other offices as it may determine it requires. All meetings of the Commission or its advisory committees shall be open to the public pursuant to the Open Public Meetings Act of 1971. The Commission shall adopt rules for transaction of business. Records of all official Commission proceedings shall be kept by the City Clerk and shall be open to public inspection. The City Manager shall assign to the Commission and its advisory committees a place of meeting in which to meet and transact business.

### 13.02.030 Expenditures – Budget.

The expenditures of the Commission shall be limited to appropriations made to the Planning and Development Services Department (“Department”) by the City Council for the planning function of the City. The services and facilities of the ~~Planning and Development Services~~ Department shall be utilized by the Commission in performing its duties. ~~The work program for the coming year will be prepared by the Planning and Development Services Department and submitted to the Commission for approval.~~

### 13.02.040 Duties and responsibilities.

The Planning Commission is hereby vested with the following duties and responsibilities:

A. To prepare the Comprehensive Plan and its elements, pursuant to Revised Code of Washington Chapter 36.70A, that ~~is are~~ concerned with protecting the health, welfare, safety, and quality of life of City residents, ~~and to recommend such plan to the City Council. The Comprehensive Plan shall consist of plan elements consistent with the planning goals established by the State in RCW 36.70A, and shall contain descriptive text covering the objectives, principles, or standards used to develop the Plan, map(s), statements of goals, policies, and intents, and may include recommendations for the implementation thereof.~~

B. To review and update the Comprehensive Plan and its elements ~~as necessary and, if appropriate, recommend new goals and policies,~~ and recommend proposed amendments to the City Council.

C. To develop and prepare ~~as necessary and appropriate,~~ long- and short-range programs for implementation of the Comprehensive Plan.

~~D. To conduct periodic planning studies of homogeneous community units, distinctive geographic areas, or other types of districts having unified interests within the total area of the City which will amplify and augment the Comprehensive Plan.~~

~~ED.~~ To formulate effective and efficient land use and development regulations and processes, that are consistent with and that implement RCW 36.70A and the goals and policies of the Comprehensive Plan ~~and which provide for the implementation thereof.~~

~~FE.~~ To review and make recommendations on matters concerning land use and development, including area-wide zoning reclassifications, moratoria, and interim zoning.

~~G. To work with the Landmarks Preservation Commission, pursuant to TMC 13.07, to designate historic special review districts and conservation districts within the City, after public hearing, and to make recommendations to the City Council for establishment of such districts.~~

~~H. To ensure early and continuous public participation in the development, amendment, and implementation processes of the Comprehensive Plan, including all of its elements, and in the development of land use and development regulations and amendments thereto.~~

~~IF. Through~~ To review ~~of~~ the capital facilities program, ~~to~~ ensure that the capital budgets and expenditures for public facilities and services are in conformity with the Comprehensive Plan.

~~JG.~~ To review the six-year transportation program for consistency with the Comprehensive Plan.

H. To ensure early and continuous public participation in the development, amendment, and implementation processes of the Comprehensive Plan and its elements, and in the development of land use and development regulations and amendments thereto.

KI. To ~~provide for the inventory, collection, mapping, research, and analysis of data describing~~ conduct periodic planning studies concerning land uses, demographics, infrastructure, critical areas, transportation corridors, housing, and other information useful in managing growth and augmenting the Comprehensive Plan, with an emphasis on doing this work through the use of land use and geographic information systems.

~~L. To provide an annual report to the City Council regarding accomplishments and the status of planning efforts undertaken in the previous year.~~

~~M. Beginning on January 1, 1991, to provide a report to the State Department of Commerce on the progress made in implementing Chapter 36.70A RCW. This report shall be submitted annually until January 1, 1995, and shall be submitted every five years thereafter.~~

~~N. To initiate and review, or review, and make recommendations to the City Council for area wide zoning reclassifications to implement the Comprehensive Plan and its elements; initiate and make recommendations on moratoria and interim zoning; and review and make recommendations on City Council initiated moratoria and interim zoning.~~

GJ. To work with the Landmarks Preservation Commission, pursuant to TMC 13.07, to designate historic special review districts and conservation districts within the City and to make recommendations to the City Council for establishment of such districts.

OK. To conduct pre-annexation planning for areas which are within the City's urban growth area and which may be reasonably expected to be annexed to the City. Planning for these areas may include, but not be limited to: land use; ~~intensity designations~~transportation; public facilities and services; capital facility needs; parks and open space; and zoning classifications and regulations. Areas not included in the Comprehensive Plan and annexed to the City will necessitate a plan amendment.

L. To develop the work program for the coming year in consultation with the City Council and provide an annual report to the City Council regarding accomplishments and the status of planning efforts undertaken in the previous year.

### **13.02.041 Quorum.**

A quorum for the transaction of official business of the Planning Commission shall consist of a majority of the members of the Commission, ~~but a smaller number may adjourn, from time to time.~~

### **13.02.043 Definitions.**

For the purpose of this chapter, certain words and terms used herein are defined as follows:

A. An "area-wide zoning reclassification" is a legislative action to change the zoning classification(s) on an area-wide basis in order to implement and maintain the consistency of the Comprehensive Plan. It is comprehensive in nature and deals with homogenous communities, distinctive geographic areas, and other types of districts having unified interests within the City, including those associated with annexation and overlay special review zoning districts. Area-wide zoning reclassifications, unlike parcel zoning reclassifications, are generally of area-wide significance, usually involving many separate properties under various ownerships, and often utilize several of the City's zoning classifications to implement the City's Comprehensive Plan. An area-wide zoning reclassification consisting of a single ownership but having a broader impact of significance on the community may be considered to be an area-wide reclassification if it is being undertaken in order to maintain consistency of the City's Comprehensive Plan.

B. "Department," as used in this chapter, refers to the Planning and Development Services Department.

C. "Development regulations" are any regulations and regulatory procedures placed on or involving development or land use activities of the City, including, but not limited to, zoning ordinances, critical area ordinances, shoreline master programs, official controls, planned unit development ordinances, subdivision ordinances, and binding site plan ordinances (RCW 36.70A).

D. An "emergency" situation is one in which human health or safety is jeopardized and/or public or private property is imminently endangered. For the purposes of this section, an "emergency" situation shall also include one demanding the immediate amendment of the Comprehensive Plan outside of the annual amendment cycle, without which capital facilities concurrency is likely to be compromised and/or levels of service are expected to drop below an acceptable level.

E. "Interim zoning" is an immediate change in existing zoning classifications or regulations where new zoning classifications or regulations are temporarily imposed. Such temporary zoning controls are designed to regulate specific types of development so that, when new plans and/or zoning are adopted, they will not have been rendered moot by intervening development; or are necessary to prevent harm or to preserve the status quo. Interim zoning can be an area-wide reclassification of a temporary nature or modification to specific requirements of a zoning classification.

F. ~~"Land Use Intensity~~Comprehensive Plan land use designation" is a designation for all property that indicates the future development influence based on factors such as size, scale, bulk, nuisance level, density, activity level, amount of open space, and traffic generation. ~~Intensities are classified as high, medium, and low, and~~Such designations are depicted on the Generalized Land Use Plan map which illustrates the future land use pattern for the City.

G. “Moratorium” (or collectively, “moratoria”) is the ~~refusal to~~suspension of accepting or processing new applications for building, zoning, subdivision (platting), or other types of development in order to preclude development from occurring for a specified period of time. A moratorium on development may be imposed on all development, on all permit applications, or on specific types of development or permit applications.

H. “Plan amendment” is a proposed change to the Comprehensive Plan ~~and that~~ may include adoption of a new plan element; a change to an existing plan element, including goals, policies and narrative text; a change to the objectives, principles, or standards used to develop the Comprehensive Plan; a revision to the land use ~~intensity~~ designation as shown on the Generalized Land Use Plan map; or a change to implementation strategies or programs adopted as part of the Comprehensive Plan, including updates to inventories and financial plans.

#### **13.02.044 Comprehensive Plan.**

A. The Comprehensive Plan is the City’s official statement concerning future growth and development. It sets forth goals, policies, and strategies to protect the health, welfare, safety, and quality of life of Tacoma’s residents. The Comprehensive Plan must be consistent with and advance the goals of RCW 36.70A (“Growth Management Act”), the Multicounty Planning Policies for the Puget Sound Region (“VISION 2040”), the Regional Transportation Plan for the Puget Sound Region (“Transportation 2040”), the Countywide Planning Policies for Pierce County, and relevant Washington State statutes. The City shall carry out its programs, perform its activities, and make capital budget decisions in conformance with the Comprehensive Plan.

B. The Comprehensive Plan shall include the following planning elements:

1. A land use element, as required by RCW 36.70A.070, indicating the proposed generalized land use, including the suitability, capability, location, and number of acres of land devoted to such uses as residential, commercial, industrial, recreation, open space, and other uses. ~~The land use element shall include population densities and distribution, estimates of future population growth, building intensities, and areas for potential annexation. The land use element shall also provide for the protection of the quality and quantity of ground water used for public water supplies, as well as for the protection of the quality of water discharged into waters of the state, including Puget Sound.~~

~~2. A transportation element which implements and is consistent with the land use element, is regionally coordinated, and identifies the need for future transportation facilities and services, including system expansion and management needs. The transportation element shall include the following:~~

~~(a) Land use assumptions used in estimating travel.~~

~~(b) Estimated traffic impacts to state-owned transportation facilities from land use assumptions.~~

~~(c) An inventory of existing air, water, and ground transportation facilities and services, including state-owned facilities.~~

~~(d) Level of service standards for all locally owned arterials and transit routes that are regionally coordinated, to serve as a gauge to judge performance of transportation systems and specific actions for bringing into compliance the facilities and services which fall below these standards.~~

~~(e) Level of service standards for state-owned transportation facilities as prescribed by RCW 47.06 and 47.80 to gauge the performance of the system.~~

~~(f) Identification of state and local system needs to meet current and future demands.~~

~~(g) At least a 10-year forecast of travel levels based upon the adopted Comprehensive Plan to provide information on the location, timing, and capacity needs of future growth.~~

~~(h) An assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions.~~

~~(i) Demand management strategies.~~

~~(j) Finance component including:~~

~~(1) An analysis of funding capability to judge needs against probable funding sources and a multi-year financing plan for identified needs, the appropriate parts of which shall serve as the basis for the six-year transportation program required by RCW 35.77.010 and which is coordinated with the six-year improvement program developed by the State Department of Transportation as required by RCW 47.050.030.~~

~~(2) A discussion of how additional funding will be raised or how land use assumptions will be reassessed to ensure the level of services standards will be met if probable funding falls short.~~

~~(3)2.~~ A housing element, as required by RCW 36.70A.070, which shall provide providing policies for the preservation, improvement, and development of housing, and shall include including an inventory and analysis of existing and projected housing needs. ~~The housing element shall identify sufficient land to meet housing needs, including, but not limited to, low-income housing, multi-family housing, group homes, and foster care facilities.~~

~~(4)3.~~ A capital facilities element, as required by RCW 36.70A.070, including providing an inventory of the location and capacity of existing publicly-owned capital facilities, and a forecast of the future needs for such capital facilities, including the expansion of capital facilities, the construction of new facilities, and the maintenance requirements of existing facilities. ~~The capital facilities element shall include at least a six-year financing plan identifying projected funding capacity and sources of public money for financing new or expanded capital facilities. The land use and capital facilities elements and the capital facilities financing plan shall be coordinated and consistent. The capital facilities element shall include a requirement to reassess the land use element if probable funding falls short of meeting existing needs.~~

~~(5)4.~~ A utilities element, as required by RCW 36.70A.070, identifying the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines.

5. A transportation element, as required by RCW 36.70A.070, that implements and is consistent with the land use element, is regionally coordinated, and identifies the need for future transportation facilities and services, including system expansion and management needs.

~~26.~~ An economic element, as required by RCW 36.70A.070, providing establishing goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life. ~~The element shall include a summary of the local economy, utilizing standard employment categories and indicating employment levels and trends and other information, as appropriate; a summary of the strengths and weaknesses of the local economy and supporting factors such as land use, utilities, transportation, work force, housing, education, natural/cultural resources, and amenities; and an identification of policies, programs, projects, or strategies to foster economic growth.~~

~~47.~~ A recreation and open space element, as required by RCW 36.70A.070, that implements and is consistent with the capital facilities element as it relates to park and recreation facilities. This element should indicating indicate the location and development of areas and public sites for recreation, natural conservations, parks, parkways, beaches, playgrounds, and other recreational and open space areas. ~~The element should include estimates of park and recreation demand, an evaluation of facilities and service needs and identification of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demands.~~

~~(6)~~ A shoreline element setting forth policies concerning economic development; public access and circulation; recreation; urban design, conservation, restoration, and natural environment; and historical, cultural, scientific, and educational values.

~~(7)8.~~ A process, pursuant to RCW 36.70A.200, for identifying and siting essential public facilities which are typically difficult to site.

9. A shoreline element, pursuant to RCW 90.58, setting forth policies concerning economic development; public access and circulation; recreation; urban design, conservation, restoration, and natural environment; and historical, cultural, scientific, and educational values.

10. A container port element developed collaboratively with the Port of Tacoma, as required by RCW 36.70A.085, establishing policies and programs that (a) define and protect the core areas of port and port-related industrial uses; (b) provide reasonably efficient access to the core area through freight corridors within the city limits; and (c) identify and resolve key land use conflicts along the edge of the core area, and minimize and mitigate, to the extent practicable, incompatible uses along the edge of the core area.

~~B. The Comprehensive Plan must address the following two elements, but only if funds sufficient to cover local costs of including these elements have been appropriated and distributed by the state at least two years before the applicable review and update deadline in RCW 36.70A.130:~~

C. Subject to the provisions of Section 13.02.044, the Comprehensive Plan may include the following planning elements and any additional planning elements which the Commission or Council considers pertinent:

1. A community services and facilities element indicating the general location of all community services and facilities, and indicating the need and appropriate location for such services and facilities.

2. An environmental element indicating environmental conditions and natural processes, including climate, air quality, geology, hydrology, vegetation, wildlife, fisheries, critical areas, mineral resource lands, solar energy, and other natural factors and hazards that affect, or would be affected by, development.

3. A historic and conservation element identifying objects, areas, sites, or structures of historical, archaeological, architectural, or cultural significance.
4. An annexation element setting forth policies to guide orderly urban growth and designating areas for potential annexation for at least 20 years. The annexation element shall identify future land uses and consider development patterns, density, projected population growth, timing, and the provision of capital facilities and services, including capacity, financing, and expansion.
5. An urban design element addressing the design of development through the application of standards, guidelines, and recommendations for project review.
6. Sub-area elements setting forth policies concerning specific geographic areas of the City or concerning specific issues.

~~D. The Comprehensive Plan shall be coordinated and consistent with other entities and governmental jurisdictions sharing common borders or related regional issues and with county wide and multi county planning policies.~~

~~E. The City shall carry out its programs, perform its activities, and make capital budget decisions in conformance with the Comprehensive Plan.~~

~~F. The City shall continuously review and evaluate the Comprehensive Plan and development regulations that implement the Plan. At least every seven years the City shall take legislative action to review and, if needed, revise the Comprehensive Plan and development regulations to ensure that the Plan and regulations are complying with the requirements of RCW 36.70A. The first review shall be completed no later than December 1, 2004. The review, and any revisions that result from the review, may be conducted in concert with the procedures used to annually amend the Comprehensive Plan.~~

#### **13.02.045 Adoption and amendment procedures.**

A. Adoption and amendment. The Comprehensive Plan, ~~including any of and~~ its elements, ~~and as well as~~ development regulations and regulatory procedures that implement the Comprehensive Plan shall be adopted and amended by ordinance of the City Council. ~~The following the~~ procedures identified in this section ~~shall be followed to adopt and amend the City's Comprehensive Plan, including all elements, and to adopt and amend development regulations and regulatory procedures that implement the Comprehensive Plan.~~ Adoption and amendment of the Comprehensive Plan and development regulations must be consistent with the procedural requirements of RCW 36.70A and in compliance with applicable case law.

B. ~~When Timing for proposed Amendments amendments Will Be Adopted.~~ ~~All a~~ Amendments to the Comprehensive Plan shall be considered ~~concurrently and~~ no more frequently than once each year except that amendments may be considered more frequently under the following circumstances:

1. An emergency exists;
2. The initial adoption of a sub-area plan;
3. The adoption or amendment of a shoreline master program under the procedures set forth in RCW 90.58;
4. The amendment of the capital facilities element of the Comprehensive Plan that occurs concurrently with the adoption or amendment of the City's biennial budget; or
5. To resolve an appeal of ~~a the~~ Comprehensive Plan ~~filed with~~ decided by the ~~Central Puget Sound~~ Growth Management Hearings Board or a decision of the state or federal courts.

~~The All~~ proposed plan amendments shall be considered concurrently and, as appropriate, along with proposed amendments to development regulations, by the Planning Commission and City Council so that the cumulative effect of the various proposals can be ascertained. Proposed amendments may be considered annually, for which the annual amendment process shall begin in July of any given year and be completed, with appropriate actions taken by the City Council in accordance with Sections 13.02.045.G and H, by the end of June of the following year. Amendments proposed to comply with the update requirements of RCW 36.70.A.130 will occur according to the time frames established therein.

C. ~~Applicants of Who may proposed an~~ amendments. A proposed amendment to the Comprehensive Plan or development regulations may be submitted by any private individual, organization, corporation, partnership, or entity of any kind, including any member(s) of the ~~Tacoma~~ City Council or the ~~Tacoma~~ Planning Commission or other governmental Commission or Committee, the City Manager, any neighborhood or community council or other neighborhood or special purpose group, a department or office, agency, or official of the City of Tacoma, or of any other general or special purpose government.

D. Application for proposed Amendment amendments application. Items initiated by the City Council, the Planning Commission, or in the Department's Work Program do not require an application. For all other items, the Department shall prescribe the form and content for applications for amendments to the Comprehensive Plan and development regulations.



Application fees shall be as established by City Council action. The application deadline for any given annual amendment cycle shall be established by the Department no later than the last day of May. The deadline for submitting a complete application to the Planning Commission, and paying any applicable fee, for amendment to the Comprehensive Plan is 5:00 p.m. on the final business day in June of any given year to be considered in the following annual amendment cycle; however, applications will be accepted at any time. Those applications ~~to-for~~ amending the Comprehensive Plan received after the ~~above~~ established deadline are less likely to be considered ~~by the Commission for possible consideration~~ in the current annual amendment cycle and are more likely to be considered in a subsequent amendment cycle, unless determined otherwise by the Planning Commission. Applications for ~~a change-changing to~~ development regulations or ~~a proposal for an~~ area-wide zoning ~~reclassification-classifications~~ which are consistent with the Comprehensive Plan and do not require an amendment to the Comprehensive Plan can be submitted at any time. The application shall include, but not be limited to, the following:

1. A description of the proposed amendment, including the existing and proposed amendatory language, if applicable;
2. The current and proposed Comprehensive Plan land use ~~intensity~~ designation ~~as shown on the Generalized Land Use Plan map;~~ and zoning classification for the affected area;
- ~~3. The desired land use intensity designation and/or zoning classification, if applicable;~~
- ~~43. The~~ A statement regarding the reason the amendment is needed ~~and being proposed;~~
- ~~54.~~ A description, along with maps if applicable, of the affected area and the surrounding areas, including identification of affected parcels, ownership, current land uses, ~~and~~ site characteristics, ~~such as topography~~ and natural features;
- ~~6. A description of the land uses surrounding the proposed amendment area;~~
- ~~75.~~ A description of how the proposed amendment enhances the applicable ~~portion of the~~ neighborhood ~~element of the Comprehensive Plan;~~
- ~~86.~~ A description of any community outreach and response to the proposed amendment;
- ~~97.~~ A demonstration ~~by the applicant~~ of consistency with the applicable policies of the Comprehensive Plan, and the criteria for amending the Comprehensive Plan or development regulations;
- ~~10. Proposed amendatory language, if applicable;~~
- ~~11. A map of the affected area, if applicable; and~~
- ~~128.~~ Additional ~~application~~ information ~~may be as~~ requested by the Department, which may include, but is not limited to, completion of an environmental checklist, wetland delineation study, visual analysis, or other studies.

The applicant is responsible for providing complete and accurate information. A meeting between the Department staff and the applicant to discuss the application submittal requirements before submitting an application is strongly advised.

E. Assessment procedure of proposed amendments. The Department shall docket all amendment requests upon receipt to ensure that all requests receive due consideration and are available for review by the public. The Department will provide an assessment of all proposed amendment applications, based on, at a minimum, the following criteria:

1. Determining if the amendment request is legislative and properly subject to Planning Commission review, or quasi-judicial and not properly subject to Commission review;
2. Determining if there have been recent studies of the same area or issue, which may be cause for the Commission to decline further review, or if there are active or planned projects that the amendment request can be incorporated into; and
3. Determining if the amount of analysis necessary is reasonably manageable given the workloads and resources of the Department and the Commission, or if a large-scale study is required, the amendment request may be scaled down, studied in phases, delayed until a future amendment cycle, or declined.

~~and forward proposed amendment applications to the Planning Commission. This assessment shall include, but not be limited to, the assessment criteria contained herein.~~ The Planning Commission will review this assessment and make its decision as to: (1) whether or not the application is complete, and if not, or what information is needed to make the application complete; (2) whether or not the scope of the application should be modified, and if so, what alternatives should be considered; which amendment application(s) will be considered and in which amendment cycle; and (3) whether or not the application will be considered, and if so, in which amendment cycle, whether or not to prepare alternative proposed amendment(s) that either expand or contract the scope of the original proposed amendment. The Planning Commission shall make determinations concerning proposed amendments within 120 days of receiving an application.

~~F. Assessment criteria. Criteria for assessing plan amendment applications will include:~~

- ~~1. Determining if the amendment request is legislative, and properly subject to Commission review, or quasi-judicial, and not properly subject to Commission review.~~
- ~~2. Determining if the request is site-specific (i.e., a land use intensity or a zoning change for a specific parcel(s) likely to be under one ownership);~~
- ~~3. Receipt by the application deadline, if applicable (a large volume of requests before the deadline may necessitate that some requests be reviewed in a subsequent amendment cycle);~~
- ~~4. Order of receipt;~~
- ~~5. Recent study of the same area or issue (this may be cause for the Commission to decline further review);~~
- ~~6. Amount of analysis necessary (if a large-scale study is required, an application may have to be delayed until a future amendment cycle due to work loads, staffing levels, etc.); and~~
- ~~7. Available incorporation into planned or active projects.~~

~~G. Amendment criteria. Beyond being consistent or achieving consistency with the Comprehensive Plan, proposed amendments must meet at least one of the following criteria to be considered by the Planning Commission:~~

- ~~1. There exists an obvious technical error in the pertinent Comprehensive Plan or regulatory code provisions;~~
- ~~2. Circumstances related to the proposed amendment have significantly changed, or a lack of change in circumstances has occurred since the area or issue was last considered by the Planning Commission~~
- ~~3. The needs of the City have changed, which support an amendment;~~
- ~~4. The amendment is compatible with existing or planned land uses and the surrounding development pattern;~~
- ~~5. Growth and development, as envisioned in the Plan, is occurring faster, slower, or is failing to materialize;~~
- ~~6. The capacity to provide adequate services is diminished or increased;~~
- ~~7. Plan objectives are not being met as specified, and/or the assumptions upon which the Plan is based are found to be invalid;~~
- ~~8. Transportation and/or other capital improvements are not being made as expected;~~
- ~~9. For proposed amendments to land use intensity or zoning classification; substantial similarities of conditions and characteristics can be demonstrated on abutting properties that warrant a change in land use intensity or zoning classification; or~~
- ~~10. A question of consistency exists between the Comprehensive Plan and its elements and RCW 36.70A, the County-wide Planning Policies for Pierce County, Multi-County Planning Policies, or development regulations.~~

F. Analysis of proposed amendments. Upon completing the assessment and receiving an affirmative determination from the Planning Commission to move forward, the proposed amendment will be analyzed by the Department against the following criteria:

1. Whether the proposed amendment will benefit the City as a whole, will not adversely affect the City's public facilities and services, and bears a reasonable relationship to the public health, safety, and welfare; and
2. Whether the proposed amendment conforms to applicable provisions of State statutes, case law, regional policies, and the Comprehensive Plan.

The analysis should include, as appropriate, how the proposed amendment addresses inconsistencies or errors in the Comprehensive Plan or development regulations; responds to changing circumstances, such as growth and development patterns, needs and desires of the community, and the City's capacity to provide adequate services; and/or maintains or enhances compatibility with existing or planned land uses and the surrounding development pattern. In addition, the analysis should document, as appropriate and necessary, public outreach and public comments, analytical data and research, economic impacts, sustainability impacts, an environmental determination, and other pertinent background information.

~~HG. Review of proposed amendments. Under the review and direction of the Planning Commission, the Department will evaluate the amendment application, collect necessary data, and conduct the appropriate analysis and make an environmental determination. The Department will present the proposed amendment along with analysis conducted pursuant to Section 13.02.045.F to the Planning Commission for review and direction. The Department will The Commission will conduct public meetings and hearings, and solicit comments from the general public, organizations and agencies, other governmental~~

departments and agencies, and adjacent jurisdictions as appropriate; ~~electronic mail will be routinely used to contact organizations, agencies, and jurisdictions.~~ For land use intensity designation changes, area-wide zoning reclassifications, and interim zoning of an area-wide nature, the Department shall ensure that a **special notice** of the acceptance of the application by the Planning Commission for consideration in the current amendment cycle is mailed to all property taxpayers, as indicated in the records of the Pierce County Assessor, within, and within 400 feet of, the subject area. This special notice will inform property taxpayers that an application has been filed, identify where the application and background information may be reviewed, describe in general terms the review and public comment process, establish a time and place for an informational meeting with City staff, and solicit preliminary comments.

~~The Department will analyze, and make a recommendation on, each proposed amendment. Then, after~~ After a Public-public Hearinghearing(s), the Department will prepare a report summarizing the public hearing comments, provide a response to comments and make further recommendations, if appropriate, and forward the report and all comments to the Planning Commission for consideration. ~~The Department will present the proposed amendments to the Planning Commission, which will conduct public meetings and hearings, and make recommendations to the City Council.~~

~~1. Adoption or amendment of the Comprehensive Plan or development regulations shall be enacted only after public notice and public hearings by both the Planning Commission and City Council.~~

~~2. The Planning Commission may recommend, and the City Council may adopt, or adopt with modifications, the Comprehensive Plan, development regulations, regulatory procedures, and amendments thereto, if:~~

~~a. The adoption or amendment merits approval because it will benefit the City as a whole, will not adversely affect the City's public facilities and services, and bears a reasonable relationship to the public health, safety, and welfare; and~~

~~b. The adoption or amendment conforms to state statutes, including RCW 36.70A.~~

#### II. Public hearing and action.

~~1. The Planning Commission may formulate and recommend to the City Council adoption or amendment of the Comprehensive Plan, or adoption or amendment of development regulations or regulatory procedures that implement the Comprehensive Plan.~~ In formulating its recommendations to the City Council concerning adoption or amendment of the Comprehensive Plan, or adoption or amendment of development regulations or regulatory procedures that implement the Comprehensive Plan, the Planning Commission shall provide public notice and conduct at least one public hearing. Advisory committees established in accordance with Section 13.02.015 may also conduct one or more public hearings prior to making recommendations to the Planning Commission. Planning Commission public hearings for adoption or amendment of development regulations and processes, moratoria, or interim zoning may be, but are not required to be, held at the same time as and in conjunction with the public hearing(s) for adoption or amendment of the Comprehensive Plan.

2. At least one City Council public hearing on adoption or amendment of the Comprehensive Plan or development regulations shall be held prior to final action by the City Council; prior to making a substantial change to the proposal recommended by the Planning Commission, the City Council shall hold an additional hearing or hearings, with the City Clerk giving notice pursuant to Section 13.02.057.

3. Consistent with RCW 36.70A, the Department must notify the Washington State Department of Commerce and other required state agencies of the City's intention to adopt or amend the Comprehensive Plan or development regulations prior to adoption by the City Council, and must transmit copies of the adopted plan or development regulation and any amendment after City Council action.

II. Amendments considered under emergency situation. The Planning Commission and the City Council may consider amendments to the Comprehensive Plan at any time as a result of an emergency situation. Emergency situations include situations involving official, legal, or administrative actions, such as those to immediately avoid an imminent danger to public health and safety, prevent imminent danger to public or private property, prevent an imminent threat of serious environmental degradation, or address the absence of adequate and available public facilities or services as provided for in Chapter 13.16 of the Tacoma Municipal Code, decisions by the ~~Central Puget Sound~~ Growth Management Hearings Board or the State or Federal Courts, or actions of a State Agency or Office or the State Legislature, affecting Tacoma will be reviewed by the Planning Commission with advice from the City Attorney's Office to determine if an appropriate "emergency" exists, necessitating an emergency Comprehensive Plan amendment. ~~Capital projects which are fully funded by non-City revenue (i.e., an outside grant or other "windfall") are not considered emergencies and, therefore, amendment of the Comprehensive Plan is not necessary; however, such projects shall be added to the Capital Facilities Program at the next amendment cycle.~~

#### **13.02.050 Quorum. Repealed by Ord. 27172.**

### 13.02.053 Area-wide zoning reclassifications.

The Planning Commission may also consider the need for area-wide zoning reclassifications, in association with or independently of Comprehensive Plan amendments, including those associated with an annexation or which are necessary to maintain the zoning classification's consistency with the Comprehensive Plan. The procedures for consideration of area-wide zoning reclassifications shall be as follows:

1. ~~Who may request an area wide zoning reclassification, and how.~~—The means of submitting a request for an area-wide zoning reclassification and those empowered to submit such a request shall be the same as in Section 13.02.045.
2. ~~Process for area wide zoning reclassification.~~—An area-wide zoning reclassification implementing the goals and policies of the Comprehensive Plan will be conducted by the Planning Commission, consistent with RCW 42.36.010, with recommendation to the City Council. Area-wide zoning reclassifications which are inconsistent with the Comprehensive Plan shall be proposed for adoption at the same time as and in conjunction with the Plan's amendment. Area-wide zoning reclassifications which are consistent with the Comprehensive Plan and do not require plan modification may be considered at any time. Analysis of area-wide zoning reclassifications shall be based on the criteria as contained in Section 13.02.045.F.
3. ~~Public Hearing and Recommendation for an Area Wide Zoning Reclassification.~~—The Planning Commission shall conduct a public hearing to consider an area-wide zoning reclassification and to determine the consistency of the reclassification with the Comprehensive Plan and its elements and RCW 36.70A. In making its recommendation to the City Council, the Planning Commission shall make findings and conclusions to demonstrate the manner in which the area-wide reclassification carries out and helps implement the goals and policies of the Comprehensive Plan. If a reclassification is recommended, it shall be based on, but not limited to, the following circumstances:
  - a. ~~substantial evidence is presented demonstrating that growth and development is occurring in a different manner than presented in the Comprehensive Plan;~~
  - b. ~~the proposed area wide reclassification is consistent with the Comprehensive Plan and the Generalized Land Use Plan map;~~
  - c. ~~the reclassification is needed to further implement the Comprehensive Plan;~~
  - d. ~~the proposed reclassification is needed to maintain consistency with proposed amendments to the Comprehensive Plan;~~
  - e. ~~there is substantial evidence presented showing inconsistency between the designated land use intensity in the subject area and the existing zoning; or~~
  - f. ~~the subject property is suitable for development in general conformance with the zoning standards under the recommended rezoned classification.~~
4. At least one public hearing on a proposed area-wide zoning reclassification shall be held prior to final action by the City Council.
5. Area-wide reclassifications adopted by the City Council supersede any previous reclassifications and any conditions of approval associated with such previous reclassifications.

### 13.02.055 Moratoria and interim zoning.

- A. Moratoria and/or interim zoning controls adopted by ordinance of the City Council may be considered either as a result of an emergency situation or as a temporary protective measure to prevent vesting of rights under existing zoning and development regulations. ~~Who may request moratoria or interim zoning, and how.~~—Those empowered to submit a request for a moratorium or interim zoning shall be the same as in Section 13.02.045.C. Those empowered may petition the City Council or Planning Commission, in writing, to request moratoria or interim zoning, including the specific geographic location and describing what circumstances contribute to an emergency situation or the need for protective measures.
- B. ~~Process for moratoria and interim zoning. A moratorium and/or interim zoning controls may be considered either as a result of an emergency situation or as a temporary protective measure to prevent vesting of rights under existing zoning and development regulations.~~—Moratoria or interim zoning may be initiated by either the Planning Commission or the City Council by means of determination at a public meeting that such action may be warranted. Where an emergency exists, prior public notice may be limited to the information contained in the public meeting agenda. City Council-initiated moratoria or interim zoning shall be referred to the Planning Commission for findings of fact and a recommendation prior to action; provided, that where an emergency is found to exist by the City Council, it may act immediately and prior to the formulation of Planning Commission findings of fact and recommendation. At its next available meeting immediately following the City Council's referral or action, the Planning Commission shall consider the measure and, if it finds evidence that an emergency exists necessitating the immediate imposition of a moratorium or interim zoning, or that temporary measures are needed to protect the status quo, it shall recommend adoption to the City Council. The Planning Commission shall respond with its findings of fact and recommendation to the Council within 30 days of the date of the Commission meeting at which it is first

~~made aware of the Council's request. In emergency situations where the City Council has first enacted a moratorium or interim zoning, but where the Planning Commission's findings of fact and recommendation do not support the action, the City Council shall reconsider, but shall not be bound to reversing its action.~~

~~C. Public hearing and action. The Planning Commission will hold at least one public hearing prior to formulating its recommendation to the City Council. The public hearing may be, but it is not required to, be held at the same time and in conjunction with the amendment of the Comprehensive Plan. Where an emergency exists, public hearings regarding moratoria or interim zoning may be held after the Planning Commission forwards its findings of fact and recommendation to the City Council, and after action has been taken by the City Council.~~

~~In the case of moratoria or interim zoning, the~~ The City Council shall hold a public hearing within at least 60 days of adopting any moratorium or interim zoning, as provided by RCW 36.70A.390. The City Council shall adopt findings of fact justifying the adoption of any moratorium or interim zoning before, or immediately after, ~~it holds a~~ the public hearing.

~~D. Duration of Moratorium or Interim Zoning.~~ C. As part of its findings of fact and recommendation, the Planning Commission shall ~~recommend to the City Council address the appropriate~~ duration and scope for the moratorium or interim zoning controls and note if a study, either underway or proposed, is expected to develop a permanent solution and the time period by which that study would be concluded. Moratoria or interim zoning may be effective for a period of not longer than six months, but may be effective for up to one year if a work plan is developed for related studies requiring such longer period. Moratoria or interim zoning may be renewed for an unlimited number of six-month intervals following their imposition; provided, that prior to each renewal, a public hearing is held by the City Council and findings of fact are made which support the renewal.

### **13.02.057 Notice for public hearings.**

A. The Department shall give public/legal notice of the subject, time and place of the Planning Commission, or its advisory committee, public hearings in a newspaper of general circulation in the City of Tacoma prior to the hearing date. The Department shall provide notice of Commission public hearings on proposed amendments to the Comprehensive Plan and development regulations to adjacent jurisdictions, other local and state government agencies, Puyallup Tribal Nation, the applicable current neighborhood council board members pursuant to City Ordinance No. 25966, and other individuals or organizations identified by the Department as either affected or likely to be interested.

B. For Comprehensive Plan land use intensity designation changes, area-wide zoning reclassifications, and interim zoning of an area-wide nature, the Department shall ensure that a **special notice** of public hearing is mailed to all property taxpayers, as indicated in the records of the Pierce County Assessor, within, and within 400 feet of, the subject area.

~~BC. The Department shall require that for~~ For a proposed amendment to the Comprehensive Plan land use intensity designations change ~~or an~~ area-wide zoning classifications change ~~within a focused geographic area, the Department shall require that~~ a public information sign(s), provided by the Department, is posted ~~on in~~ the affected ~~site or sites~~ area at least 14 calendar days prior to the Planning Commission public hearing.

~~C.~~ E. The sign shall be erected at a location or locations as determined by the Department, and shall remain on site until final decision is made by the City Council on the proposed amendment, land use intensity change or area-wide zoning classification; ~~The~~ applicants shall check the sign(s) periodically in order to make sure that the sign(s) remains up and in a readable condition.

~~D.~~ F. The sign shall contain, at a minimum, the name of the applicant, a description and location of the proposed amendment, and where additional information may be obtained.

~~ED.~~ G. The City Clerk shall give public notice of the subject, time and place of public hearings for actions by the City Council in a newspaper of general circulation in the City of Tacoma prior to the hearing date.

### **13.02.060 Reports. Repealed by Ord. 24942.**





## EXHIBIT “D”

### 2013 ANNUAL AMENDMENT

#### Amendments to the Tacoma Municipal Code

These amendments show all of the changes to the *existing* text of the Tacoma Municipal Code. The sections included are only those portions of the Code that are associated with these amendments. New text is underlined and text that is deleted is shown in ~~strikethrough~~.

#### Chapter 13.04

##### PLATTING AND SUBDIVISIONS

###### Sections:

13.04.010	Title.	
13.04.020	Intent and authority.	
13.04.030	Policy.	
13.04.040	Definitions.	
13.04.050	Jurisdiction.	
13.04.055	Platting on shorelines.	
13.04.060	Exclusions.	
13.04.070	Alteration.	
13.04.075	Vacation.	
13.04.085	Boundary line adjustment.	
13.04.088	Binding site plan approval.	
13.04.090	Short <u>plat/short</u> subdivisions <del>and short plats</del> <u>procedures</u> .	
13.04.095	Appeals.	
13.04.100	Plat/ <u>subdivision</u> procedures.	
13.04.105	Replat or redivision of platted lots.	
13.04.110	General requirements and minimum standards <u>for subdivisions and short subdivisions</u> .	
13.04.120	Conformity to the Comprehensive Plan and <u>applicable ordinances, manuals, design specifications, plans, and guidelines and the Major Street Plan</u> .	
13.04.130	Relation to adjoining street system.	
13.04.140	Access.	
13.04.150	Conformity to topography.	
13.04.160	<u>Public or private streets or ways, or permanent access easement</u> <del>Street</del> widths.	
13.04.165	Streetlights.	
13.04.170	Roadways.	
13.04.180	<del>Street design</del> <u>Public or private streets or ways, or permanent access easement design</u> .	
13.04.190	Dead-end/ <u>cul-de-sac public or private</u> streets <u>or ways, or permanent access easements</u> .	
13.04.200	Alleys.	
13.04.210	Easements.	
13.04.220	Blocks.	
13.04.230	Lots.	
13.04.240	Plats within Planned Residential Development Districts (PRD Districts).	
13.04.250	Duplication of names.	
13.04.260	Public open space.	
13.04.270	Checking by the City Engineer – Charges.	
13.04.280	Development of illegally divided land – Innocent purchaser for value.	
13.04.290	Development of illegally divided land – Public interest determination.	
13.04.300	Model home.	
13.04.305	Temporary rental or sales offices, contractors’ offices, and signs.	
13.04.310	Subdivisions <u>and Critical Areas</u> .	
31.04.315	<i>Repealed.</i>	



#### **13.04.010 Title.**

These regulations shall hereafter be known, cited and referred to as the plat and subdivision regulations of the City of Tacoma.

#### **13.04.020 Intent and authority.**

These regulations are being adopted in accordance with the goals and authority of the Washington State Growth Management Act of 1990, as amended, and Chapter 58.17 of the Revised Code of Washington, concerning plats and subdivisions. It is intended that these regulations provide an efficient, effective, fair and timely method for the submission, review and approval of plats, short plats, boundary line adjustments and binding site plan approvals.

#### **13.04.030 Policy.**

A. It is hereby declared to be the policy of the City of Tacoma to consider the subdivision of land and the subsequent development of the subdivision as subject to the control of the City of Tacoma pursuant to the City's land use codes for the orderly, planned, efficient, and economical development of the community.

B. Land to be subdivided shall be of such character that it can be used safely for building purposes without danger to health or peril from fire, flood, or other menace, and land shall not be subdivided until adequate public facilities and improvements exist or proper provision has been made for drainage, water, sewerage, and capital improvements such as schools, parks, recreation facilities, and ~~motorized and non-motorized~~ active transportation facilities. While planning public facilities and improvements for proposed subdivisions of land, consideration shall be given to adopted City policies relating to sustainability, smart growth, urban forestry, complete streets, connectivity, and green infrastructure practices.

C. It is intended that these regulations shall supplement and facilitate the enforcement of the provisions, standards and policies contained in building and housing codes, zoning ordinances, the City of Tacoma's ~~Major Street Plan and~~ Comprehensive Plan, and applicable ordinances, manuals, design specifications, plans and guidelines, and elements thereof.

#### **13.04.040 Definitions.**

For the purpose of these regulations, certain words used herein are defined as follows:

A. "Alley" shall mean a public or private accessway which provides a means of vehicular access to abutting property.

B. "All weather surface" shall mean asphaltic concrete ~~pavement conforming or Portland cement concrete in accordance with City to the requirements of the "City of Tacoma Department of Public Works General Specifications for Street and Sewer Construction (Requirements for Private Permits—January 1963)," manuals, design specifications, plans, and guidelines in section 13.04.120, or as hereafter amended, with a standard thickness of three inches unless otherwise specified by the City Engineer, or portland cement concrete pavement conforming to the requirements of the "City of Tacoma Department of Public Works General Specifications for Street and Sewer Construction (Requirements for Private Permits—January 1963)," or as hereinafter amended, with a standard thickness of six inches~~ unless otherwise specified by the City Engineer.

C. "Alteration" shall mean a change to a finalized binding site plan, plat, short plat, or portion thereof, that results in a modification to its exterior boundaries or the location and/or size of rights-of-way, utility easements, open space, park or other similar community amenities created as part of the binding site plan, plat, or short plat. An alteration does not include boundary line adjustments, replats or an allowable increase in short plat lots.

D. "Binding site plan" shall mean a drawing to scale showing a plan for the development of a specific parcel of land, which drawing has been approved as applicable by the Building Official or designee and which, at a minimum:

1. ~~Identifies and S~~shows the areas and locations of all public and private streets and ~~public~~ ways, parcel and lot lines, utilities, public and private street improvements, and open spaces, and, other items specified by the zoning ordinances. In addition, shall show the also, shall either show site development, driveways, parking layout, landscaping, lighting, signs, building perimeters and elevations, or shall carry a condition of general site plan approval that no development or building permit will be granted therefore until additional development plans are submitted to and approved by the body approving the general binding site plan;

2. Contains inscriptions or attachments setting forth such appropriate limitations and conditions of the use of land as established by the City of Tacoma.

3.2. Is filed of record in the Pierce County Auditor's office and is legally enforceable.

E. "Building line" shall mean a line on a plat indicating the limit beyond which buildings or structures may not be erected.

F. "Collector arterial" shall mean a highway whose function is to collect and distribute traffic from major arterial streets to access streets, or directly to traffic destinations; to serve traffic within a neighborhood; and to serve neighborhood traffic generators such as a small group of stores, an elementary school, church, clubhouse, small hospital, and small apartment area.

G. "Comprehensive Plan" shall mean the City's official statement concerning future growth and development. It sets forth goals, policies, and strategies to protect the health, welfare, and quality of life of Tacoma's residents.~~official statement of the Tacoma City Council which sets forth its major policies concerning desirable future physical development.~~

H. "Curb line" shall mean the line defining the limits of a roadway.

I. "Dead-end street" or "cul-de-sac" shall mean a residential access street with only one outlet.

J. "Director" for purposes of this Chapter (13.04 of the Tacoma Municipal Code) shall mean the Director of Planning and Development Services unless otherwise specified.

K. "Freeway" shall mean a highway the function of which is to permit unimpeded traffic flow through urban areas and between their major elements or most important traffic generators such as the central business district, major shopping areas, major university, civic center, or a major sports stadium or pavilion.

L. "Official map" shall mean the map on which the planned locations, particularly of streets, are indicated with detail and exactness so as to furnish the basis for property acquisition or building restriction.

M. "Plat" shall mean the map, drawing or chart on which the subdivider's plan of subdivision is presented and which the subdivider submits for approval and intends to record in final form.

N. "Primary arterial" shall mean a highway the function of which is to expedite movement of through traffic to a major traffic generator such as the central business district, a major shopping area, a commercial service district, a small college or university or a military installation; or to expedite movement of through traffic from community to community, to collect and distribute traffic from freeways to minor arterial streets, or directly to traffic destinations.

O. "Residential access street" shall mean a highway the primary function of which is to provide access to residential property.

P. "Replat" or "Redivision" shall mean an action resulting in the division of a lot located within a previously recorded binding site plan, plat, or short plat.

Q. "Roadway" shall mean the portion or portions of a public or private street or way, or permanent access easement, improved with an all-weather surface, available for vehicular traffic or the portion or portions of a public or private street or way, or permanent access easement, improved with an all-weather surface, available for vehicular traffic between curbs where curbs are laid.

R. "Secondary arterial" shall mean a highway the function of which is to collect and distribute traffic from a major arterial highway to minor streets or directly to traffic destinations; to serve traffic from neighborhood to neighborhood within a community center, athletic field, neighborhood shopping area, major park, golf course, important grouping of churches, multiple residence area, concentration of offices or clinics, major private recreation facility, or large hospital.

S. "Short plat" shall mean the map or representation of a short subdivision.

T. "Short subdivision" shall mean the division of land into a maximum of ~~nine-four~~ five or fewer total lots, tracts, parcels, sites or subdivisions for the purpose, whether immediate or future, of transfer of ownership, lease or sale, or building development, including all changes in street or lot lines, and shall include all resubdivision of land. The division of contiguous parcels of land resulting in 10 or more total buildable lots, tracts, parcels, or sites, and which are served by a shared public and/or private street or way, and or/ permanent access easement shall be deemed a subdivision. If tracts are created that are intended for public dedication, environmental protection, or stormwater facilities and have been determined unbuildable or do not have the potential for future development, then they will not be included in the total number of lots, tracts parcels, sites or subdivision created under a subdivision application.~~of sale or lease.~~

U. "Street width" shall mean the shortest distance between the lines which delineate the right-of-way of a street.

V. "Subdivision" shall mean the division of ~~a lot, tract or parcel of~~ land into ~~five~~ 10 or more contiguous buildable lots, tracts, parcels, or sites which are served by public and/or private street or way, and /or permanent access easement or other divisions of land for the purpose, whether immediate or future, of transfer of ownership, lease or sale, or building development, including all changes in street or lot lines, and shall include all resubdivision of land. The division of contiguous parcels of land resulting in a five or more total lots, tracts, parcels, or sites, and which are served by a shared public and/or private street or way, and/or permanent access easement shall be deemed a subdivision. If tracts are created that are intended for public dedication, environmental protection, or stormwater facilities and have been determined unbuildable or do not have the potential for future development, then they will not be included in the total number of lots, tracts, parcels, sites or subdivision created under a subdivision application.

W. “Transit street” shall mean a street on which regularly scheduled bus service operates at frequencies of 15 minutes or less during peak travel periods. Transit streets are designated by the Director of Public Works in consultation with Pierce Transit and include streets designated in Section 11.05.492 of the Tacoma Municipal Code.

X. “Vacation” shall mean an action to extinguish the effect and force of a finalized binding site plan, plat, or short plat or portion thereof, such that the property reverts to its pre-subdivision parent parcel configuration.

#### **13.04.050 Jurisdiction.**

A. These subdivision regulations shall apply to all subdivisions of land, as defined herein, located within the corporate limits of the City of Tacoma.

B. No land shall be subdivided within the corporate limits of the municipality until:

1. Approval of the preliminary and final plat, binding site plan, or short plat, as applicable, is granted by the City of Tacoma; and

2. The approved plat is recorded with the Pierce County Auditor.

C. No building permit or certificate of occupancy shall be issued for any lot, tract, parcel, or site of land which was created by subdivision after the effective date of, and not in conformity with, the provisions of these subdivision regulations.

D. No new subdivision, parcel or lot shall be created that prevents compliance with the standards of this or any other applicable Code, Title or standard of the City of Tacoma.

#### **13.04.055 Platting on shorelines.**

In addition to the general provisions governing platting in the City of Tacoma as set forth in this chapter, platting shall also be governed by the provisions of Chapter 13.10 relating to Shoreline Management.

#### **13.04.060 Exclusions.**

The provisions of this chapter shall not apply to:

A. Cemeteries and other burial plots while used for that purpose;

B. Divisions of land into lots or tracts each of which is one-one-hundred-twenty-eighth of a section of land or larger, or five acres or larger, if the land cannot be described as a fraction of a section of land; provided, that, for purposes of computing the size of any lot under this subsection which borders on a street or road, the lot size shall be expanded to include that area which would be bounded by the centerline of the road or street and the site lot lines of the lot running perpendicular to such center line;

C. Divisions made by testamentary provisions or the laws of descent;

D. A division for the purpose of lease when no residential structure other than mobile homes or travel trailers is permitted to be placed upon the land and the City has approved a binding site plan for the use of land in accordance with the City’s zoning regulations. ~~The term “site plan” means a drawing to scale specified by the zoning ordinances which: (1) identifies and shows the area and locations of all streets, roads, improvements, utilities, open spaces and other matters specified by the zoning ordinances; and (2) contains inscriptions or attachments setting forth such appropriate limitations and conditions of the use of land as are established by the City.~~

#### **13.04.070 Alteration.**

The alteration of any binding site plan, plat, short plat, or portion thereof, is subject to the procedures set forth in RCW 58.17 and applicable sections of the Tacoma Municipal Code, including Chapter 13.05 Land Use Permit Procedures.

#### **13.04.075 Vacation.**

The vacation of any binding site plan, plat, short plat, or portion thereof, is subject to the procedures set forth in RCW 58.17 and applicable sections of the Tacoma Municipal Code, including Chapter 13.05 Land Use Permit Procedures.

#### **13.04.085 Boundary line adjustment.**

A. A boundary line adjustment shall be a minor alteration in the location of lot boundaries of an existing lot. Such alteration shall not increase the number of lots nor diminish in size open space or other protected environments.

B. Such alteration shall not diminish the size of any lot so as to result in a lot of less square footage than prescribed in the zoning regulations for the property in question.

C. Such alteration shall not result in the reduction of setbacks or site coverage to less than prescribed by the zoning regulations.

D. A boundary line adjustment shall not result in any parcel or lot that is inconsistent with or prevents compliance with the standards of this chapter or any other applicable Code, Title or standard of the City of Tacoma.

1. Review Process. The Director or designee has the authority to approve boundary line adjustments.

2. Applications. Applications for boundary line adjustments shall be submitted to Planning and Development Services ~~in a manner consistent with the procedure for applications for short plats~~ and shall include the following information:

a. The existing lot lines (shown in dashed lines) and the area, in square feet, of each of the existing lots;

b. The new lot lines (shown in solid lines) and the area, in square feet, of each of the new lots;

c. The location of all structures and access drives on the lots and the distance of each from both the existing and proposed lot lines, when such distance is less than 25 feet.

3. Recordation. All approved boundary line adjustments shall be recorded with the Pierce County Auditor's office.

#### **13.04.088 Binding site plan approval.**

A. Divisions of commercial or industrial zoned land for sale or lease may be permitted by approval of a binding site plan by the Director or designee; provided, that the property to be divided has had land use actions specifying use and building, parking and driveway layouts.

B. Applications for binding site plans shall be submitted in a manner consistent with applications for short plats.

C. When considering requests for binding site plan approval, the Director shall utilize the criteria for approving short ~~subdivisions-plats~~. In addition, the binding site plan shall be consistent with the land use action precedent to the request for binding site plan approval.

D. After approval of a general binding site plan, subsequent amendments shall be considered by the Director as a modification to the original approval.

E. The approved binding site plan and any modification approved subsequently shall be recorded with the Pierce County Auditor's office.

#### **13.04.090 Short ~~plat/short~~ subdivisions ~~procedures, and short plats.~~**

A. Administration. The Director or designee is vested with the duty of administering the provisions of this section and with the authority to summarily approve or disapprove proposed preliminary and final short plats. The Director or designee may prepare and require the use of such forms and develop policies deemed essential to the effective administration of this code.

B. Application. Applications for approval of preliminary short subdivisions shall be submitted to Planning and Development Services and shall be accompanied by a proposed short plat which includes pertinent survey data compiled as a result of a survey of the property made by or under the supervision of a registered land surveyor. In addition, an application will include a title report and free consent statement signed by all owners of land within the proposed short plat. All surveys shall be accomplished as required by the Survey Recording Act (RCW 58 and WAC 332), and shall be monumented in accordance with the Survey Recording Act and Public Works specifications. In addition to the survey data, the short plat application shall ~~indicate~~be considered complete when the following information is received by the Planning and Development Services Department:

1. A completed application form including the following information: name(s), mailing address(es), and phone number(s) of applicant(s) and property owner(s); legal description of property; County Assessor's parcel number; general location of property current use of property; proposed improvements; signature of applicant(s); and date signed.

2. A free-consent statement signed by all owners of the property.

3. A current (within 90 days) title report or plat certificate.

4. A filing fee as set forth in Chapter 2.09 of the Tacoma Municipal Code.

5. A transit access checklist, including a table showing the location and walking distance in feet to the nearest bus stop(s), the routes served by that stop, and the potential transit patronage calculated according to a formula and generation rates shown on the checklist, as required by the appropriate transit authority.

6. A City-approved preliminary short plat layout drawing containing the following information:

a. The name and address of the owner or owners of said tract;

b. ~~2-~~The legal description of the existing lot, tract or parcel, and the legal descriptions for all ~~said tract and legal descriptions of all~~ proposed lots, tracts, or parcels;

c. ~~3.~~ The short plat shall show the bearings and distances on the exterior boundary with ties to at least two known monuments on the City of Tacoma horizontal grid system. The plan shall be to scale, have a north arrow, and display the date of preparation ~~North point, scale and date;~~

d. The short plat shall show existing and proposed contours at intervals of five feet or less, sufficient to show drainage patterns;

e. The names of all adjacent subdivisions and owners of adjoining parcels;

f. All zoning districts as set forth in the Tacoma zoning ordinances;

~~g. 4.~~ The boundary lines of the tract to be subdivided and their dimensions;

~~5. The layout and dimensions of proposed lots;~~

~~h. 6.~~ The layout, names, and width of proposed public or private streets, alleys and easements;

~~7. Dedication of all streets, alleys, ways and easements for public use;~~

~~i. 8.~~ The location of all existing and platted streets, on-site private roadways, pedestrian ways, bike routes, rights-of-way, and section lines within and adjacent to the short subdivision. Show proposed pedestrian, bicycle, and vehicular connections within the short plat and connections to the existing routes outside of the proposed short subdivision ~~and utilities;~~

j. All public and private open space to be preserved or created within the short subdivision;

k. Dedication of all streets, alleys, ways, and easements for public use;

~~l. The locations of existing storm and sanitary sewers, water mains, electric conduits, or overhead ~~power~~~~

~~8power. 9.~~ The accurate location, material and size of all monuments. Monuments shall meet the specifications of the Survey Recording Act and Public Works Department;

~~9. 10.~~ Certification by a registered land surveyor to the effect that the short plat is a true and correct representation of the lands actually surveyed and that all the monuments shown thereon actually exist, or that, in lieu of their placement, a bond has been provided in conformance with Section 13.04.100.H of this chapter, and that the location, size and material of the monuments are correctly shown;

~~11. Certification of approval by the Director or designee.~~

C. Process. Upon Submittal of a complete preliminary short subdivision application, at least one copy of the preliminary short plat shall be transmitted for review and comment to departments and agencies as determined by the Planning and Development Services Department. Short subdivision applications that are adjacent to a transit street or within 1,000 feet of a bus stop shall be forwarded to Pierce Transit for review and comment.

The Planning and Development Services Department shall assemble the agency comments and prepare a written preliminary report to the Director. The report shall contain an analysis of the applicable criteria for the approval of preliminary short subdivisions, public notice comments for five- to nine-lot short subdivisions, agency comments received, and requested conditions of approval.

D. Notification. Public notice required by this chapter shall be given in accordance with the provisions of Chapter 13.06 for five- to nine-lot short subdivisions. In the event that a proposed short subdivision within the City of Tacoma has a border coterminous with Tacoma's city limits, a notice of filing shall be given to the appropriate county or city officials and in the event that the short subdivision within the City of Tacoma is adjacent to the right-of-way of a state highway, a notice of filing shall be given to the Washington State Department of Transportation.

Mailed notices required by these regulations shall provide a legal description of the property to be subdivided, a vicinity sketch, and a location description in non-legal vernacular.

~~E. C.~~ Approval. The Director or designee shall review the proposed preliminary short subdivision application ~~plat~~. The preliminary short plat shall not be approved unless it is found that:

1. Appropriate provisions are made for the public health, safety, and general welfare; and for open spaces; drainage ways; streets or roads; alleys; bike routes; other public ways; transit stops; potable water supplies; sanitary wastes; parks and recreation; playgrounds; schools and school grounds; and all other relevant facilities, including sidewalks and other planning features that assure safe walking conditions for students who walk to and from school.

2. The public use and interest will be served by the platting and dedication of such subdivision and dedication as set forth by the Comprehensive Plan and other adopted City ordinances, manuals, design specifications, plans, goals, policies, and guidelines.

Upon completion of the review, the Director shall consider the proposed short subdivision application and approve, disapprove, or return to the applicant for modification within 30 days from the date of filing thereof, unless the applicant consents to an extension of such time period. An appeal taken within 14 days of the Director's decision will be processed in accordance with provisions of Chapter 1.23 of the Tacoma Municipal Code. either approve or disapprove a proposed short plat within 30 days after filing of the short plat, unless the applicant consents to the extension of such time period; provided, that if an environmental impact statement is required as provided in RCW 43.21C.030, the 30-day period shall not include the time during which the environmental impact statement was prepared and circulated.

~~F.D.~~ After approval of a preliminary short plat application by the Director, the short plat shall be filed with the Pierce County Auditor, and only after such filing shall the short plat be deemed approved and accepted by the City of Tacoma. The approved short subdivision decision, however, shall be assurance to the subdivider that the short plat will be recorded, provided that:

a. The final short plat drawing submitted for recording substantially conforms to the approved preliminary short plat and the approved preliminary short subdivision decision and is submitted within the time limits set forth in Chapter 13.05 of the Tacoma Municipal Code.

~~b.E. Dedications and Improvements.~~ All requirements specified in the preliminary short subdivision decision are fully complied with and all required public dedications and improvements, including, but not limited to, rights-of-way, easements, streets, alleys, pedestrian ways, bike routes, sidewalks, storm-drainage facilities, sewer systems, and water and electrical distribution systems, shall be provided in accordance with the requirements of this chapter, and any other applicable codes and ordinances of the City of Tacoma.

G. Final Short Plat. The final short plat shall be submitted to the Planning and Development Services Department and shall be an accurate short plat for official record, surveyed and prepared by, or under the supervision of, a registered land surveyor who shall certify on the plat that it is a true and correct representation of the lands actually surveyed. The final short plat shall be prepared in accordance with the regulations set forth in subsequent sections of this chapter and the City's Comprehensive Plan and applicable ordinances, manuals, design specifications, plans and guidelines in Section 13.04.120. When the final short plat is submitted to the Planning and Development Services Department for processing, it shall be accompanied by two copies of a title report confirming that the title of lands, as described and shown on the short plat, is in the name of the owner(s) signing the certificate of the short plat. The final short plat will be reviewed by the City Engineer and representatives of the Water and Light Divisions of the Department of Public Utilities, and the Tacoma-Pierce County Health Department.

H. Contents of Final Short Plat. The final short plat shall be drawn to a scale of 100 feet or less, but, preferable, 100 feet to the inch, and shall show:

1. Name of short subdivision.

2. Name and address of the subdivider.

3. North point, scale bar, and date.

4. The boundary lines with accurate distances and bearings, and the exact location and width of all existing and recorded streets and ways and intersecting the boundary of the tract.

5. True bearings and distances to the established street lines or official monuments, which shall be accurately described on the short plat; municipal, township, county, or sections lines accurately tied to the lines of the short subdivisions by distances and bearings.

6. Streets, alleys and ways, together with their names, and any dedicated pedestrian ways, bike routes, and land for transit facilities within the short subdivision.

7. The length of the arcs, radii, internal angles, points of curvature, length, and bearing of the tangents.

8. All easements for rights-of-way provided for public services or utilities and any limitations of the easement.

9. All block indications, lot numbers, and lot lines with accurate dimensions in feet and hundredths and with bearings and angles to street and alley lines.

10. The accurate location, material, and size of all monuments. Monuments shall meet the specifications of the Survey Recording Act and Public Works Department.



11. The accurate outline of all property which is offered for dedication for public uses with the purpose indicated thereon, and all property that may be reserved by deed covenant for the common use of the property owners in the short subdivision.

12. Zoning districts as set forth in the Tacoma zoning ordinances.

13. Private restrictions and their boundaries, as applicable.

14. Certification by a registered land surveyor to the effect that the final short plat is a true and correct representation of the lands actually surveyed and that all monuments shown thereon actually exist, or, in lieu of their placement, that a bond has been provided in conformance with Section 13.04.090.I. of this chapter, and that their location, size, and material are correctly shown.

15. Certification of approval by the City Engineer of all locations, grades, and dimensions of the short plat and the construction specifications.

16. Dedication of all streets, alleys, ways, easements, parks, and lands for public use as shown on the short plat and as required by the City of Tacoma.

17. All private easements (new or existing).

18. All critical areas requiring delineation in accordance with Chapter 13.11.

19. All building setback lines.

20. Common facilities and open spaces shall be located on separate, individual tracts, unless otherwise approved by the Director and shall be dedicated, reserved or otherwise held in common by a homeowners' association or by a proportional ownership interest shared among all of the property owners within the short subdivision, or alternatively, and only if acceptable to the receiving public agency, dedicated to the public.

I. Monuments to be Placed Prior to Submission of Final Short Plat. Prior to the time the final short plat is submitted to the Director, monuments shall be placed at angle points along the perimeter of the short subdivision at intervals designated by the City Engineer; and monuments shall also be placed at all intersections of centerlines of streets and at all locations where the centerlines of streets cross section lines or quarter section lines. Delayed monumentation of the interior of the short subdivision may be desirable pending completion of street and utility improvements. In that case, satisfactory completion of monumentation shall be secured in the form of a cash deposit or by inclusion in the performance bond. This provision shall not be construed to apply to boundary monumentation and survey.

J. All final short plats hereafter shall contain the following dedicatory language:

KNOW ALL PEOPLE BY THESE PRESENTS: We (name of owners), the owners of the land herein described, embraced in and covered by said short plat, do hereby donate and dedicate to the public forever the streets, alleys, and public places shown hereon, together with a perpetual easement on and over the private property abutting upon said streets, alleys, and public places to construct and maintain all slopes, cuts, and fill occasioned by the original grading by the City of Tacoma and necessary to accomplish and maintain such original grade of said streets, alleys, and public places. Said owners, for themselves and their respective successors and assigns, waive all claims for damages to the property included in this short plat by reason of any cuts or fills made in streets, alleys, or public places shown hereon in the original grading thereof by the City of Tacoma, and further certify and swear that said land is free from all taxes and assessments which have heretofore been levied and become chargeable against said property, and further certify and swear that there are no encumbrances existing upon any of the land upon which streets, alleys, and public places have been herein donated and dedicated to the public, except for the encumbrances that are the property of the following named person(s):

(Name of person(s))

If any of these persons named as having encumbrances are lienholders, then the dedication language must also include the following:

KNOW ALL PEOPLE BY THESE PRESENTS: We (name of lienholders), who have liens upon the land herein described, embraced in, and covered by said short plat, do hereby, as to any of said property hereafter acquired, donate and dedicate to the public forever the streets, alleys, and public places shown hereon, together with a perpetual easement on and over said private property abutting upon said streets, alleys, and public places, to construct and maintain all slopes, cuts, and fills occasioned by the original grading by the City of Tacoma and necessary to accomplish and maintain such original grade of said streets and alleys. Said lienholders, for themselves and their respective successors and assigns, as to any of the property hereafter acquired, waive all claims for damages to the said property included in this short plat by reason of any cuts or fills made in streets, alleys, or public places shown hereon in the original grading thereof by the City of Tacoma.

K. Conditions of Approval of the Final Short Plat. Before approval of the final short plat, the Director will require:

1. That all street grading and grading along street lines, including sidewalk areas and bus stop areas, be approved by the City Engineer to ensure proper transition from street grade to adjacent property.
2. Surfacing of all roadways, bike routes, and pedestrian ways with an all-weather surface approved by the City Engineer; this shall include the construction of curbs and gutters of Portland cement concrete in accordance with the specifications of the City of Tacoma.
3. Installation of necessary facilities for the proper handling of storm drainage as approved by the City Engineer.
4. Installation of necessary facilities for the disposal of sanitary wastes as approved by the City Engineer.
5. Installation of necessary water supply systems, including fire hydrants, as approved by the Department of Public Utilities.
6. Installation of the necessary electrical power facilities as approved by the Department of Public Utilities.
  - a. As a condition of the final short plat, the Director shall require the petitioner or developer to install underground all public utility services such as electric, telephone, and CATV facilities, whether in streets, alleys, on public easements, or on private properties.
  - b. The Director may, however, if the facts and circumstances in respect to some particular development in a proposed short plat so warrant, authorize a waiver or modification from the general requirement hereinabove set forth, but, in such cases, shall give the reasons and conditions therefore.
7. The Director may also require the petitioner or developer, as a condition of approval of the final short subdivision, to install or construct certain improvements on existing rights-of-way abutting the short subdivision which are deemed necessary to control and expedite the movement of bicycles, automobiles, buses, and other vehicular and/or pedestrian traffic which would be generated by the development of the short subdivision.
8. In lieu of the construction of the required public and private improvements before approval of the final short plat by the Director, the property owner shall post a performance bond, or cash deposit in lieu thereof, with the Planning and Development Services Department in an amount not less than the City Engineer's estimate of the cost of the required improvements, and provide security satisfactory to the Planning and Development Services Department, guaranteeing that the required improvements shall be completed in accordance with the requirements of the City of Tacoma and within the specified period of time. The cash deposit, bond, or other security, as hereinabove required, may also secure the successful operation of required improvements for a two-year period after final approval.

All required improvements shall be completed by the property owner or his/her designee within one year from the date of the approval of the final short plat by the Director unless waived by the department, or departments, requiring such improvements. If said required improvements are not completed in the specified time, or the required improvements do not operate successfully for two years after completion, the City may use the applicable bonds or other security, or any portion thereof, to complete the same, correct any deficiencies in, or make any repairs to, constructed improvements which fail to successfully operate for two years after completion and final approval. After approval of the final short plat by the Director and recording by the County Auditor of Pierce County, the property owner may petition for, and have established by the City Council, a local improvement district in accordance with the state statutes and ordinances of the City of Tacoma to cover the cost of all required improvements not previously constructed. The Planning and Development Services Department and/or the Public Utilities Department may authorize cancellation of the previously posted performance bond or security, or a portion thereof, for installation of the required improvements after final establishment of a local improvement district by the City Council and the execution of a contract therefore.

9. A house numbering system.

10. Sidewalks shall be required along all lot frontages within a short subdivision as a condition of the building permit for the development of each lot within a short subdivision. The required sidewalk(s) along lot frontage(s) shall be constructed prior to the final inspection for any structure constructed upon such lot as provided for in Ordinance No. 19486 of the City of Tacoma or, in lieu of actual construction of required sidewalks, a performance bond or cash deposit shall be posted with the Planning and Development Services Department ensuring that sidewalks will be constructed within a period of one year.

If required as a condition of the preliminary short subdivision, sidewalks abutting private, common, or public open spaces within a short subdivision shall be constructed in conjunction with the construction of the streets within the subdivision and, in lieu of actual construction, surety guaranteeing their installation shall be provided in accordance with the provisions contained in paragraph 8 of this subsection.

L. Approval of Final Short Plat. Approval of the short plat drawing shall be indicated by the signatures of the City Engineer, the Director of the Planning and Development Services Department, the City Treasurer, the City Attorney, the Mayor, and the City Clerk on the original reproducible final short plat.

The approval of the final short plat by the Director shall be deemed to constitute acceptance by the public of the dedication of any street or other proposed public way or space, but only after such short plat has been recorded by the Pierce County Auditor.

Approval of the final short plat by the Director shall be null and void if the short plat is not recorded within 90 days after the date of approval, unless, during said 90-day period, written application to the Director for an extension of time is made and granted.

M.F. Issuance of Building Permits. The issuance of a building permit or other development permit for the development of a short subdivision may be delayed or issued contingent upon the subdivider's providing for adequate access, storm drainage facilities, sewer systems and water supply systems, and electrical power supply systems. If required improvements are not properly installed prior to the issuance of a building permit or other development permit, surety may be required in accordance with Section 13.04.100.J.8 of this chapter.

N. The development of any improvements associated with a short plat will not be permitted until after a short subdivision approval decision is final, the applicant has submitted the final short plat and the necessary construction and site development documents in compliance with the short subdivision decision. It is anticipated that partial permits to allow grading, clearing, etc., may be issued prior to the issuance of the final short plat for streets and utilities. Development pursuant to Sections 13.04.300 (Model homes) and 13.04.305 (Temporary rental or sales offices, contractors' offices and signs) are exempt from this provision.

O.G. Resubdivision. Land within a short subdivision shall not be further divided in any manner for a period of five years from the date of filing of the short plat of said short subdivision with the Pierce County Auditor without the ~~filing of a final plat~~ approval of a preliminary and final plat, except that when the short plat contains fewer than four parcels, the owner who filed the short plat may submit a revision within the five-year period to create up to a total of four lots within the original short plat boundary.

### **13.04.095 Appeals.**

The Director's decision on a boundary line adjustment, binding site plan approval, or short ~~plat subdivision~~ shall be final unless a request for reconsideration or appeal is filed in accordance with the provisions of Chapter 13.05 of the Tacoma Municipal Code. the applicant who filed the permit files an appeal with Planning and Development Services within 14 days of the permit decision date. If an appeal is filed, it shall be accompanied by a letter setting forth the alleged errors contained in the decision. The Hearing Examiner shall consider the appeal and shall issue a final decision concerning the request.

### **13.04.100 Plat/subdivision procedures.**

A. Application. Applications for preliminary plat approval shall be submitted to Planning and Development Services on forms provided by the City. The application shall be considered complete when the following information is received by Planning and Development Services:

1. A completed application form including the following information: name(s), mailing address(es), and phone number(s) of applicant(s) and owner(s); legal description of property; assessor's parcel number; general location of property; current use of property; proposed improvement; signature of applicant(s); and date signed.
2. An environmental checklist or draft environmental impact statement.
3. A free-consent statement signed by all owners of the property.
4. A current (within 90 days) title report or plat certificate.
5. A filing fee as set forth in Chapter 2.09.
6. A City-approved plat layout drawing ~~mylar~~ containing the following information:
  - a. The ~~plat shall show the~~ bearings and distances on the exterior boundary with ties to at least two known monuments on the City of Tacoma horizontal grid system. The plan shall be to scale, have a north arrow, and display the date of preparation.
  - b. The legal description of the existing lot, tract, or parcel and the legal description of all proposed lots, tracts or parcels.
  - ~~c.b.~~ The plat shall show existing and proposed contours at intervals of five feet or less, sufficient to show drainage patterns.
  - ~~d.e.~~ The names of all adjacent subdivisions and owners of adjoining parcels ~~shall be shown~~.

~~e.d.~~ All the zoning districts as set forth in the Tacoma zoning ordinances ~~shall be shown on the mylar.~~

~~f.e.~~ The location of all existing and platted streets, pedestrian ways, bike routes, recorded easements, rights-of-way, and section lines within and adjacent to the ~~plat subdivision shall be shown on the mylar.~~

~~g.f.~~ All public and private open space to be preserved within the ~~plat shall be shown on the mylar subdivision.~~

~~h.g.~~ A table showing the plat area, number of lots and minimum and average lot size shall be shown. The lot layout, numbers and lot dimensions shall also be shown on the ~~mylar~~ final layout drawing.

~~i.h.~~ The layout, dimensions, and area of all existing and proposed parcels and tracts.

~~j.~~ The lot layout, lot numbers, and lot dimensions, and average lot width.

~~k.~~ The locations of existing storm and sanitary sewers, water mains and electric conduits or overhead power lines to be used to serve the property shall be shown at points of proposed connection.

~~l.i.~~ All existing buildings and required setbacks for each lot shall be shown.

~~m.j.~~ The mylar shall be stamped by a Professional Land Surveyor or Professional Civil Engineer licensed in the State of Washington.

7. A transit access checklist, including a table showing the location and walking distance in feet to the nearest bus stop(s), the routes served by that stop, and the potential transit patronage calculated according to a formula and generation rates shown on the checklist, unless this information has already been provided in the checklist submitted pursuant to the State Environmental Policy Act (SEPA).

B. Process. Upon submittal of a complete preliminary plat application, Planning and Development Services shall transmit at least one copy of the plat for review and comment to departments and agencies as determined by Planning and Development Services. Preliminary plat applications for plats that are adjacent to a transit street or within 1,000 feet of a bus stop shall be forwarded to Pierce Transit for review and comment.

Planning and Development Services shall assemble the agency comments and prepare a written preliminary report to the Hearing Examiner. The report shall be transmitted to the Examiner and applicants a minimum of seven days prior to the date of the public hearing on the application. The report shall contain an analysis of the applicable criteria for the approval of preliminary plats, agency comments, an environmental determination and requested conditions of approval.

C. Notification. Notices for any public hearing required by this chapter shall be given in accordance with provisions of Chapter 13.05. In the event that a preliminary plat of proposed subdivision with the City of Tacoma joins the municipal boundaries thereof, a notice of filing shall be given to the appropriate county or city officials and, in the event that a preliminary plat of a proposed subdivision within the City of Tacoma is adjacent to the right-of-way of a state highway, a notice of filing shall be given to the Washington State Department of Transportation.

Mailed notices required by these regulations shall give the time, date, and place of the hearing; a legal description of the property to be platted; a vicinity sketch; and a location description in non-legal language.

~~D. Director Consideration of Minor Preliminary Plats. The Director may administratively approve minor (nine or fewer lots) preliminary plats, subject to the provisions of Chapter 13.05.~~

~~1. Notice of the request for administrative preliminary plat approval shall be mailed to all owners of property within 400 feet of the site within 10 days of the filing of a complete application with Planning and Development Services. In addition, the applicant shall post notice of the preliminary plat application in at least five conspicuous places on the property within 10 days of the filing of a complete application with Planning and Development Services.~~

~~2. Any person shall have a period of 20 days from the date of the notice to comment upon the proposed preliminary plat. All comments shall be sent to Planning and Development Services. All comments received by Planning and Development Services shall be provided to the applicant. The applicant shall have seven days to respond to the comments.~~

~~3. A public hearing on the proposed subdivision shall be held if any person files a request with Planning and Development Services within 21 days of the publishing of notice as described in paragraph 1 above. If such public hearing is required, notification shall be given in a manner consistent with public hearings for preliminary plats considered by the Hearing Examiner.~~

~~4. Planning and Development Services is authorized to require that a public hearing be held on a minor preliminary plat. A decision to require a public hearing on a minor preliminary plat shall be made within 21 days of the filing of said request.~~

~~D.E.~~ Hearing Examiner or Director Review of Preliminary Plat. The Hearing Examiner or Director shall review the proposed preliminary plat. The preliminary plat shall not be approved unless it is found that:

1. Appropriate provisions are made for the public health, safety, and general welfare, and for open spaces; drainage ways; streets or roads; alleys; other public ways; bicycle circulation; transit stops; potable water supplies; sanitary wastes; parks and recreation; playgrounds; schools and school grounds; and all other relevant facilities, including sidewalks and other planning features which assure safe walking conditions for students who walk to and from school and for transit patrons who walk to bus stops or commuter rail stations.

2. The public use and interest will be served by the platting of such subdivision and dedication as set forth by the Comprehensive Plan and other Adopted City Ordinances, manuals, design specifications, plans, goals, policies, and guidelines.

The Hearing Examiner or Director shall consider the proposed preliminary plat and shall issue a decision. ~~The decision of the Director shall, at the conclusion of the appeal period, be forwarded to the Hearing Examiner for concurrence with the decision.~~ An appeal taken within 14 days of the Director's decision will be processed in accordance with provisions of Chapter 1.23 of the Tacoma Municipal Code.

Approval of the preliminary plat is a tentative approval and does not constitute final acceptance of the plat. Approval of the preliminary plat, however, shall be assurance to the subdivider that the final plat will be approved; provided, that:

a. The final plat substantially conforms to the approved preliminary plat.

b. All requirements specified for the final plat are fully complied with.

A decision on the preliminary plat shall be made by the Hearing Examiner or Director within 90 days from the date of filing with the City Clerk, unless the applicant consents to the extension of such time period; provided, that if an environmental impact statement is required as provided in RCW 43.21C.030, the 90-day period shall not include the time spent preparing and circulating the environmental impact statement.

A final plat meeting all requirements of this section shall be submitted to the Director within the following timelines: If the preliminary plat was approved on or before December 7, 2007, the final plat must be submitted within nine years of the preliminary plat approval. If the preliminary plat was approved after December 7, 2007 but on or before December 31, 2014, the final plat must be submitted within seven years of the preliminary plat approval. A preliminary plat approved after January 1, 2015 must be submitted for final plat within five years of the preliminary plat approval. A final plat meeting all requirements of this section shall be submitted to the Director within five years of the effective date of the preliminary plat approval. In accordance with RCW 58.17, this deadline has been extended from five to seven years, until December 31, 2014.

~~E.F.~~ Final Plat Approval. The final plat for the subdivision shall be submitted to Planning and Development Services and shall be an accurate plat for official record, surveyed and prepared by, or under the supervision of, a registered land surveyor who shall certify on the plat that it is a true and correct representation of the lands actually surveyed. The final plat shall be prepared in accordance with the regulations set forth in subsequent sections of this chapter and the "City of Tacoma Department of Public Works General Specifications for Street and Sewer Construction (Requirements for Private Permits – January 1963);" City's Comprehensive Plan and applicable ordinances, manuals, design specifications, plans, and guidelines, in section 13.04.120, or as hereafter amended. When the final plat is submitted to Planning and Development Services for processing, it shall be accompanied by two copies of a title report confirming that the title of lands, as described and shown on ~~a~~ the plat, is in the name of the owner(s) signing the certificate of the plat. The final plat will be reviewed by the City Engineer and by representatives of the Water and Light Divisions of the Department of Public Utilities, and the Tacoma-Pierce County Health Department.

Planning and Development Services shall prepare a report summarizing the findings and recommendations of the reviewing departments and agencies and shall file said report and request with the Director. The Director or designee shall review the final plat. The Director's review shall be limited to ensuring that the final plat conforms to all requirements of this chapter and that all required improvements have been constructed or bonded. The Director shall issue a report approving or denying the final plat and shall transmit a copy of the report to the applicant and parties of record. The Director's decision shall be forwarded, by resolution, to the City Council for approval, unless the decision is appealed to the Hearing Examiner within 14 days of the date of the Director's decision.

An applicant may develop a plat in two or more phases. If phasing is to be used in the development, it is recommended that an applicant identify the proposed phasing plan at the time of preliminary plat approval so that appropriate conditions for each phase can be developed. When an applicant requests final plat approval for a specific phase of a plat subsequent to approval of the preliminary plat, the Director shall determine, after consultations with affected departments and agencies, the conditions of approval necessary to support that phase of the development. Each phase of a plat must receive final plat approval within the time period identified in Section 13.04.100.E.

~~F.G.~~ Contents of Final Plat. The final plat shall be drawn to a scale of 100 feet or less, but, preferably, 100 feet to the inch, and shall show:

1. Name of subdivision.
2. Name and address of the subdivider.
3. North point, scale, and date.
4. The boundary lines with accurate distances and bearings, and the exact location and width of all existing or recorded streets and ways intersecting the boundary of the tract.
5. True bearings and distances to the established street lines or official monuments, which shall be accurately described on the plat; municipal, township, county, or section lines accurately tied to the lines of the subdivision by distances and bearings.
6. Streets, alleys, and ways, together with their names, and any dedicated pedestrian ways, bike routes, and land for transit facilities within the subdivision.
7. The length of the arcs, radii, internal angles, points of curvature, length, and bearing of the tangents.
8. All easements for rights-of-way provided for public services or utilities and any limitations of the easement.
9. All block indications, lot numbers, and lot lines with accurate dimensions in feet and hundredths and with bearings and angles to street and alley lines.
10. The accurate location, material, and size of all monuments. Monuments shall meet the specifications of the Survey Recording Act and Public Works Department.
11. The accurate outline of all property which is offered for dedication for public use with the purpose indicated thereon, and all property that may be reserved by deed covenant for the common use of the property owners in the subdivision.
12. Zoning districts as set forth in the Tacoma zoning ordinances.
13. Private restrictions: and their boundaries, as applicable.
  - ~~a. Boundaries of each type of use restriction;~~
  - ~~b. Other private restrictions for each definitely restricted section of the subdivision.~~
14. Certification by a registered land surveyor to the effect that the plat is a true and correct representation of the lands actually surveyed and that all monuments shown thereon actually exist, or, in lieu of their placement, that a bond has been provided in conformance with Section 13.04.~~100.G.360~~ of this chapter, and that their location, size, and material are correctly shown.
15. Certification of approval by the City Engineer of all locations, grades, and dimensions of the plat and the construction specifications.
16. Dedication of all streets, alleys, ways, easements, parks, and lands for public use as shown on the plat and as required by the City of Tacoma.
17. All private easements (new or existing).
18. All critical areas requiring delineation in accordance with Chapter 13.11.
19. All building setback lines.
20. Common facilities and open spaces shall be located in separate, individual tracts unless otherwise approved by the Hearing Examiner, and shall be dedicated, reserved or otherwise held in common by a homeowners' association or by a proportional ownership interest shared among all of the property owners within the subdivision, or alternatively, and only if acceptable to the receiving public agency, dedicated to the public.

~~G.H.~~ Monuments to be Placed Prior to Submission of Final Plat. Prior to the time the final plat shall be submitted to the Director, monuments shall be placed at angle points along the perimeter of the subdivision at intervals designated by the City Engineer; and monuments shall also be placed at all intersections of centerlines of streets and at all locations where the centerlines of streets cross section lines or quarter section lines. Delayed monumentation of the interior of the plat may be desirable pending completion of street and utility improvements. In that case, satisfactory completion of monumentation shall be secured in the form of a cash deposit or by inclusion in the performance bond. This provision shall not be construed to apply to boundary monumentation and survey.



H.I. All final plats hereafter shall contain the following dedicatory language:

KNOW ALL PEOPLE BY THESE PRESENTS: We (name of owners), the owners of the land herein described, embraced in and covered by said plat, do hereby donate and dedicate to the public forever the streets, alleys, and public places shown hereon, together with a perpetual easement on and over the private property abutting upon said streets, alleys, and public places to construct and maintain all slopes, cuts, and fill occasioned by the original grading by the City of Tacoma and necessary to accomplish and maintain such original grade of said streets, alleys, and public places. Said owners, for themselves and their respective successors and assigns, waive all claims for damages to the property included in this plat by reason of any cuts or fills made in streets, alleys, or public places shown hereon in the original grading thereof by the City of Tacoma, and further certify and swear that said land is free from all taxes and assessments which have heretofore been levied and become chargeable against said property, and further certify and swear that there are no encumbrances existing upon any of the land upon which streets, alleys, and public places have been herein donated and dedicated to the public, except for the encumbrances that are the property of the following named person(s):

(Name of person(s))

If any of these persons named as having encumbrances are lienholders, then the dedication language must also include the following:

KNOW ALL PEOPLE BY THESE PRESENTS: We (name of lienholders), who have liens upon the land herein described, embraced in, and covered by said plat, do hereby, as to any of said property hereafter acquired, donate and dedicate to the public forever the streets, alleys, and public places shown hereon, together with a perpetual easement on and over said private property abutting upon said streets, alleys, and public places, to construct and maintain all slopes, cuts, and fills occasioned by the original grading by the City of Tacoma and necessary to accomplish and maintain such original grade of said streets and alleys. Said lienholders, for themselves and their respective successors and assigns, as to any of the property hereafter acquired, waive all claims for damages to the said property included in this plat by reason of any cuts or fills made in streets, alleys, or public places shown hereon in the original grading thereof by the City of Tacoma.

I.J. Conditions of Approval of the Final Plat. Before approval of the final plat of a subdivision, the Director will require:

1. That all street grading and grading along street lines, including sidewalk areas and bus stop areas, be approved by the City Engineer to ensure proper transition from street grade to adjacent property.
2. Surfacing of all roadways, bike routes, and pedestrian ways with an all-weather surface approved by the City Engineer; this shall include the construction of curbs and gutters of Portland cement concrete in accordance with the specifications of the City of Tacoma.
3. Installation of necessary facilities for the proper handling of storm drainage as approved by the City Engineer.
4. Installation of necessary facilities for the disposal of sanitary wastes as approved by the City Engineer.
5. Installation of necessary water supply systems, including fire hydrants, as approved by the Department of Public Utilities.
6. Installation of the necessary electrical power facilities as approved by the Department of Public Utilities.
  - a. As a condition of the final plat, the Director shall require the petitioner or developer to install underground all public utility services such as electric, telephone, and CATV facilities, whether in streets, alleys, on public easements, or on private properties.
  - b. The Director may, however, if the facts and circumstances in respect to some particular development in a proposed plat so warrant, authorize a waiver or modification from the general requirement hereinabove set forth, but, in such cases, shall give the reasons and conditions ~~therefor~~therefore.
7. The Director may also require the petitioner or developer, as a condition of approval of the final plat, to install or construct certain improvements on existing rights-of-way abutting the plat which are deemed necessary to control and expedite the movement of bicycles, automobiles, buses, and other vehicular and/or pedestrian traffic which would be generated by the development of the subdivision.
8. In lieu of the construction of the required public and private improvements before approval of the final plat of a subdivision by the Director, the subdivider/property owner shall post a performance bond, or cash deposit in lieu thereof, with Planning and Development Services in an amount not less than the City Engineer's estimate of the cost of the required improvements, and provide security satisfactory to Planning and Development Services, guaranteeing that the required improvements shall be completed in accordance with the requirements of the City of Tacoma and within the specified period of time. The cash

deposit, bond, or other security, as hereinabove required, may also secure the successful operation of required improvements for a two-year period after final approval.

All required improvements shall be completed by the subdivider/property owner or his/her designee within one year from the date of the approval of the final plat by the Director unless waived by the department, or departments, requiring such improvements. If said required improvements are not completed in the specified time, or the required improvements do not operate successfully for two years after completion, the City may use the applicable bonds or other security, or any portion thereof, to complete the same, correct any deficiencies in, or make any repairs to, constructed improvements which fail to successfully operate for two years after completion and final approval. After approval of the final plat by the Director and recording by the County Auditor of Pierce County, the subdivider may petition for, and have established by the City Council, a local improvement district in accordance with the state statutes and ordinances of the City of Tacoma to cover the cost of all required improvements not previously constructed. Planning and Development Services and/or the Public Utilities Department may authorize cancellation of the previously posted performance bond or security, or a portion thereof, for installation of the required improvements after final establishment of a local improvement district by the City Council and the execution of a contract therefore.

9. A house numbering system.

10. Sidewalks shall be required along all lot frontages within a subdivision as a condition of the building permit for the development of each lot within a subdivision. The required sidewalk(s) along a lot frontage(s) shall be constructed prior to the final inspection for any structure constructed upon such lot as provided for in Ordinance No. 19486 of the City of Tacoma or, in lieu of actual construction of required sidewalks, a performance bond or cash deposit shall be posted with Planning and Development Services ensuring that said sidewalks shall be constructed within a period of one year.

If required as a condition of the preliminary plat, sidewalks abutting private, common, or public open spaces within a subdivision shall be constructed in conjunction with the construction of the streets within the subdivision and, in lieu of actual construction, surety guaranteeing their installation shall be provided in accordance with the provisions contained in paragraph 8 of this subsection.

~~J.K.~~ Approval of Final Plat. Approval of the final plat shall be indicated by the signatures of the City Engineer, the Director, the City Treasurer, the City Attorney, the Mayor, and the City Clerk on the original reproducible final plat.

The approval of the final plat by the Director shall be deemed to constitute acceptance by the public of the dedication of any street or other proposed public way or space, but only after such final plat has been recorded by the Pierce County Auditor.

Approval of the final plat by the Director shall be null and void if the plat is not recorded within 90 days after the date of approval, unless, during said 90-day period, written application to the Director for an extension of time is made and granted.

~~K. The development of any improvements associated with a plat will not be permitted until after the approval of a subdivision decision is final, the applicant has submitted the final plat for recording and the necessary construction and site development documents in compliance with the subdivision decision. It is anticipated that partial permits to allow grading, clearing, etc., may be issued prior to the issuance of the final plat for streets and utilities. Development pursuant to Sections 13.04.300 (Model homes) and 13.04.305 (Temporary rental or sales offices, contractors' offices and signs) are exempt from this provision.~~

~~L. Plat Construction Permit. The development of any improvements associated with a plat will not be permitted until a Plat Construction Permit is issued by Planning and Development Services. The Plat Construction Permit shall not require a fee. The purpose for requiring a Plat Construction Permit is to ensure that no construction activities associated with the development of a plat are started without approval by the City of Tacoma. It is anticipated that partial permits to allow grading, clearing, etc., may be issued prior to the issuance of final permits for streets and utilities. A Plat Construction Permit shall not be issued until the City has reviewed and approved all necessary construction plans (including streets, utilities, grading, and erosion control). A preconstruction meeting may be required by Planning and Development Services prior to the issuance of a Plat Construction Permit.~~

~~M. Plat Certificate of Completion Permit. Planning and Development Services shall not issue permits for buildings within platted property prior to the issuance of a Temporary or Final Plat Certificate of Completion Permit. The Plat Certificate of Completion Permit shall be signed by all departments and agencies deemed necessary by Planning and Development Services. Issuance of the Final Plat Certificate of Completion shall indicate that the plat, or an identified portion thereof, has been inspected for completion of all necessary conditions of approval.~~

### **13.04.105 Replat or redivision of platted lots.**

The division of a lot located within a recorded binding site plan, plat or short plat shall be processed as a new application in accordance with this Chapter and other applicable sections of the Tacoma Municipal Code. Minor adjustments to existing lot

lines within a recorded subdivision/short subdivision may be allowed in accordance with the procedures set forth in TMC 13.04.085 for boundary line adjustments, provided no new lots are created.

#### **13.04.110 General requirements and minimum standards for subdivisions and short subdivisions.**

The general requirements and minimum standards of design and development set forth in Sections 13.04.120 to 13.04.230, inclusive, of these regulations, and the ~~“City of Tacoma Department of Public Works General Specifications for Street and Sewer Construction (Requirements for Private Permits—January 1963),”~~ City’s Comprehensive Plan and applicable ordinances, manuals, design specifications, plans and guidelines in Section 13.04.120, or as hereafter amended, are hereby adopted as the minimum requirements and standards to which a subdivision plat, including short subdivision, must conform for approval. However, the minimum standards found in Sections 13.04.120 to 13.04.230 may be waived as part of a subdivision/short subdivision decision upon a finding by the Hearing Examiner or Director that unique circumstances exist that make the strict application of the standards unreasonable.

#### **13.04.120 Conformity to the Comprehensive Plan and the Major Street Plan, and applicable ordinances, manuals, design specifications, plans and guidelines.**

The subdivision/short subdivision shall conform to and be in harmony with the Comprehensive Plan, Public Works Design Manual, Stormwater Management Manual, Mobility Master Plan Pedestrian and Bicycle Design Guidelines, Mixed-Use Centers Complete Streets Design Guidelines, Americans with Disabilities Act Self-Evaluation and Transition Plan, and other adopted guidelines, manuals, and design specifications as currently enacted or as may be hereafter amended, ~~and the Major Street Plan.~~

#### **13.04.130 Relation to adjoining street system.**

A subdivision/short subdivision shall provide for the continuation of the multi-modal street and transportation system existing for pedestrian, bicycles, and vehicles in the adjoining subdivisions/short subdivisions, or of their proper projection when adjoining property is not subdivided/short subdivided, and shall be of a width not less than the minimum requirements for streets set forth in these regulations. Where, in the opinion of the Hearing Examiner or Director, topographic or other conditions make such continuation or conformity impractical, an exception can be made. In cases where the City Council itself adopts a plan or plat of a neighborhood or area of which the subdivision/short subdivision is a part, the subdivision/short subdivision shall conform to such adopted neighborhood or sub/area plan.

Where the plat subdivision/short subdivision submitted covers only a part of the subdivider’s tract, a sketch of the prospective future street system of the unsubmitted part shall be furnished, and the street system of the part submitted shall be considered in the light of adjustments and connections with the street system of the part not submitted.

Where a tract is subdivided/short subdivided into lots of an acre or more, the Hearing Examiner or Director may require an arrangement of lots and streets such as to permit a later resubdivision/short subdivision in conformity to the streets and other requirements specified in these regulations.

#### **13.04.140 Access.**

A. There shall be no reserve strips controlling access to streets except where such strips are controlled by the City under conditions approved by the Hearing Examiner or the Director. The land shall be subdivided/short subdivided, providing each lot, by means of either a public or private street or way, or permanent access easement, with satisfactory access to an existing public highway or to a thoroughfare as shown in the Major Street Plan, the Comprehensive Plan, applicable ordinances, manuals, design specifications, plans and guidelines in section 13.04.120, or an official map.

B. Officially Approved Accessway. When considering a subdivision, short subdivision, boundary line adjustment and/or binding site plan approval, a public or private street or way, or permanent access easement, which does not conform to the minimum requirements of the ~~Major Street Plan~~ City’s Comprehensive Plan and applicable ordinances, manuals, design specifications, plans and guidelines in Section 13.04.120 ~~and the specifications of the City of Tacoma,~~ and which provides principal access to the property it is intended to serve, shall be found by the Director or Hearing Examiner to be adequate to provide all necessary ingress and egress to a parcel or parcels of land for specific uses subject to the following conditions:

1. That a minimum of 10-foot-wide officially approved accessway be required for one dwelling unit, and a minimum of a 16-foot-wide officially approved accessway be required for two or more dwelling units, or for any use other than residential;
2. That such officially approved accessway be permanent, unobstructed, and designed, improved, and maintained to accommodate fire apparatus and necessary mobile service equipment;
3. That, if determined to be necessary for the convenience and safety of the residents served by said officially approved accessway, the Director or Hearing Examiner may require other reasonable standards and improvements of said officially approved accessway;

4. That the ownership and control of said officially approved accessway be with the owner of the property it serves, unless other provisions are determined to be satisfactory;
5. That the Hearing Examiner or Director may attach to such a determination reasonable conditions limiting and controlling the development of said parcel according to the practical capacity of said officially approved accessway and in the interest of the particular neighborhood and of the general public.

#### **13.04.150 Conformity to topography.**

When the existing topography requires, the design of the subdivision/short subdivision shall be made so that the location of public or private streets or ways, or permanent access easements conform to the existing topography to the maximum extent feasible that desirable grades are secured and other requirements of these regulations are met and, especially, that desirable building sites are provided.

#### **13.04.160 Public or private streets or ways, or permanent access easement widths.**

The widths for public or private streets or ways, or permanent access easements shall conform to the widths designated ~~on~~ in the ~~Major Street Plan- City's Comprehensive Plan and applicable ordinances, manuals, design specifications, plans and guidelines in Section 13.04.120 and the specifications of the City of Tacoma.~~ In cases where topography or other conditions make a public or private street or way, or permanent access easement of this width impractical, the Hearing Examiner or Director may modify this public or private street or way, or permanent access easement width regulation.

#### **13.04.165 Streetlights.**

~~Streetlights shall be installed throughout the subdivision in accordance with the Illuminating Engineering Society (IES) Standards. The minimum requirement for full lighting shall be for intersection, mid block, and cul-de-sac lighting. Maximum spacing of streetlights at a 30 foot mounting height shall generally be 150 feet to 200 feet, subject to approval by the City Engineer. Short subdivisions are exempt from the streetlighting requirements of this Section. Pedestrian-scale streetlights shall be installed throughout the subdivision/short subdivision in accordance with the Illuminating Engineering Society (IES) Standards, to the approval of the City Engineer.~~

#### **13.04.170 Roadways.**

Roadways for arterial streets shall conform to the ~~Major Street Plan- City's Comprehensive Plan and applicable ordinances, manuals, design specifications, plans and guidelines in Section 13.04.120 and specifications of the City of Tacoma.~~

Roadways for public or private streets or ways, or permanent access easements serving residential development shall not be less than 28 feet; provided, however, where topographical or other conditions make a roadway of this width impractical, the roadway width may be reduced with approval by the City Engineer.

#### **13.04.180 Public or private streets or ways, or permanent access easement design.**

In general, the horizontal and vertical components of public or private streets or ways, or permanent access easement design shall conform with the latest current edition of "A Policy on Geometric Design of Highways and Streets" as published by the American Association of State Highway and Transportation Officials (AASHTO).

All non-arterial public or private streets or ways, or permanent access easements shall be constructed with a minimum pavement section consisting of three inches of asphaltic concrete pavement over 2.5 inches of crushed surfacing top course over five inches of crushed ballast or alternative section subject to approval by the City Engineer. All design and construction features shall conform to design standards and policies of the City of Tacoma.

#### **13.04.190 Dead-end/cul-de-sac public or private streets or ways, or permanent access easements.**

~~The applicant shall demonstrate why a public or private street way or permanent access easement cannot be aligned with the surrounding street system for pedestrian, bicycle and vehicular connectivity within the proposed subdivision/short subdivision. If the Director or Hearing Examiner makes a finding that such connectivity is not reasonable for the subject subdivision/short subdivision, D~~dead-end/cul-de-sac public or private streets or ways, or permanent access easements shall not be longer than 500 feet. Any dead-end/cul-de-sac public or private street or way, or permanent access easement in excess of 150 feet in length shall be designed according to applicable ordinances, manuals, design specifications, plans and guidelines in Section 13.04.120 as currently enacted or as may be hereafter amended, subject to approval by the City Engineer or designee. ~~terminate in a turnaround with a minimum curb radius of 45 feet. A center island with a maximum width of 30 feet may be constructed within the cul-de-sac. Any dead-end/cul-de-sac public or private street or way, or permanent access easement with four or fewer lots accessing the public or private street or way, or permanent access easement may satisfy this requirement with the construction of a T type or branch turnaround subject to approval by the City Engineer.~~

### **13.04.200 Alleys.**

A minimum width of an alley in a residential block, when platted, shall be 20 feet. Alleys may be required in the rear of commercial and industrial districts and, where required, shall be at least 20 feet wide.

\*\*\*

### **13.04.240 Plats within Planned Residential Development Districts (PRD Districts).**

A. Intent. The PRD District is intended to: provide for greater flexibility in large-scale residential developments; promote a more desirable living environment than would be possible through the strict regulations of conventional zoning districts and of the subdivision ordinance of the City of Tacoma; encourage developers to use a more creative approach in land development; provide a means for reducing the improvements required in development through better design and land planning; conserve natural features and ecological systems of the physical environment; and facilitate more desirable, aesthetic and efficient use of open space.

In order to facilitate development within PRD Districts, these regulations may, if necessary, be modified as they apply to residential access streets, blocks, lots and building lines when the plan for such PRD District provides: adequate access to arterial streets and adequate circulation, recreation areas, and area per family as required by the zoning ordinances; light and air for the needs of the tract when fully developed and populated; and such legal restrictions or other legal status as will assure the carrying out of the plan.

#### **B. Procedures.**

1. All preliminary plats within PRD Districts shall be considered by the Hearing Examiner, except for ~~minor~~ preliminary short plats considered by the Director subsequent to approval of a reclassification to a PRD District. The final plat/short plat shall be considered by the Director. The preliminary plat/short plat for a planned residential development may be submitted with the application for reclassification to a PRD District, and will then be processed concurrently with the reclassification application.
2. The final plat for a PRD District may be considered as a final site plan for that portion of the PRD District to which it pertains.
3. When the preliminary plat of a proposed subdivision in a PRD District is processed as the preliminary plan for the reclassification request, and/or the final plat is processed as the final site plan, the processing procedures for plats contained in this chapter shall be followed.

#### **C. General Requirements.**

1. Lot Area. Lot sizes required for plats within PRD Districts shall be the same as for the residential district with which the PRD District is combined; provided, however, that the Hearing Examiner or the Director may modify said lot sizes where the following factors have been considered:
  - a. Type of dwelling structures involved;
  - b. Amount of common and private open space to be provided and the location of such open space in relation to the dwelling structures involved;
  - c. The street pattern and street design within the PRD District; and
  - d. The landscaping plan concept to be utilized around such dwellings. All modifications shall be made strictly within the spirit, intent, and purposes of this section and the PRD District section of the zoning ordinances.
2. Transfer of ownership of lots within PRD Districts shall be made in such a manner as to not increase the total number of lots in the PRD District, and in no event shall any ownership be less than the dimensions of the minimum size lot within the PRD District.
3. Streets and Roadways Within PRD Districts.
  - a. Standards of design and construction for roadways, both public and private, within PRDs may be modified as is deemed appropriate by the Hearing Examiner.
  - b. Right-of-way widths and street roadway widths may be reduced where it is found that the plan for the PRD District provides for the separation of vehicular and pedestrian circulation patterns, accommodates bicycle circulation, and provides for adequate off-street parking facilities.
4. All land within the Planned Residential Development District shall be subject to contractual agreements with the City of Tacoma and to recorded covenants approved by the City of Tacoma providing for compliance with the regulations and provisions of the district and the site plan or plat as approved.



#### 13.04.250 Duplication of names.

The name of the proposed subdivision/short subdivision shall not duplicate the name of any other area within the City. A street name shall not duplicate the name of any other street or way within the City.

#### 13.04.260 Public open space.

Due consideration shall be given by the subdivider to the allocation of suitable areas for schools, parks and playgrounds. Such land may ~~to be~~ dedicated, by covenants in the deeds, for public use or reserved for the common use of all owners of property within the subdivision/short subdivision. Public open spaces shall conform to the Comprehensive Plan of the City. ~~In lieu of dedication for open space, the City may require payment of a fee of \$25.00 per lot contained in the subdivision. The fee shall be used for the acquisition and/or development of parks or open space land which will benefit the residents of the subject subdivision and the citizens of the City of Tacoma. The above referenced fee shall be applicable to all plats.~~

#### 13.04.270 Checking by the City Engineer – Charges.

The City Engineer shall completely check the final plat/short plat before ~~it receives his giving~~ approval. The City Engineer shall prepare an estimate of cost for field and office checking and for changing any office records. The subdivider shall thereupon deposit each estimated cost with the City Treasurer to be credited to the Department of Public Works Revolving Fund.

All work done by the City Engineer in connection with checking, computing and correcting such plat, either in the field or in the office, or for changing office records, shall be charged to such deposit. If, during the progress of such work, it shall appear that the cost thereof will exceed the amount ~~so~~ deposited, the City Engineer shall notify the subdivider thereof and shall do no further work in connection with such plat until there shall be deposited such additional amount as may be necessary to cover the cost of such work.

Upon completion of the work of checking and correcting any such plat or correcting office records, a statement of the amount of the engineering charges against such proposed plat shall be rendered by the Finance Department and any balance of such deposit unexpended shall thereupon be refunded to the subdivider; or, in case the engineering charges shall for any reason exceed the amount so deposited, such amount shall be due and payable by the subdivider upon receipt of statement of engineering charges referred to herein.

#### 13.04.280 Development of illegally divided land ~~—Innocent purchaser for value.~~

An application for a building permit or other development permit for any lot, tract, or parcel of land divided in violation of state law or these regulations shall not be granted without prior approval by the ~~Director-Hearing Examiner, which,~~ approval shall only be given following an application for determination by the Director under which the applicant must hearing at which the applicant shall demonstrate to the satisfaction of the Director-Hearing Examiner that either the applicant is an innocent purchaser for value OR a public interest exists that meets the required criteria below:

##### Innocent Purchaser for Value:

A. The applicant purchased the lot, tract or parcel for value;

B. The applicant did not know, and could not have known by the exercise of care which a reasonable purchaser would have used in purchasing the land, that the lot, tract or parcel had been part of a larger lot, tract or parcel divided in violation of state law or these regulations.

OR

~~(Ord. 25532 § 1; passed Jun. 28, 1994)~~

#### ~~13.04.290 Development of illegally divided land —Public interest determination.~~

~~No application for a building permit or other development permit for any lot, tract or parcel of land divided in violation of state law or these regulations, excluding an innocent purchaser for value as determined pursuant to Section 13.04.280 of this chapter, shall be granted without prior approval by the Hearing Examiner. Such approval shall only be given following a public hearing at which the applicant shall demonstrate to the satisfaction of the Hearing Examiner that:~~

##### Public Interest Determination

A. The Tacoma-Pierce County Health Department has certified that the proposed means of sewage disposal and water supply on and to the lot, tract or parcel are adequate and;

B. The City Engineer has certified that the lot, tract or parcel is served with an adequately designed means of ingress and egress, and with adequate drainage facilities, none of which interferes with or impairs existing or planned public highway and drainage facilities in the vicinity and;



C. The Planning and Development Services Department has certified that the proposed development will not adversely affect the safety, health, or welfare of owners of adjacent property or interfere with their enjoyment of their property.

(Ord. 28109 Ex. O; passed Dec. 4, 2012; Ord. 27893 Ex. A; passed Jun. 15, 2010; Ord. 25532 § 1; passed Jun. 28, 1994)

#### **13.04.300 Model home.**

Model homes may be constructed for 20 percent of the lots within a proposed subdivision/short subdivision, with a maximum of four model homes within any subdivision of five or more lots~~As many as four model homes may be constructed within a subdivision~~ which has received preliminary plat approval. The purpose of the model homes shall be to demonstrate a variety of housing designs together with all associated on-site improvements, e.g., landscaping, improved driveway, patios. Model homes shall be established subject to the following criteria:

A. Model homes shall meet all applicable codes of the City of Tacoma.

B. Only one model home may be occupied as a temporary real estate office.

C. Access and fire safety provisions shall be provided in a manner approved by the Building Official prior to construction of the model home. A model home may not be occupied as a dwelling unit or sold until the plat is recorded.

#### **13.04.305 Temporary rental or sales offices, contractors' offices, and signs.**

Temporary facilities, structures or signs for rental or sales offices; contractors' offices; and advertising, directional and identification signs or structures may be utilized for the purpose of developing a new residential subdivision of five or more lots if:

A. Located in the residential subdivision to be served, promoted, or advertised, and deals exclusively with the real property of said subdivision; and

B. Structures and signs are removed upon buildout of the subdivision.

If a model home is occupied as a real estate office as identified in Section 13.04.300.B a separate temporary rental or sales office shall not be allowed.

#### **13.04.310 Subdivisions and Critical Areas**

The subdivision and short subdivision of land in wetlands and associated buffers is subject to the following, and Chapter 13.11.260 and the following:

A. Land that is located partially within a wetland or its buffer may be subdivided provided that an accessible and contiguous portion of each new lot is located outside the wetland and its buffer.

B. Access roads and utilities serving the proposed subdivision may be permitted within the wetland and associated buffers only if the Director determines that no other feasible alternative exists, and the project is consistent with the remaining provisions of this chapter.

C. A protection covenant such as a Conservation Easement shall be recorded with the Pierce County Assessor's Office for wetland, stream or natural area tracts that are created as part of the permitting process.

#### **13.04.315 Violations – Penalties. *Repealed by Ord. 27912.***



## EXHIBIT “E”

### 2013 ANNUAL AMENDMENT

#### Amendments to the Tacoma Municipal Code

These amendments show all of the changes to the *existing* text of the Tacoma Municipal Code. The sections included are only those portions of the Code that are associated with these amendments. New text is underlined and text that is deleted is shown in ~~strikethrough~~.

#### Chapter 13.05

##### LAND USE PERMIT PROCEDURES

Sections:

13.05.005	Definitions.
13.05.010	Application requirements for land use permits.
13.05.020	Notice process.
13.05.030	Director Decision Making Authority.
13.05.040	Decision of the Director.
13.05.045	Historic Preservation Land Use Decisions.
13.05.046	Compatibility of historic standards with zoning development standards.
13.05.047	Certificates of approval, historic.
13.05.048	Demolition of City Landmarks.
13.05.049	Minimum buildings standards, historic.
13.05.050	Appeals of administrative decisions.
13.05.060	Applications considered by the Hearing Examiner.
13.05.070	Expiration of permits.
13.05.080	Modification/revision to permits.
13.05.090	Director approval authority.
13.05.095	Development Regulation Agreements.
13.05.100	Enforcement.
13.05.105	<i>Repealed.</i>
13.05.110	<i>Repealed.</i>

\* \* \*

#### 13.05.020 Notice process.

A. Purpose. The purpose of this section is to provide notice requirements for land use applications.

B. Administrative Determination.

1. A notice of application is not required for Administrative Determinations. Examples of Administrative Determinations are minor variances, reasonable accommodation requests, review of non-conforming rights, zoning verification requests, and information requests.

2. Determinations of the Director shall be mailed to the applicant and the property owner (if different than the applicant) by first class mail.

3. At the discretion of the Director, notice of the Determination and/or summary of Determination may be provided to other qualified or interested parties.

C. Process I – Minor Land Use Decisions.

1. A notice of application shall be provided within 14 days following a notice of complete application being issued to the applicant as identified in Section 13.05.010.E. Examples of minor land use decisions are waivers, variances, wetland/stream/FWHCA Verifications, and wetland/stream/FWHCA Minor Development Permits.

2. Notice of application shall be mailed by first-class mail to the applicant; property owner (if different than the applicant); neighborhood councils in the vicinity where the proposal is located; qualified neighborhood or community organizations; the

Tacoma Landmarks Commission (for proposals located within a historic district or affecting a designated landmark); the Puyallup Indian Tribe for “substantial action” as defined in the “Agreement Between the Puyallup Tribe of Indians, Local Governments in Pierce County, the State of Washington, the United States of America, and Certain Private Property Owners,” dated August 27, 1988; and to owners of property and/or taxpayers of record, as indicated by the records of the Pierce County Assessor/Treasurer, within the distances identified in Section 13.05.020.[GH](#).

3. Parties receiving notice of application shall be given 14 days from the date of mailing (including the day of mailing) to provide any comments on the proposed project to the Department. The notice shall indicate that a copy of the decision taken upon such application will be provided to any person who submits written comments on the application within 14 days of the mailing of such notice, or who requests receipt of a copy of the decision.

4. Decisions of the ~~Land Use Administrator~~[Director](#) shall be mailed to the applicant and the property owner, if different than the applicant, by first class mail. Decisions of the ~~Administrator~~[Director](#) requiring environmental review pursuant to the State Environmental Policy Act, WAC 197-11, and the provisions of TMC Chapter 13.12, shall also include a Threshold Determination by the Responsible Official for the Department. A decision shall be mailed by first-class mail to: owners of property and/or taxpayers of record as indicated by the Pierce County Assessor/Treasurer’s records within the distance identified in Section 13.05.020.[GH](#); neighborhood councils in the vicinity where the proposal is located; qualified neighborhood or community organizations; and the Puyallup Indian Tribe for “substantial action” as defined in the “Agreement Between the Puyallup Tribe of Indians, Local Governments in Pierce County, the State of Washington, the United States of America, and Certain Private Property Owners,” dated August 27, 1988.

5. A neighborhood or community organization shall be qualified to receive notice under this section upon a finding that the organization:

(a) has filed a request for a notification with the City Clerk in the form prescribed by rule, specifying the names and addresses of its representatives for the receipt of notice and its officers and directors;

(b) includes within its boundaries land within the jurisdiction of the permit authority;

(c) allows full participating membership to allow property owners/residents within its boundaries;

6. More than one neighborhood or community organization may represent the same area.

7. It shall be the duty of the neighborhood group to advise the City Clerk’s office in writing of changes in its boundaries, or changes in the names and addresses of the officers and representatives for receipt of notice.

8. A public information sign (or signs), provided by the Department for applications noted in Table [G-H](#) (Section 13.05.020.[GH](#)), indicating that a land use permit application for a proposal has been submitted, shall be erected on the site by the applicant, in a location specified by the Department, within seven calendar days of the date on which a notice of complete application is issued to the applicant. The sign shall remain on the site until the date of final decision, at which time the sign shall be removed by the applicant. The sign shall contain, at a minimum, the following information: type of application, name of applicant, description and location of proposal, and where additional information can be obtained.

[ED](#). Process II – Administrative Decisions Requiring an Environmental Determination and Height Variances, Shoreline Permits, Conditional Use, Special Development Permits, Wetland/Stream/Fish & Wildlife Habitat Conservation Area (FWHCA) Development Permits.

1. A notice of application shall be provided within 14 days following a notice of complete application being issued to the applicant as identified in Section 13.05.010.E.

2. Notice of application shall be mailed by first-class mail to the applicant; property owner (if different than the applicant); neighborhood councils in the vicinity where the proposal is located; qualified neighborhood or community organizations consistent with the requirements set forth for Process I land use permits; the Tacoma Landmarks Commission (for proposals located within a historic district or affecting a designated landmark); the Puyallup Indian Tribe for “substantial action” as defined in the “Agreement Between the Puyallup Tribe of Indians, Local Governments in Pierce County, the State of Washington, the United States of America, and Certain Private Property Owners,” dated August 27, 1988; and to owners of property and/or taxpayers of record, as indicated by the records of the Pierce County Assessor/Treasurer, within the distances identified in Section 13.05.020.[GH](#). For major modifications to development approved in a PRD District rezone and/or site approval, the notice of application shall also be provided to all owners of property and/or taxpayers of record within the entire PRD District and owners of property and/or taxpayers of record, as indicated by the records of the Pierce County Assessor/Treasurer, within the distances identified in Section 13.05.020.[GH](#), from the boundary of the PRD District.

3. Parties receiving notice of application shall be given 30 days, with the exception of five to nine lot preliminary plats which shall be given 20 days from the date of mailing (including the day of mailing) to provide any comments on the proposed project to the Department, unless a Public Meeting is held, as provided by Section 13.05.020.[FG](#). The notice shall indicate that

a copy of the decision taken upon such application will be provided to any person who submits written comments on the application within 30 days of the mailing of such notice, or who requests receipt of a copy of the decision.

4. A public information sign (or signs), provided by the Department for applications noted in Table GH (Section 13.05.020.GH), indicating that a land use permit application for a proposal has been submitted, shall be erected on the site by the applicant, in a location specified by the Department, within seven calendar days of the date on which a notice of complete application is issued to the applicant. The sign shall remain on the site until the date of final decision, at which time the sign shall be removed by the applicant. The sign shall contain, at a minimum, the following information: type of application, name of applicant, description and location of proposal, and where additional information can be obtained.

5. Notice shall be published in a newspaper of general circulation for applications identified in the table in subsection GH of this section.

DE. Process III – Decisions Requiring a Public Hearing.

1. A notice of application shall be provided within 14 days following a notice of complete application being issued to the applicant as identified in Section 13.05.010.C.

2. Notice of application, including the information identified in Section 13.05.020.EE, shall be mailed by first-class mail to the applicant, property owner (if different than the applicant), neighborhood councils in the vicinity where the proposal is located; qualified neighborhood or community organizations; the Tacoma Landmarks Commission (for proposals located within a historic district or affecting a designated landmark); Puyallup Indian Tribe for “substantial action” as defined in the “Agreement Between the Puyallup Tribe of Indians, Local Governments in Pierce County, the State of Washington, the United States of America, and Certain Private Property Owners,” dated August 27, 1988; and to owners of property and/or taxpayers of record, as indicated by the records of the Pierce County Assessor/Treasurer, within the distances identified in Section 13.05.020.GH. For major modifications to development approved in a PRD District rezone and/or site approval, the notice of application shall also be provided to all owners of property and/or taxpayers of record within the entire PRD District and owners of property and/or taxpayers of record, as indicated by the records of the Pierce County Assessor/Treasurer, within the distances identified in Section 13.05.020.GH from the boundary of the PRD District.

3. The notified parties shall be allowed 21 days from the date of mailing to comment on the pre-threshold environmental determination under provisions of Chapter 13.12, after which time the responsible official for SEPA shall make a final determination. Those parties who comment on the environmental information shall receive notice of the environmental determination. If an appeal of the determination is filed, it will be considered by the Hearing Examiner at the public hearing on the proposal.

4. A public information sign (or signs), provided by the Department, indicating that a land use permit application for a proposal has been submitted, shall be erected on the site by the applicant, in a location specified by the Department, within seven calendar days of the date on which a notice of complete application is issued to the applicant. The sign shall remain on the site until the date of final decision, at which time the sign shall be removed by the applicant. The notice shall contain, at a minimum, the following information: type of application, name of applicant, location of proposal, and where additional information can be obtained.

5. Notice shall be published in a newspaper of general circulation for applications identified in the table in subsection GH of this section.

EE. Content of Public Notice of Application. Notice of application shall contain the following information, where applicable, in whatever sequence is most appropriate for the proposal:

1. Date of application;
2. Date of notice of completion for the application;
3. Date of the notice of application;
4. Description of the proposed project action;
5. List of permits included in the application;
6. List of studies requested;
7. Other permits which may be required;
8. A list of existing environmental documents used to evaluate the proposed project(s) and where they can be reviewed;
9. Public comment period (not less than 14 nor more than 30 days), statement of right to comment on the application, receive notice of and participate in hearings, request a copy of the decision when made, and any appeal rights;

10. Date, time, place and type of hearing (notice must be provided at least 15 days prior to the open record hearing);
11. Statement of preliminary determination of development regulations that will be used for project mitigation and of consistency;
12. A provision which advises that a “public meeting” may be requested by any party entitled to notice;
13. Any other information determined appropriate, e.g., preliminary environmental determination, applicant’s analysis of code/policy applicability to project.

**FG.** Public Comment Provisions. Parties receiving notice of application shall be given the opportunity to comment in writing to the department. A “public meeting” to obtain information, as defined in Section 13.05.005, may be held on applications which require public notification under Process II when:

1. The Director determines that the proposed project is of broad public significance; or
2. The neighborhood council in the area of the proposed project requests a “public meeting”; or
3. The owners of five or more parcels entitled to notice for the application make a written request for a meeting; or
4. The applicant has requested a “public meeting.”

Requests for a meeting must be made in writing and must be in the Planning and Development Services office within the comment period identified in the notice. One public meeting shall be held for a permit request regardless of the number of public meeting requests received. If a public meeting is held, the public comment period shall be extended 7 days beyond and including the date of the public meeting. Notice of the “public meeting” shall be mailed at least 14 days prior to the meeting to all parties entitled to original notice, and shall specify the extended public comment period; however, if the Director has determined that the proposed project is of broad public significance, or if the applicant requests a meeting, notification of a public meeting may be made with the notice of application, and shall allow the standard 30-day public comment period.

The comment period for permit type is identified in Section 13.05.020.**GH**. When a proposal requires an environmental determination under Chapter 13.12, the notice shall include the time within which comments will be accepted prior to making a threshold determination of environmental significance or non-significance.

**GH.** Notice and Comment Period for Specified Permit Applications. Table **GH** specifies how to notify, the distance required, the comment period allowed, expiration of permits, and who has authority for the decision to be made on the application.

**Table **GH** – Notice, Comment and Expiration for Land Use Permits**

Permit Type	Preapplication Meeting	Notice: Distance	Notice: Newspaper	Notice: Post Site	Comment Period	Decision	Hearing Required	City Council	Expiration of Permit
Interpretation/ <del>deter</del> <del>mination</del> of code	Recommended	100 feet for site specific	For general application	Yes	14 days	Director	No	No	None
Uses not specifically classified	Recommended	400 feet	Yes	Yes	30 days	Director	No	No	None
Boundary line adjustment	Required	No	No	No	No	Director	No	No	5 years <del>***</del> <sup>3</sup>
Binding site plan	Required	No	No	No	No	Director	No	No	5 years <del>***</del> <sup>3</sup>
Environmental SEPA DNS/EIS	Optional	Same as case type	Yes if no hearing required	Yes for EIS	Same as case type	Director	No	No	None
Variance, height of main structure	Required	400 feet	No	Yes	30 days	Director	No <del>*</del> <sup>1</sup>	No	5 years
Open space classification	Required	400 feet	No	Yes	<del>***</del> <sup>2</sup>	Hearing Examiner	Yes	Yes	None
Plats 10+ lots	Required	400 feet	Yes	Yes	21 days SEPA <del>***</del> <sup>2</sup>	Hearing Examiner	Yes	Final Plat	5 years <del>***</del> <sup>6</sup>
<del>Plats 5-9 lots</del>	<del>Required</del>	<del>400 feet</del>	<del>Yes</del>	<del>Yes</del>	<del>20 days</del>	<del>Director</del>	<del>No*</del>	<del>Final Plat</del>	<del>5 years***</del>
Rezones	Required	400 feet	No	Yes	21 days SEPA <del>***</del> <sup>2</sup>	Hearing Examiner	Yes	Yes	None
Shoreline/CUP/ variance	Required	400 feet	No	Yes	30 days <del>***</del> <del>***</del> <sup>5</sup>	Director	No <del>*</del> <sup>1</sup>	No	2 years/ maximum 6

Short plat (2-4 lots)	Required	No	No	No	No	Director	No	No	5 years*** <sup>3</sup>
Short plat (5-9 lots)	Required	400 feet	No	Yes	14 days	Director	No <sup>1</sup>	No	5 years <sup>6</sup>
Site approval	Optional	400 feet	No	Yes	30 days*** *** <sup>5</sup>	Director	No*	No	5 years
Conditional use	Required	400 feet	No	Yes	30 days*** *** <sup>5</sup>	Director	No*	No	5 years*** <sup>4</sup>
Conditional use, large-scale retail	Required	1,000 feet	Yes	Yes	30 days*** <sup>2</sup>	Hearing Examiner	Yes	No	5 years
Minor Variance	Optional	100 feet <sup>7</sup>	No	No	14 Days	Director	No <sup>1</sup>	No	5 Years
Variance	Optional	100 feet	No	Yes	14 days	Director	No* <sup>1</sup>	No	5 years
Waiver	Optional	100 feet	No	Yes	14 days	Director	No* <sup>1</sup>	No	Condition of permit
Wetland/Stream/FWHCA development permits	Required	400 feet	No	Yes	30 days	Director	No* <sup>1</sup>	No	5 years with 5 year renewal option to a maximum of 20 years total
Wetland/Stream/FWHCA Minor Development Permits	Required	100 feet	No	Yes	14 days	Director	No* <sup>1</sup>	No	5 years with 5 year renewal option to a maximum of 20 years total
Wetland/Stream/FWHCA verification	Required	100 feet	No	Yes	14 days	Director	No* <sup>1</sup>	No	5 years

INFORMATION IN THIS TABLE IS FOR REFERENCE PURPOSE ONLY.

- \* When an open record hearing is required, all other land use permit applications for a specific site or project shall be considered concurrently by the Hearing Examiner (refer to Section 13.05.040.E).
- \*\* Comment on land use permit proposal allowed from date of notice to hearing.
- \*\*\* Must be recorded with the Pierce County Auditor within five years.
- \*\*\*\* Special use permits for wireless communication facilities, including towers, are limited to two years from the effective date of the Director's decision.
- \*\*\*\*\* If a public meeting is held, the public comment period shall be extended 7 days beyond and including the date of the public meeting.

<sup>1</sup> When an open record hearing is required, all other land use permit applications for a specific site or project shall be considered concurrently by the Hearing Examiner (refer to Section 13.05.040.E).

<sup>2</sup> Comment on land use permit proposal allowed from date of notice to hearing.

<sup>3</sup> Must be recorded with the Pierce County Auditor within five years.

<sup>4</sup> Special use permits for wireless communication facilities, including towers, are limited to two years from the effective date of the Director's decision.

<sup>5</sup> If a public meeting is held, the public comment period shall be extended 7 days beyond and including the date of the public meeting.

<sup>6</sup> Refer to Section 13.05.070 for preliminary plat expirations dates.

<sup>7</sup> Public Notification of Minor Variances may be sent at the discretion of the Director. There is no notice of application for Minor Variances.



### **13.05.030 Director Decision Making Authority.**

A. Authority. The Director shall have the authority to act upon the following matters:

1. Interpretation, enforcement, and administration of the City's land use regulatory codes as prescribed in this title, including the approval of equivalencies for projects wherein the deviation from code is not substantial and there are alternatives provided that achieve the intent of the code by providing equal or superior results in terms of quantity, quality, location and/or function;
2. Applications for conditional use permits;
3. Applications for site plan approvals;
4. Applications for minor variances and variances;
5. Applications for waivers;
6. Applications for preliminary and final plats as outlined in Chapter 13.04, Platting;
7. Applications for Wetland/Stream/FWHCA Development Permits, Wetland/Stream/FWHCA Verifications, and Wetland/Stream/FWHCA Minor Development Permits as outlined in Chapter 13.11;
8. Applications for Shoreline Management Substantial Development Permits/conditional use/ variances as outlined in Chapter 13.10;
9. Modifications or revisions to any of the above approvals;
10. Approval of landscape plans;
11. Extension of time limitations;
12. Application for permitted use classification for those uses not specifically classified;
13. Boundary line adjustments, binding site plans, and short plats;
14. Approval of building or development permits requiring Land Use Code and Environmental Code compliance.

D. Interpretation and Application of Land Use Regulatory Code. In interpreting and applying the provisions of the Land Use Regulatory Code, the provisions shall be held to be the minimum requirements for the promotion of the public safety, health, morals or general welfare. It is not intended by this code to interfere with or abrogate or annul any easements, covenants or agreements between parties. Where this code imposes a greater restriction upon the use of buildings or premises or upon the heights of buildings or requires larger yards or setbacks and open spaces than are required in other ordinances, codes, regulations, easements, covenants or agreements, the provisions of this code shall govern. An interpretation shall be utilized where the factual basis to make a determination is unusually complex or there is some problem with the veracity of the facts; where the applicable code provision(s) is ambiguous or its application to the facts unclear; or in those instances where a person applying for a license or permit disagrees with a staff determination made on the application. Requests for interpretation of the provisions of the Land Use Regulatory Code shall be processed in accordance with the requirements of Section 13.05.040.

\*\*\*

### **13.05.040 Decision of the ~~Land Use Administrator~~Director.**

A. Effect of Director's Land Use Decision. The Director's decision shall be final; provided, that pursuant to subsection H of this section, an appeal may be taken to the Hearing Examiner. The Director's decision shall be based upon the criteria set forth for the granting of such permit, the policies of the Comprehensive Plan, and any other applicable program adopted by the City Council. The decision of the Director shall be set forth in a written summary supporting such decision and demonstrating that the decision is consistent with the applicable criteria and standards contained in this title and the policies of the Comprehensive Plan. The decision shall include the environmental determination of the responsible official.

B. Conditioning Land Use Approvals. When acting on any land use matter, the Director may attach any reasonable conditions found necessary to make the project compatible with its environment, to carry out the goals and policies of the City's Comprehensive Plan, including its Shoreline Master Program, or to provide compliance with applicable criteria or standards set forth in the City's Land Use Regulatory Codes. Such conditions may include, but are not limited to:

1. The exact location and nature of the development, including additional building and parking area setbacks, screening in the form of landscape berms, landscaping or fencing;

2. Mitigating measures, identified in applicable environmental documents, which are reasonably capable of being accomplished by the project's sponsor, and which are intended to eliminate or lessen the environmental impact of the development;
3. Provisions for low- and moderate-income housing as authorized by state statute;
4. Hours of use or operation, or type and intensity of activities;
5. Sequence in scheduling of development;
6. Maintenance of the development;
7. Duration of use and subsequent removal of structures;
8. Dedication of land or granting of easements for public utilities and other public purposes;
9. Construction of, or other provisions for, public facilities and utilities. In regard to the conditions requiring the dedication of land or granting of easements for public use and the actual construction of or other provisions for public facilities and utilities, the Director shall find that the problem to be remedied by the condition arises, in whole or significant part, from the development under consideration, the condition is reasonable, and is for a legitimate public purpose.
10. Wetland/stream/FWHCA development permits, wetland/stream/FWHCA minor development permits, and wetland/stream/FWHCA verifications shall be subject to TMC Chapter 13.11.

Refer to Section 13.05.100 and TMC Chapter 13.11 for procedures to enforce permit decisions and conditions.

C. Timing of Decision. After examining all pertinent information and making any inspections deemed necessary by the Director, the Director shall issue a decision within 120 days from the date of notice of a complete application, unless additional time has been agreed to by the applicant, or for other reasons as stated in Section 13.05.010.

In the event the Director cannot act upon a land use matter within the time limits set forth, the Director shall notify the applicant in writing, setting forth reasons the matter cannot be acted upon within the time limitations prescribed, and estimating additional time necessary for completing the recommendation or decision.

#### D. Mailing of Decision.

1. A copy of the decision shall be mailed to the applicant and the property owner, if different than the applicant, by first class mail. A copy of the decision shall be mailed to those who commented in writing or requested a copy of the decision within the time period specified in Section 13.05.020 and a summary of the decision shall also be mailed by first-class mail to owners of the property, as indicated by the records of the Pierce County Assessor/Treasurer, within the distances specified in Section 13.05.020.GH; the Puyallup Indian Tribe for "substantial actions" as defined in the "Agreement Between the Puyallup Tribe of Indians, Local Governments in Pierce County, the State of Washington, the United States of America, and Certain Private Property Owners," dated August 27, 1988; neighborhood councils in the vicinity of the proposal; and qualified neighborhood or community organizations.

2. Notice to the State of Washington on Shoreline Permit Decisions/Recommendations. Copies of the original application and other pertinent materials used in the final decision in accordance with this section, State regulations, and, pursuant to RCW 90.58 or 43.21C, the permit and any other written evidence of the final order of the City relative to the application, shall be transmitted by the Director to the Attorney General of the State of Washington and the Department of Ecology in accordance with WAC 173-27-130 and RCW 90.58.140(6).

3. Notice shall be provided to property owners affected by the Director's decision that such owners may request a change in valuation for property tax purposes notwithstanding any program of revaluation. Notice of the Director's decision shall also be provided to the Pierce County Assessor/Treasurer's Office.

E. Consolidated Review of Multiple Permit Applications and of Environmental Appeals with the Underlying Land Use Action. Applications which require an open-record hearing shall be considered by the Hearing Examiner. When an open-record hearing is required, all other land use permit applications for a specific site or project shall be considered concurrently. Therefore, in this situation, applications for which the Director has authority shall be transferred to the jurisdiction of the Hearing Examiner to allow consideration of all land use actions concurrently.

F. Consolidated Review of Land Use Permitting on Multi-Jurisdictional Projects. Applications for projects that require land use permits from the City of Tacoma as well as from a neighboring jurisdiction, and where such neighboring jurisdiction's land use permitting processes require a pre-decision public hearing, the application for the City of Tacoma's land use permit shall be transferred to the jurisdiction of the Hearing Examiner for the purpose of conducting a joint hearing with the other

permitting jurisdiction. Should a joint hearing not be arranged by agreement of the permitting jurisdictions, the matter shall be returned to the jurisdiction of the Director.

G. Reconsideration. A request for reconsideration may be made on any decision or ruling of the Director by any aggrieved person or entity having standing under this chapter. A request seeking reconsideration shall be in writing and shall set forth the alleged errors of procedure, fact, or law. The request for reconsideration shall be filed with Planning and Development Services within 14 calendar days of the issuance of the Director's decision, not counting the day of issuance of the decision. If the last day for filing the request for reconsideration falls on a weekend day or a holiday, the last day for filing shall be the next working day. It shall be within the discretion of the Director to determine whether the opposing party or parties will be afforded an opportunity to respond. After review of the matter, the Director shall take such further action deemed proper, which may include the issuance of a revised decision.

H. Appeal to the Hearing Examiner. Any aggrieved person having standing under this chapter shall have the right, within 14 calendar days of the issuance of the Director's decision to appeal the Director's decision to the Hearing Examiner. Such appeal shall be in accordance with Section 13.05.050 of this chapter.

I. Compliance with Permit Conditions. Compliance with conditions established in a permit is required. Any departure from the conditions of approval or approved plans constitutes a violation of this title and shall be subject to enforcement actions and penalties. See Sections 13.05.100 and 13.05.110 for enforcement and penalties.

### **13.05.050 Appeals of administrative decisions.**

A. Purpose. The purpose of this section is to cross-reference the procedures for appealing administrative decisions on land use proposals.

B. Applicability. The provisions of this section shall apply to any final order, requirement, permit, decision, or determination on land use proposals made by the Director. These may include, but are not limited to, variances, shoreline, short plats, wetland/stream development, site approvals, conditional use permits, modifications to permits, interpretations of land use regulatory codes, and decisions for the imposition of fines. These provisions do not apply to decisions of the ~~Land Use Administrator~~ Director for revised shoreline permits (refer to Section 13.10.200). These provisions also do not apply to exemptions under TMC Chapter 13.11.

\* \* \*

### **13.05.070 Expiration of permits.**

(Refer to Table ~~G~~H in Section 13.05.020).

A. Expiration Schedule. The following schedule indicates the expiration provisions for land use permits within the City of Tacoma.

	Type of Permit	Maximum Duration
1.	Conditional Use Permit	5 years, <a href="#">possible 1-year extension</a> <sup>1</sup>
2.	Variance	5 years, <a href="#">possible 1-year extension</a>
3.	Site Approval	5 years, <a href="#">possible 1-year extension</a>
4.	Waiver	5 years, <a href="#">possible 1-year extension</a>
5.	Wetland/Stream/FWHCA Development Permits and Wetland/Stream/FWHCA Minor Development Permits	5 years with 5 year renewal option to a maximum of 20 years
6.	Wetland Delineation Verifications	5 years
7.	<a href="#">Preliminary Plat</a>	<a href="#">5 years, 7 years, or 9 years to submit a final plat permit application, dependent on preliminary plat approval date per RCW 58</a> <sup>2</sup>
78.	<del>Preliminary Plats</del> , Binding Site Plans, Short Plats, Boundary Line Adjustments	5 years to record with Pierce County Auditor
89.	Shoreline Permits	2 years to commence construction; 5 years maximum, possible one- year extension

[Conditional use permits for wireless communication facilities, including towers, are limited to two years from the effective date of the Director's decision.](#)

The Hearing Examiner or Director may, when issuing a decision, require a shorter expiration period than that indicated in subsection A of this section. However, in limiting the term of a permit, the Hearing Examiner or Director shall find that the nature of the specific development is such that the normal expiration period is unreasonable or would adversely affect the health, safety, or general welfare of people working or residing in the area of the proposal. The Director may adopt appropriate time limits as a part of action on shoreline permits, in accordance with WAC 173-27-090.

B. Commencement of Permit Term. The term for a permit shall commence on the date of the Hearing Examiner's or Director's decision; provided, that in the event the decision is appealed, the effective date shall be the date of decision on appeal. The term for a shoreline permit shall commence on the effective date of the permit as defined in WAC 173-27-090.

C. When Permit Expired. A permit under this chapter shall expire if, on the date the permit expires, the project sponsor has not submitted a complete application for building permit or the building permit has expired, with the exception of projects that qualify for a programmatic restoration project extension. Programmatic restoration projects shall be allowed to be renewed every five (5) years for a maximum total of 20 years to allow implementation of long-term habitat recovery that may be utilized as advanced mitigation for future impacts associated with public access and enjoyment.

In order to renew every 5 years, the applicant is required to submit a status report explaining the progress of a minor development permit or development permit and shall identify the remaining items requiring additional permitting, including building permits. The applicant shall provide copies of any monitoring reports that were required as part of the permit conditions. The renewal application shall be submitted prior to the termination of the five year limit with the appropriate renewal fees.

[D. Extension of Permits \(excluding those permits subject to RCW 58 Boundaries and Plats and those permits subject to WAC 173-27-090\). The Director may authorize a permit extension for up to one \(1\) year if a written request for an extension has been filed prior to the permit expiration date and has been determined to comply with the following criteria:](#)

[1. No significant changes in the site, proposal, or surrounding area have occurred which would result in the modification of a special condition of approval or could significantly alter a finding made in the original decision;](#)

[2. No changes have been made to the proposal which would necessitate additional review or permitting;](#)

[3. No changes have occurred on the site which would necessitate additional review or permitting;](#)

[4. If changes to the proposal or site have occurred, they do not exceed the standards found in 13.05.080.B Minor Modifications.](#)

<sup>1</sup> Conditional use permits for wireless communication facilities, including towers, shall expire two years from the effective date of the Director's decision and are not eligible for a one-year extension.

<sup>2</sup> If the preliminary plat was approved on or before December 7, 2007, the final plat must be submitted within nine years of the preliminary plat approval. If the preliminary plat was approved after December 7, 2007, but on or before December 31, 2014, the final plat must be submitted within seven years of the preliminary plat approval. A preliminary plat approved after January 1, 2015, must be submitted for final plat within five years of the preliminary plat approval.

The Director may place conditions upon the permit extension request and notice of the approved extension shall be mailed to parties of record and required agencies pursuant to section 13.05.020.H. The extension of Shoreline permits shall be authorized in accordance with WAC 173-27-090 and notice of the extension shall be provided to the Department of Ecology.

~~D. Extension of Shoreline Permits. In accordance with WAC 173-27-090, the Director may authorize a single extension before the end of the time limit for up to one year if a request for extension has been filed before the expiration date and notice of the proposed extension is given to parties of record and the Department of Ecology. The extension must be based on reasonable factors.~~

\* \* \*



**(Amended) EXHIBIT “F”**  
**2013 ANNUAL AMENDMENT**

**Amendments to the Tacoma Municipal Code**

These amendments show all of the changes to the *existing* text of the Tacoma Municipal Code. The sections included are only those portions of the Code that are associated with these amendments. New text is underlined and text that is deleted is shown in ~~strikethrough~~.

**Chapter 13.06**  
**ZONING<sup>1</sup>**

Sections:

**13.06.100 Residential Districts.**

- 13.06.100.B.1 R-1 Single-Family Dwelling District.
- 13.06.100.B.2 R-2 Single-Family Dwelling District.
- 13.06.100.B.3 R-2 SRD Residential Special Review District.
- 13.06.100.B.4 HMR-SRD Historic Mixed Residential Special Review District.
- 13.06.100.B.5 R-3 Two-Family Dwelling District.
- 13.06.100.B.6 R-4-L Low-Density Multiple Family Dwelling District.
- 13.06.100.B.7 R-4 Multiple-Family Dwelling District.
- 13.06.100.B.8 R-5 Multiple-Family Dwelling District.
- 13.06.105 *Repealed.*
- 13.06.110 *Repealed.*
- 13.06.115 *Repealed.*
- 13.06.118 *Repealed.*
- 13.06.120 *Repealed.*
- 13.06.125 *Repealed.*
- 13.06.130 *Repealed.*
- 13.06.135 *Repealed.*
- 13.06.140 PRD Planned Residential Development District.
- 13.06.145 Small-lot single-family residential development.
- 13.06.150 Accessory dwelling units.
- 13.06.155 Day care centers.

**13.06.200 Commercial Districts.**

- 13.06.200.A District purposes.
- 13.06.200.B Districts established.
- 13.06.200.B.1 T Transitional District.
- 13.06.200.B.2 C-1 General Neighborhood Commercial District.
- 13.06.200.B.3 C-2 General Community Commercial District.
- 13.06.200.B.4 HM Hospital Medical District.
- 13.06.200.B.5 PDB Planned Development Business District.
- 13.06.200.C Land use requirements.
- 13.06.200.D Building envelope standards.
- 13.06.200.E Maximum setback standards on designated streets.
- 13.06.200.F Common requirements.

**13.06.300 Mixed-Use Center Districts.**

- 13.06.300.A District purposes.
- 13.06.300.B Districts established.
- 13.06.300.B.1 NCX Neighborhood Commercial Mixed-Use District.
- 13.06.300.B.2 CCX Community Commercial Mixed-Use District.
- 13.06.300.B.3 UCX and UCX-TD Urban Center Mixed-Use District.

<sup>1</sup> Rezone ordinances are on file in the office of the City Clerk.



- 13.06.300.B.4 RCX Residential Commercial Mixed-Use District.
- 13.06.300.B.5 CIX Commercial Industrial Mixed Use District.
- 13.06.300.B.6 NRX Neighborhood Residential Mixed-Use District.
- 13.06.300.B.7 URX Urban Residential Mixed-Use District
- 13.06.300.B.8 HMX Hospital Medical Mixed-Use District
- 13.06.300.C Applicability and pedestrian streets designated.
- 13.06.300.D Land use requirements.
- 13.06.300.E Building envelope standards.
- 13.06.300.F Maximum setback standards.
- 13.06.300.G Residential X-District Yard Space Standards.
- 13.06.300.H Common requirements.
- 13.06.400 Industrial Districts.**
- 13.06.400.A Industrial district purposes.
- 13.06.400.B Districts established.
- 13.06.400.B.1 M-1 Light Industrial District.
- 13.06.400.B.2 M-2 Heavy Industrial District.
- 13.06.400.B.3 PMI Port Maritime & Industrial District.
- 13.06.400.B.4 ST-M/IC South Tacoma Manufacturing/Industrial Overlay District.
- 13.06.400.C Land use requirements.
- 13.06.400.D Building envelope standards.
- 13.06.410 *Repealed.*
- 13.06.420 *Repealed.*
- 13.06.430 *Repealed.*
- 13.06.500 Requirements in all preceding districts.**
- 13.06.501 Building design standards.
- 13.06.502 Landscaping and/or buffering standards.
- 13.06.503 Residential transition standards.
- 13.06.510 Off-street parking and storage areas.
- 13.06.511 Transit support facilities.
- 13.06.512 Pedestrian and bicycle support standards.
- 13.06.513 Drive-throughs
- 13.06.520 Signs.
- 13.06.521 General sign regulations.
- 13.06.522 District sign regulations.
- 13.06.525 Adult uses.
- 13.06.530 Juvenile community facilities.
- 13.06.535 Special needs housing.
- 13.06.540 Surface mining.
- 13.06.545 Wireless communication facilities.
- 13.06.550 Work release centers.
- 13.06.555 View-Sensitive Overlay District.
- 13.06.560 Parks, recreation and open space.
- 13.06.600 Zoning code administration – General purposes.**
- 13.06.601 Public Facility Sites – Development Regulation Agreements Authorized.
- 13.06.602 General restrictions.
- 13.06.603 Mineral resource lands.
- 13.06.605 Interpretation and application.
- 13.06.610 *Repealed.*
- 13.06.620 Severability.
- 13.06.625 *Repealed.*
- 13.06.630 Nonconforming parcels/uses/structures.
- 13.06.635 Temporary use.
- 13.06.640 Conditional use permit.
- 13.06.645 Variances.
- 13.06.650 Application for rezone of property.
- 13.06.655 Amendments to the zoning regulations.
- 13.06.700 Definitions and illustrations.**

## 13.06.100 Residential Districts.

\* \* \*

### C. Land use requirements.

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

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

### 3. Use table abbreviations.

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

### 4. District use table. (see next page for table)

Uses	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5	Additional Regulations <sup>1</sup>
Accessory uses and buildings	P	P	P	P	P	P	P	P	Subject to additional requirements contained in Section 13.06.100.F
Adult family home	P	P	P	P	P	P	P	P	Subject to additional requirements contained in Section 13.06.535
Adult retail and entertainment	N	N	N	N	N	N	N	N	
Agricultural uses	CU	CU	CU	CU	CU	CU	CU	CU	Such uses shall not be located on a parcel of land containing less than 20,000 square feet of area. Buildings shall not be permitted in connection with such use, except greenhouses having total floor area not in excess of 600 square feet. Livestock is not allowed.
Airports	CU	CU	CU	CU	CU	CU	CU	CU	
Ambulance services	N	N	N	N	N	N	N	N	
Animal sales and service	N	N	N	N	N	N	N	N	
<del>Art/craft production</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>Prohibited except as provided for in Section 13.06.100.E.</del>
Assembly facility	N	N	N	N	N	CU	CU	CU	
Brewpub	N	N	N	N	N	N	N	N	
Building materials and services	N	N	N	N	N	N	N	N	
Business support services	N	N	N	N	N	N	N	N	
Carnival	N	N	N	N	N	N	N	N	Subject to additional requirements contained in Section 13.06.635.
Cemetery/internment services	N/CU	N/CU	N/CU	N/CU	N/CU	N/CU	N/CU	N/CU	New facilities are not permitted. Enlargement of facilities in existence prior to the effective date of this provision (May 27, 1975) may be approved in any zoning district subject to a conditional use permit. See Section 13.06.640.
Commercial parking facility	N	N	N	N	N	N	N	N	Subject to additional requirements contained in Section 13.06.510.
Commercial recreation and entertainment	N	N	N	N	N	N	N	N	
Communication facility	CU	CU	CU	CU	CU	CU	CU	CU	Antennas for such facilities are subject to the additional requirements contained in Section 13.06.545.
Confidential Shelter	P	P	P	P	P	P	P	P	Subject to additional requirements contained in Section 13.06.535.
Continuing care retirement community	N	N	N	N	P	P	P	P	Subject to additional requirements contained in Section 13.06.535.
Correctional facility	N	N	N	N	N	CU	CU	CU	Side yards shall be provided as specified in Section 13.06.602.
<del>Craft food and non-alcoholic beverage production</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>N</del>	
<del>Craft Production</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>Prohibited except as provided for in Section 13.06.100.E</del>
Cultural institution	N	N	N	N	N	N	N	N	
Day care, family	P	P	P	P	P	P	P	P	Must be licensed by the State of Washington.

Uses	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5	Additional Regulations <sup>1</sup>
Day care center	CU	CU	CU	CU	CU	P/CU	P	P	Subject to additional requirements contained in Section 13.06.155.  For R-4L, day care centers with an enrollment limited to 50 or fewer children or adults are permitted, while day care centers for more than 50 children or adults may be allowed subject to the approval of a conditional use permit.
Detoxification center	CU	CU	CU	CU	CU	CU	CU	CU	
Drive-through with any use	N	N	N	N	N	N	N	N	
* * *									
Master plans for any conditional use	CU	CU	CU	CU	CU	CU	CU	CU	The purpose of this process is to allow an applicant to seek approval for a development program which occupies a large site with multiple-buildings, a complex program, and a detailed plan developed by the applicant which would be implemented in phases and which would extend beyond the normal expiration date, to be reviewed after a ten-year period for those portions of the plan which have not yet been developed.
Microbrewery/winery	N	N	N	N	N	N	N	N	
<del>Microwinery, limited</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>N</del>	
Mobile home/trailer court	N	N	N	N	N	CU	N	N	Subject to additional requirements contained in Section 13.06.502
Nursery	N	N	N	N	N	N	N	N	
Office	N	N	N	N	N	N	N	N	
* * *									
Wireless communication facility	CU	CU	CU	N	CU	CU	CU	CU	Subject to additional requirements contained in Section 13.06.545 and the time limitations set forth in Chapter 13.05, Table G.
Work release center	N	N	N	N	N	N	N	N	Subject to additional requirements contained in Section 13.06.550.
Uses not prohibited by City Charter and not prohibited herein	N	N	N	N	N	N	N	N	
<b>Footnotes:</b> <sup>1</sup> For historic structures and sites, certain uses that are otherwise prohibited may be allowed, subject to the approval of a conditional use permit. See Section 13.06.640.F for additional details, limitations and requirements.									

D. Lot size and building envelope standards.

	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5
Minimum Lot Area (in square feet, unless otherwise noted)								
single-family dwellings	7,500	5,000	5,000	5,000	5,000	5,000	5,000	5,000
two-family dwellings			6,000	6,000	6,000	6,000	6,000	6,000
three-family dwellings			9,000	9,000	9,000	6,000	6,000	6,000
multiple-family dwellings						6,000 sq. ft. plus 1,500 sq. ft. for each unit in excess of four	6,000	6,000
* * *								
Lot Measurements (in feet)								
Minimum Average Lot Width	50	50	50	50	50	50	50	50
					16 for townhouse dwellings			
Minimum Lot Frontage	25	25	25	25	25	50	50	50
Exceptions to Minimum Lot Width	Reductions to minimum lot width may be allowed pursuant to Section 13.06.145.							
Lot Coverage (percentage)								
Maximum lot coverage	-	-	-	-	-	35	-	-
Max. Height Limits (in feet)								
Main Buildings	35	35	35	35	35	35	60	150
Accessory Buildings	18 feet for buildings with sloped roofs with a minimum pitch of 3:12 15-feet for other accessory structures, buildings with flat roofs or with roofs with a pitch of less than 3:12 and for buildings in View Sensitive Overlay Districts.							
Exceptions	Buildings within a View Sensitive Overlay district are subject to the additional height restrictions contained in 13.06.555. Certain specified uses and structures are allowed to extend above height limits, per Section 13.06.602.							

	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5
Setbacks (in feet)	These residential setback requirements are designed to provide yard areas that help to minimize impacts between neighboring uses, allow space for recreational activities, allow access to light and air, serve as filtration areas for storm water run-off, provide a level of privacy and comfort, provide emergency and utility access around and into buildings, provide public view corridors, create a pleasing, rhythmic streetscape, promote consistency with existing development patterns, and promote the desired character of residential neighborhoods.  Certain conditional uses may require different minimum setbacks. See Section 13.06.640.							
Minimum Front Setback	25	20	20	20	20	20	15	10
	For townhouse dwellings, the minimum front yard setback shall apply only along the front property line of the development, and not to property lines internal to the development. For additional townhouse development requirements, see Section 13.06.100.G.							
	Vehicular doors that face the front property line, where such property line abuts a public street or private road, shall be setback a minimum of 20 feet from the front property line or private road easement.							
	Pipestem lots shall provide the required front setback along one of the property lines that abut or are nearest to the accessway/lot extension. The accessway/lot extension shall not be included when measuring the setback. The front yard setback will determine the orientation of the other required setbacks.							
* * *								
Additional Residential Development Standards								
Minimum Usable Yard Space	All lots shall provide a contiguous rear or side usable yard space equivalent to at least 10% of the lot size. This usable yard space shall meet all of the following standards: <ul style="list-style-type: none"><li>Have no dimension less than 15-feet, except for lots that are less than 3500 SF, where the minimum dimension shall be no less than 12 feet</li><li>Not include structures, parking, alley or driveway spaces or required <a href="#">critical area</a> buffers</li><li>Not be located in the front yard</li></ul> For townhouse and multi-family developments, this usable yard space requirement can be calculated based on the overall project site and the yard space(s) provided to meet the requirement can be any combination of individual and shared yard spaces, as long as each meets the above standards and as long as all dwellings have access to at least one qualifying yard space. <a href="#">For through lots, the required yard space may be located within the “functional rear yard” (see Subsection 13.06.100.F.5.a for additional information about “functional rear yards”).</a>							
Vehicular Access and Parking	All on-site parking for dwellings and buildings other than dwellings shall be located in the rear portion of the lot and shall not be accessed from the front if suitable access to the rear is available, such as an abutting right-of-way that is or can practicably be developed. If access is not practicably available to the rear yard or not practicably limited only to the rear and sides (such as for institutional and other large uses), subject to determination by the City Engineer, then vehicular access to the front may be developed. However, in all cases such access and parking shall be limited to the minimum necessary and in no case shall driveway and/or parking areas exceed a total of 50 percent of the front yard or 50 percent of a corner street side yard.							

\* \* \*



F. Accessory building standards. Accessory buildings permitted per Section 13.06.100.C.4, such as garages, sheds, common utility and laundry facilities, and business offices and recreational facilities for mobile home/trailer courts and multi-family uses, are subject to the following location and development standards:

1. The total square footage of all accessory building footprints shall be no more than 85% of the square footage of the main building footprint and no more than 15% of the square footage of the lot. In addition, the total building footprint square footage of structures accessory to a single-family dwelling shall not exceed 1,000 square feet, except where properties contain a detached accessory dwelling unit, in which case, the total square footage of accessory building footprints (including the detached ADU) shall be no more than 1,500 square feet. See Section 13.06.150 for ADU standards. For lots greater than 1/2 acre (21,780 square feet), the total square footage of all accessory buildings shall be no more than 10 percent of the square footage of the lot (the 85 percent main building and 1,000/1,500 square foot limitations for smaller properties shall not apply).
2. A stable shall be located at least 25 feet from any street right-of-way line and at least seven and one-half feet from any side lot line. The capacity of a private stable shall not exceed one horse for each 20,000 square feet of lot area.
3. Except for an approved Accessory Dwelling Unit (ADU – see Section 13.06.150), an accessory building shall contain no habitable space. Plumbing shall not be permitted in an accessory building without a finding by the Building Official that such plumbing is not to be utilized in conjunction with habitable space within the accessory building or will not permit the accessory building to be utilized as habitable space.
4. Detached accessory buildings shall be located on the same lot or parcel on which the main building is situated. A detached accessory building may remain on a lot or parcel where no main building exists: (1) in the event the main structure on a lot is damaged or for other reason, is required to be removed; or (2) if the property is subdivided in such a manner that the detached accessory building would be located on a separate building site. In either case, a building permit for construction of a main structure shall be required to be obtained within one year of removal or division of property and substantial construction completed in accordance with the plans for which the permit was authorized.

\* \* \*

### **13.06.200 Commercial Districts.**

\* \* \*

#### **C. Land use requirements.**

1. Applicability. The following tables compose the land use regulations for all districts of Section 13.06.200. All portions of Section 13.06.200 and applicable portions of Section 13.06.500 apply to all new development of any land use variety, including additions and remodels, in all districts in Section 13.06.200, unless explicit exceptions or modifications are noted. The requirements of Section 13.06.200.A through Section 13.06.200.C are not eligible for variance. When portions of this section are in conflict with other portions of Chapter 13.06, the more restrictive shall apply.
2. Use requirements. The following use table designates all permitted, limited, and prohibited uses in the districts listed. Use classifications not listed in this section or provided for in Section 13.06.500 are prohibited, unless permitted via Section 13.05.030.E. Certain street level use restrictions may apply; see Section 13.06.200.C.4 below.

[See next page for table.]

3. Use table abbreviations.

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

4. District use table.

Uses	T	C-1	C-2 <sup>1</sup>	HM	PDB	Additional Regulations <sup>2,3</sup> (also see footnotes at bottom of table)
Adult family home	P	P	P	P	P	See definition for bed limit.
Adult retail and entertainment	N	N	N	N	N	Prohibited except as provided for in Section 13.06.525.
Agricultural uses	CU	CU	CU	CU	CU	Such uses shall not be located on a parcel of land containing less than 20,000 square feet of area. Livestock is not allowed.
Airport	CU	CU	CU	CU	CU	
Ambulance services	N	P	P	P	P	
Animal sales and service	N	P	P	N	N	Must be conducted entirely within an enclosed building. See Table 13.06.200.D for setback requirements specific to animal sales and service.
<del>Art/craft production</del>	<del>N</del>	<del>P</del>	<del>P</del>	<del>N</del>	<del>P</del>	<del>Contained entirely within a building.</del>
Assembly facility	CU	P	P	N	P	
Brewpub	N	N	P	N	N	2,400 barrel annual brewpub production maximum, equivalent volume wine limit.
Building materials and services	N	N	P	N	N	
Business support services	N	P	P	N	P	
Carnival	TU	TU	TU	TU	TU	Subject to Section 13.06.635.
Cemetery/internment services	N	N	N	N	N	New facilities are not permitted. Enlargement of facilities in existence prior to the effective date of this provision (May 27, 1975) may be approved in any zoning district subject to a conditional use permit. See Section 13.06.640.
Commercial parking facility	P	P	P	P	P	
Commercial recreation and entertainment	N	N	P	N	P	
Communication facility	N	N	P	N	P	
Confidential shelter	P	P	P	P	P	See Section 13.06.535. Limit: 15 residents in T District.
Continuing care retirement community	P	P	P	P	P	See Section 13.06.535.
Correctional facility	N	N	N	N	N	
<del>Craft food and non-alcoholic beverage production</del>	<del>N</del>	<del>P</del>	<del>P</del>	<del>N</del>	<del>P</del>	<del>See Section 13.06.700.C for use definition, which includes certain size limitations. In C-1 Districts, all production, processing, and distribution activities are to be conducted within an enclosed building.</del>

Uses	T	C-1	C-2 <sup>1</sup>	HM	PDB	Additional Regulations <sup>2,3</sup> (also see footnotes at bottom of table)
<a href="#">Craft Production</a>	<a href="#">CU</a>	<a href="#">P</a>	<a href="#">P</a>	<a href="#">P</a>	<a href="#">P</a>	<a href="#">Must include a retail/eating/drinking/tasting component that occupies a minimum of 10 percent of usable space, fronts the street at sidewalk level or has a well-marked and visible entrance at sidewalk level, and is open to the public. Outside storage is allowed provided screening and/or buffer planting areas are provided in accordance with Section 13.06.502.C. All production, processing and distribution activities are to be conducted within an enclosed building.</a>
Cultural institution	P	P	P	N	N	
Day care, family	P	P	P	P	P	
Day care center	P	P	P	P	P	Subject to regulations set forth in Section 13.06.155.
Detoxification center	N	N	N	CU	N	
Drive-through with any use	N	N	P	N	N	Prohibited in any commercial district combined with a VSD View-Sensitive Overlay District and adjacent to a Shoreline District (i.e., Old Town Area). <a href="#">Subject to the requirements of TMC 13.06.513.</a>
Dwelling, single-family detached	P	P	P	P	P	
Dwelling, two-family	P	P	P	P	P	
Dwelling, three-family	P	P	P	P	P	
Dwelling, multiple-family	P	P	P	P	P	
Dwelling, townhouse	P	P	P	P	P	
Dwelling, accessory (ADU)	P	P	P	P	P	Subject to additional requirements contained in 13.06.150.
* * *						
Home occupation	P	P	P	P	P	Subject to additional requirements contained in Section 13.06.100.E
Hospital	N	CU	CU	P	N	
Hotel/motel	N	N	P	P	P	
Industry, heavy	N	N	N	N	N	
Industry, light	N	N	N	N	N	
Intermediate care facility	P	P	P	P	P	See Section 13.06.535.
Juvenile community facility	N	N	N	N	N	Prohibited except as provided for in Section 13.06.530.
Lodging house	P	P	P	P	P	
Master plans for any conditional use	CU	CU	CU	CU	CU	The purpose of this process is to allow an applicant to seek approval for a development program which occupies a large site with multiple-buildings, a complex program, and a detailed plan developed by the applicant which would be implemented in phases and which would extend beyond the normal expiration date, to be reviewed after a ten-year period for those portions of the plan which have not yet been developed.

Uses	T	C-1	C-2 <sup>1</sup>	HM	PDB	Additional Regulations <sup>2,3</sup> (also see footnotes at bottom of table)
Microbrewery/winery	N	N	N	N	N	
<del>Microwinery, limited</del>	<del>N</del>	<del>CU</del>	<del>P</del>	<del>N</del>	<del>CU</del>	<del>Must include a retail component that occupies a minimum of 500 gross square feet of usable space, fronts the street at sidewalk level or has a well marked and visible entrance at sidewalk level, and is open to the public a minimum of forty (40) hours per week. All production activities must be conducted within an enclosed building. Within C-1 districts, no outside storage is allowed. Outside storage is allowed in all other districts where this use is permitted provided screening and/or buffer landscape areas are planted in accordance with Section 13.06.502.B.</del>
Mobile home/trailer court	N	N	CU	N	N	
Nursery	N	N	P	N	N	
Office	P	P	P	P	P	
* * *						
<b>Footnotes:</b> <ol style="list-style-type: none"> <li>Designated Pedestrian Streets – For segments here noted, additional use limitations apply to areas within C-2 Commercial District zoning to ensure continuation of development patterns in certain areas that enhance opportunities for pedestrian-based commerce. North 30<sup>th</sup> Street from 200 feet east of the Starr Street centerline to 190 feet west of the Steele Street centerline: street level uses are limited to retail, personal services, eating and drinking, and customer service offices.</li> <li>For historic structures and sites, certain uses that are otherwise prohibited may be allowed, subject to the approval of a conditional use permit. See Section 13.06.640.F for additional details, limitations and requirements.</li> <li>Commercial shipping containers shall not be an allowed type of accessory building in any commercial zoning district. Such storage containers may be allowed as a temporary use, subject to the limitations and standards in Section 13.06.635.</li> </ol>						

\* \* \*

### 13.06.300 Mixed-Use Center Districts.

\* \* \*

#### C. Applicability and pedestrian streets designated.

Applicability. The following tables compose the land use regulations for all Mixed-Use Center Districts. All portions of Section 13.06.300 and applicable portions of Section 13.06.500, apply to all new development of any land use variety, including additions and remodels, in all Mixed-Use Center Districts, unless explicit exceptions or modifications are noted. The requirements of Sections 13.06.300.A through 13.06.300.D are not eligible for variance. When portions of this section are in conflict with other portions of Chapter 13.06, the more restrictive shall apply.

<b>TABLE C.1: MIXED-USE CENTER PEDESTRIAN STREETS ESTABLISHED</b>		
The following pedestrian streets are considered key streets in the development and utilization of Tacoma’s mixed-use centers, due to pedestrian use, traffic volumes, transit connections, and/or visibility. They are designated for use with certain provisions in the mixed-use zoning regulations, including use restrictions and design requirements, such as increased transparency, weather protection and street furniture standards. In some centers, these “pedestrian streets” and/or portions thereof are further designated as “core pedestrian streets” for use with certain additional provisions. The “core pedestrian streets” are a subset of the “pedestrian streets,” and thus, those provisions that apply to designated “pedestrian streets” also apply to designated “core pedestrian streets.”		
<b>Mixed-Use Center</b>	<b>Designated Pedestrian Streets</b> (All portions of the streets within Mixed-Use Centers, unless otherwise noted.)	<b>Designated Core Pedestrian Streets</b> (All portions of the streets within Mixed-Use Centers, unless otherwise noted)
6th Avenue and Pine Street	6th Avenue	6 <sup>th</sup> Avenue
Narrows (6 <sup>th</sup> Avenue and Jackson)	6 <sup>th</sup> Avenue	6 <sup>th</sup> Avenue
* * *		
Martin Luther King Jr. (South 11th Street and Martin Luther King Jr. Way)	Martin Luther King Jr. Way*; South 11th Street; Earnest S. Brazill Street; 6th Avenue	Martin Luther King Jr. Way from S. 9th to S. 15th, South 11th Street; Earnest S. Brazill Street
Lincoln (South 38th Street and G Street)	South 38th Street*; <del>South G and</del> Yakima Avenue from South <del>36th</del> <sup>37th</sup> Street to South 39th Street; <u>and South G Street south of 36th Street</u>	South 38th Street, <del>South G Street north of Division Avenue</del>
South 34th and Pacific	Pacific Avenue	Pacific Avenue
South 56th Street and South Tacoma Way	South Tacoma Way*; South 56th Street	South Tacoma Way
* * *		
Westgate	Pearl Street*; North 26th Street	Pearl Street
* Indicates primary designated pedestrian streets. In centers where multiple streets are designated, one street is designated the <i>Primary</i> Pedestrian Street. This is used when applying certain provisions, such as the maximum setback requirements for projects that abut more than one pedestrian street.		

#### D. Land use requirements.

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

#### 2. Use table abbreviations.

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

### 3. District use table.

Uses	NCX	CCX	UCX	UCX-TD	RCX <sup>1</sup>	CIX	HMX	URX	NRX	Additional Regulations <sup>3, 4, 5</sup> (also see footnotes at bottom of table)
Adult family home	P	P	P	P	P	P	P	P	P	Subject to additional requirements contained in Section 13.06.535. See definition for bed limit. Prohibited at street level along designated pedestrian streets in NCX. <sup>2</sup> Not subject to minimum densities found in Section 13.06.300.E.
Adult retail and entertainment	N	N	N	N	N	N	N	N	N	Prohibited, except as provided for in Section 13.06.525.
Agricultural uses	N	N	N	N	N	N	N	N	N	
Airport	CU	CU	CU	CU	CU	CU	CU	CU	CU	
Ambulance services	N	CU	CU	CU	N	P	P	N	N	
Animal sales and service	P	P	P	P	N	P	N	N	N	Except in the CIX District, must be conducted entirely within an enclosed structure. Must be set back 20 feet from any adjacent residential district or use.
<del>Art/craft production</del>	<del>P</del>	<del>P</del>	<del>P</del>	<del>P</del>	<del>P</del>	<del>P</del>	<del>N</del>	<del>N</del>	<del>N</del>	
Assembly facility	P	P	P	P	CU	P	N	N	N	Prohibited at street level along designated pedestrian streets in NCX. <sup>2</sup>
Brewpub	P	P	P	P	P	P	N	N	N	Brewpubs located in NCX, CCX, UCX, and RCX shall be limited to producing, on-premises, a maximum of 2,400 barrels per year of beer, ale, or other malt beverages, as determined by the annual filings of barrelage tax reports to the Washington State Liquor Control Board. UCX-TD is limited to 5,000 barrels in the same manner. Equivalent volume winery limits apply.
Building materials and services	N	P	P	CU	N	P	N	N	N	Prohibited at street level along frontage of designated core pedestrian streets. <sup>2</sup>
* * *										
Continuing care retirement community	P	P	P	P	P	P	P	P	P	See Section 13.06.535. Prohibited at street level along frontage of designated core pedestrian streets in NCX. <sup>2</sup>
Correctional facility	N	N	N	N	N	N	N	N	N	
<del>Craft food and non-alcoholic beverage production</del>	<del>P</del>	<del>P</del>	<del>P</del>	<del>P</del>	<del>P</del>	<del>P</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>See Section 13.06.700.C for use definition, which includes certain size limitations. In NCX, CCX, and RCX Districts, all production, processing, and distribution activities are to be conducted within an enclosed building.</del>

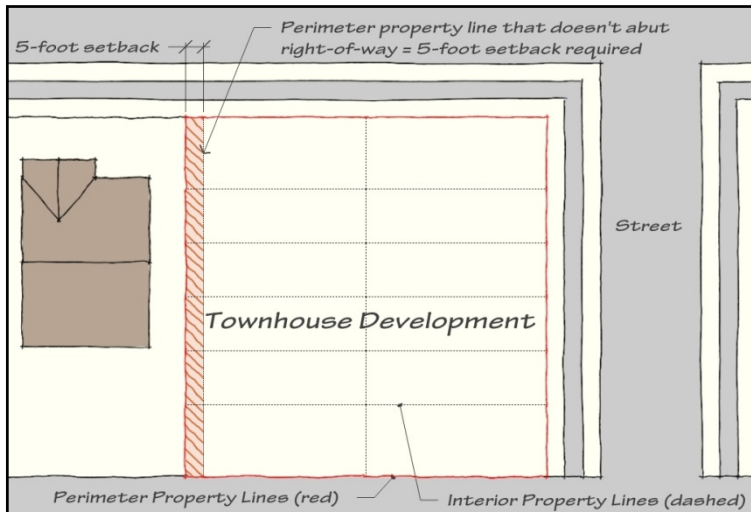


Uses	NCX	CCX	UCX	UCX-TD	RCX <sup>1</sup>	CIX	HMX	URX	NRX	Additional Regulations <sup>3, 4, 5</sup> (also see footnotes at bottom of table)
<a href="#">Craft Production</a>	<a href="#">P</a>	<a href="#">P</a>	<a href="#">P</a>	<a href="#">P</a>	<a href="#">P</a>	<a href="#">P</a>	<a href="#">N</a>	<a href="#">N</a>	<a href="#">N</a>	<a href="#">Must include a retail/eating/drinking/tasting component that occupies a minimum of 10 percent of usable space, fronts the street at sidewalk level or has a well-marked and visible entrance at sidewalk level, and is open to the public.</a> <a href="#">Outside storage is allowed provided screening and/or buffer planting areas are provided in accordance with Section 13.06.502.D.</a> <a href="#">All production, processing and distribution activities are to be conducted within an enclosed building.</a>
Cultural institution	P	P	P	P	N	P	N	N	N	
Day care, family	P	P	P	P	P	N	P	P	P	
Day care center	P	P	P	P	P	P	P	P	CU	Not subject to RCX residential requirement. <sup>1</sup>
Detoxification center	N	N	N	N	N	CU	CU	N	N	
Drive-through with any use	P	P	P	<a href="#">P~</a>	N	P	<a href="#">P*</a>	N	N	<a href="#">See Section 13.06.510 Table 2 for additional driveway and drive-through standards and restrictions. ~Within the “UCX – TD” District, drive-throughs are required to be located entirely within a building.</a> <a href="#">* In the HMX District, drive-throughs are only allowed for hospitals and associated medical uses.</a> <a href="#">All drive-throughs are subject to the requirements of TMC 13.06.513.</a>
Dwelling, single-family detached	P	P	P	P	P	P	P	P	P	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. <sup>2</sup> See Section 13.06.300.E for minimum densities.
Dwelling, two-family	P	P	P	P	P	P	P	P	CU	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. <sup>2</sup> See Section 13.06.300.E for minimum densities.
* * *										
Master plan for any conditional use	CU	CU	CU	CU	CU	CU	CU	CU	CU	The purpose of this process is to allow an applicant to seek approval for a development program which occupies a large site with multiple-buildings, a complex program, and a detailed plan developed by the applicant which would be implemented in phases and which would extend beyond the normal expiration date, to be reviewed after a ten-year period for those portions of the plan which have not yet been developed.

Uses	NCX	CCX	UCX	UCX-TD	RCX <sup>1</sup>	CIX	HMX	URX	NRX	Additional Regulations <sup>3, 4, 5</sup> (also see footnotes at bottom of table)
Microbrewery/ winery	N	N	N	P	N	P	N	N	N	Microbreweries shall be limited to 15,000 barrels per year of beer, ale, or other malt beverages, as determined by the filings of barrelage tax reports to the Washington State Liquor Control Board. Equivalent volume winery limits apply.
<del>Microwinery, limited</del>	<del>P</del>	<del>P</del>	<del>P</del>	<del>P</del>	<del>N</del>	<del>P</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>Must include a retail component that occupies a minimum of 500 gross square feet of usable space, fronts the street at sidewalk level or has a well-marked and visible entrance at sidewalk level, and is open to the public a minimum of forty (40) hours per week. All production activities must be conducted within an enclosed building. Outside storage is allowed provided screening and/or buffer planting areas are provided in accordance with Section 13.06.502.D.</del>
Mobile home/trailer court	N	N	N	N	N	N	N	N	N	
Nursery	P	P	P	N	N	P	N	N	N	
Office	P	P	P	P	P	P	P	N	N	Not subject to RCX residential requirement for properties fronting the west side of South Pine Street between South 40th Street and South 47th Street. <sup>1</sup>
* * *										
Work release center	N	N	CU	N	N	CU	N	N	N	Permitted with no more than 15 residents in the UCX and no more than 25 residents in the CIX, subject to a Conditional Use Permit and the development regulations found in Section 13.06.550.
Uses not prohibited by City Charter and not prohibited herein	N	N	N	N	N	N	N	N	N	
<b>Footnotes:</b> 1. The floor area of any development in RCX must be at least 75 percent residential, unless otherwise noted. 2. For uses that are restricted from locating at street-level along designated pedestrian or core pedestrian streets, the following limited exception is provided. Entrances, lobbies, management offices, and similar common facilities that provide access to and service a restricted use that is located above and/or behind street-level uses shall be allowed, as long as they occupy no more than 50-percent or 75 feet, whichever is less, of the site's street-level frontage on the designated pedestrian or core pedestrian street. See Section 13.06.300.C. for the list of designated pedestrian and core pedestrian streets. 3. For historic structures and sites, certain uses that are otherwise prohibited may be allowed, subject to the approval of a conditional use permit. See Section 13.06.640.F for additional details, limitations and requirements. 4. Commercial shipping containers shall not be an allowed type of accessory building in any mixed-use zoning district. Such storage containers may be allowed as a temporary use, subject to the limitations and standards in Section 13.06.635. 5. Additional restrictions on the location of parking in mixed-use zoning districts are contained in the parking regulations – see Section 13.06.510.A.1 Table 2										

E. Building envelope standards.

1. The following table contains the primary building envelope requirements. See Section 13.06.501 for additional requirements:

	NCX	CCX	UCX	UCX-TD	RCX	CIX	HMX	URX	NRX	Additional Requirements
Minimum lot area	0 square feet	0 square feet	0 square feet	0 square feet	0 square feet	0 square feet	0 square feet	0 square feet	3,750 square feet for single-family dwellings; 2,500 square feet per unit for duplexes; 6,000 square feet for triplexes and multi-family dwellings; 5,000 square feet total per townhouse development	
Minimum lot width	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	25 feet for single-family dwellings, duplexes and triplexes; 14 feet for townhouses	
Minimum setbacks:	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	For single, two- and three-family dwellings and townhouses: 10-foot front, 5-foot sides, 15-foot rear	Maximum setbacks may apply (see Section 13.06.300.F).
	For townhouse developments, a setback of at least 5 feet shall be provided along the perimeter of the development on all sides that do not abut public street or alley right-of-way.								For other uses: 10-foot front, 7.5-foot sides, 20-foot rear	If a buffer is required, a minimum setback is created (see Section 13.06.503).  Townhouse setback standards apply to the perimeter property lines of the development and not to individual internal property lines between townhouses in the same development.  See 13.06.501.N for additional requirements applicable to duplex, triplex and townhouse developments.
continued on next page										

	NCX	CCX	UCX	UCX-TD	RCX	CIX	HMX	URX	NRX	Additional Requirements
	For X District property across a non-designated Pedestrian Street from R-1, R-2 or R-2SRD District property, the following front yard setback shall be provided: <ul style="list-style-type: none"><li>Minimum 10-foot front yard setbacks are required along non-designated Pedestrian Streets.</li><li>Limited exception: For corner lots that also front on a designated Pedestrian Street, this setback shall not apply for the first 130 feet from the corner, as measured along the edge of the right-of-way.</li><li>Covered porches and entry features may project up to 6 feet into the setback.</li><li>The setback area may include landscaping, walkways, pedestrian plazas, private patios, porches, or vehicular access crossings (where allowed), but not include parking.</li></ul>									
Maximum height of structures (feet)	45 feet <sup>1</sup> ; 65 feet in the Stadium Mixed-Use Center <sup>1</sup>	60 feet; 75 feet, if at least 25 percent of floor area is residential or through use of TDRs from an identified TDR sending area <sup>4</sup> .	75 feet; 120 feet, if at least 25 percent of floor area is residential or through use of TDRs from an identified TDR sending area <sup>4</sup> .	75 feet <sup>2</sup> , 120 feet, if for a cultural institution or at least 25 percent of floor area is residential, including hotels, or through use of TDRs from an identified TDR sending area <sup>4</sup> .	60 feet <sup>1</sup>	75 feet	150 feet	45 feet <sup>3</sup>	35 feet	Height will be measured consistent with Building Code, Height of Building.  Maximum heights, shall be superseded by the provisions of Section 13.06.503.A.  Certain specified uses and structures are allowed to extend above height limits, per Section 13.06.602.
	<sup>1</sup> In NCX, RCX, and CIX Districts, additional height above these standard height limits may be allowed in certain areas through the X-District Height Bonus Program – see Section 13.06.300.E.2.									
	<sup>2</sup> In UCX-TD Districts, for all properties lying south of a line running parallel to the center line of the alley between East 26th Street and East 27th Street starting at the western boundary of the UCX-TD District and running east to the center line of East E Street, then north to the center line of East 26th Street, then east to the eastern boundary of the UCX-TD District, height is 120 feet, if at least 4 of the design elements found in Section 13.06A.080 (excluding Section 13.06A.080(8)) are incorporated into the project. Height can be increased to 225 feet, if at least 4 of the design elements are incorporated and 2 of the special features found in Section 13.06A.090 (excluding Section 13.06A.090(7)) are included.									
	<sup>3</sup> In the McKinley Mixed-Use Center, the portion of the URX District that is north of the alley between East Wright Avenue and East 34 <sup>th</sup> Street has a height limit of 35 feet instead of 45 feet.									
	<del><sup>4</sup> Where the use of TDRs is identified as a method for obtaining additional height, this option shall become effective as of the date of adoption of a TDR program by the City.</del>									
* * *										

2. X-District Height Bonuses. The X-District Height Bonus program provides a mechanism to allow for additional height for projects within certain portions of the Neighborhood Mixed-Use Centers. It is designed to encourage new growth and foster economic vitality within the centers, consistent with the State Growth Management Act and the City's Comprehensive Plan, while balancing taller buildings and greater density with public amenities that help achieve the community's vision for the centers, with improved livability, enhanced pedestrian and transit orientation, and a quality built environment, and realize other City-wide goals. Through this program, projects within certain areas may qualify for additional building height, above and beyond the standard maximum height limits outlined above, under Subsection E.1. In order to achieve these increased height limits, projects are required to provide one or more public benefit bonus features.

a. Applicability. Where applicable in the Mixed-Use Centers, the height bonus provision allows for projects to be eligible to increase the standard maximum height limit through the incorporation of one or more public benefit features into the development of the project. These public benefit features are divided into two levels, each of which is outlined below (see graphic on the next page). The following table details the areas within the various neighborhood centers that are eligible for this height bonus program and the maximum additional height allowed through each of the two bonus levels:

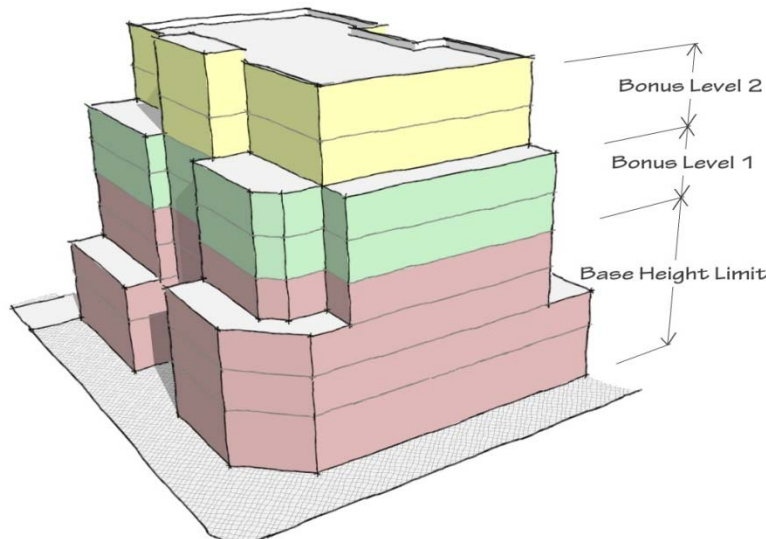
<b>Zoning District &amp; Center</b>	<b>Base Height Limit (allowed without any bonus items)</b>	<b>Maximum Height Allowed Through Level 1<sup>3</sup></b>	<b>Maximum Height Allowed Through Level 2<sup>3</sup></b>
<b>NCX – Neighborhood Commercial Mixed-Use District</b> (Proctor, Lincoln, 6 <sup>th</sup> & Pine, McKinley, and Narrows Centers)	45 feet	65 feet	Not Available
<b>NCX – Neighborhood Commercial Mixed-Use District</b> (Stadium Center)	65 feet	75 feet	85 feet
<b>NCX – Neighborhood Commercial Mixed-Use District</b> (56 <sup>th</sup> & South Tacoma Way Center)	45 feet	65 feet	85 feet
<b>NCX – Neighborhood Commercial Mixed-Use District</b> (MLK Center – property within 200 ft of Core Pedestrian Street) <sup>1</sup>	45 feet	65 feet	85 feet
<b>NCX – Neighborhood Commercial Mixed-Use District</b> (MLK Center – property not within 200 ft of core pedestrian street) <sup>1</sup>	45 feet	65 feet	Not Available
<b>RCX – Residential Commercial Mixed-Use District</b> (MLK Center – east of MLK Jr. Way and between 9 <sup>th</sup> and 13 <sup>th</sup> Streets)	60 feet	70 feet <sup>2</sup>	80 feet
<b>CIX – Commercial-Industrial Mixed-Use District</b> (56 <sup>th</sup> & South Tacoma Way Center)	75 feet	90 feet	100 feet

**Footnotes:**

1. The 200-foot depth used to define some of the areas eligible for the height bonus program shall be extended to encompass an entire development site when at least 60% of the development site is within the standard 200-foot deep bonus area. For purposes of this provision, the “development site” can include multiple parcels as long as they are part of the same project proposal and are abutting or separated by no more than an alley right-of-way.
2. Within the RCX-zoned area, the “Residential Use” item that is provided within the Level 1 bonus palette is not available.
3. Projects that qualify for this program are still subject to the upper-story stepback restrictions found in Section 13.06.503.A.

b. Height Bonus Palettes. The two tables below outline the various public benefit features available for incorporation as part of a project in order to increase maximum height limits, as described above. The following limitations and guidelines apply to the use of the bonus palettes:

- (1) In no case, regardless of how many bonus features are incorporated, can the additional maximum height limits outlined above be exceeded.
- (2) In cases where the bonus height associated with a feature exceeds the maximum bonus height available, that bonus feature can be incorporated but shall only be worth the maximum amount available. For example, if the maximum amount available is 10 feet and a project incorporates the “Affordable Housing” bonus feature (which is normally worth 20 feet), that feature would only be worth 10 feet in that case.
- (3) Within each level, projects can include any combination of the available features to achieve the additional allowed height. In those areas where the maximum height bonus available is divided into two steps, the bonus features in the Level 2 palette cannot be utilized for the first step of additional height and the bonus features in the Level 1 palette cannot be utilized for the second step of additional height.
- (4) The bonus palettes identify the minimum of what must be incorporated in order to achieve each feature and qualify for the associated bonus height. Bonus features must be provided in full in order to qualify and partial credit is not available. For example, the “Residential Use” bonus feature requires that at least 50% of the project be residential in order to receive 10 feet of additional height – providing 25% of the project as residential is not worth 5 feet.
- (5) Bonus features cannot be counted more than once toward the additional allowed height or be worth more than the maximum height identified for that feature, even if the project provides more than the minimum amount required to qualify (providing a bonus twice the level exception to this for green roofs, such count as the “Green also be one part of a to achieve the “LID Management” or bonus items.
- (6) Bonus features are



X-District Height Bonus Program

feature twice or at described is not worth amount). A limited restriction is allowed that a green roof can “Roof” bonus item and larger design strategy Stormwater “Energy Efficiency”

not subject to variance.



(7) Height Bonus Palette – Level 1:

<b>HEIGHT BONUS PALETTE – LEVEL 1</b>		
<b>BONUS FEATURE</b>	<b>DEFINITION</b>	<b>BONUS HEIGHT</b>
<b>PEDESTRIAN-ORIENTED ENVIRONMENT</b>		
Ground Floor Retail or Restaurant	At least 70% of ground floor project street frontage along the designated core pedestrian street designed to accommodate retail and/or restaurant uses. Retail space(s) shall be a minimum of 1,000 square feet and have a minimum depth and width of 25 feet. Restaurant space(s) shall be a minimum of 2,000 square feet and shall incorporate necessary venting and sewer facilities. The space shall have a minimum interior height of 12 feet from the finished floor to the finished ceiling above and have direct visibility and accessibility from the public sidewalk. Projects not fronting on a core pedestrian street are ineligible to use this palette item.	5 feet
Public Art (1%)	A feature worth 1% of the value of the building (as calculated using the latest Building Valuation Data published by the International Code Council), to be installed on-site, exterior to the building with a location and design that benefits the streetscape, or in an approved off-site location within the same Mixed-Use Center and within 1,000 feet of the project site. Art features shall be coordinated with the City’s Arts Administrator and approved by the Arts Commission.	5 feet
* * *		
<b>TRANSIT-ORIENTED DEVELOPMENT</b>		
Transit Stop/Station Improvement	Provide twice the level of improvements that are required by code. If no improvements are required, provide the first level of required improvements. Only applicable to transit stops located within 500 feet of the project site. Must coordinate with Pierce Transit. See Section 13.06.511, Transit Support Facilities.	5 feet
Residential Use	Residential use for at least 50% of a mixed-use project’s floor area.	10 feet
<b>SUSTAINABILITY</b>		
LID Stormwater Management	Manage stormwater through an integrated system and management plan that utilizes various low impact development techniques, such as permeable surfaces, roof rainwater collection systems, bioretention/rain gardens, etc. System shall be designed to result in no net increase in the rate and quantity of stormwater runoff from existing to developed conditions or, if the amount of existing imperviousness on the project site is greater than 50%, the system shall be designed to result in a 25% decrease in the rate and quantity of stormwater runoff. The system shall be designed and installed under the direction of a professional with demonstrated expertise in the design and construction of such facilities.	10 feet
* * *		
<b>QUALITY OF LIFE</b>		
Affordable Housing	At least 20% of residential units provided for households making less than 80% of area median income. In order to qualify, the affordable units shall meet all of the standards prescribed through the City’s Multi-family Property Tax Incentive program.	20 feet

HEIGHT BONUS PALETTE – LEVEL 1		
BONUS FEATURE	DEFINITION	BONUS HEIGHT
Affordable Housing Trust Fund	Contribution to the City’s Housing Trust Fund in an amount equal to 0.5% of the value of the building (as calculated using the latest Building Valuation Data published by the International Code Council). This contribution would be made available in loans or grants to public or private developers for the development of housing for households making less than 80% of area median income. First priority for the use of the contribution would be within the mixed-use center where the project contribution is being made.	10 feet
Open Space Fund Contribution (0.5%)	Contribution to the City’s Open Space Fund in an amount equal to 0.5% of the value of the building (as calculated using the latest Building Valuation Data published by the International Code Council). These funds would be utilized for acquisition and management of open spaces within the City, with a particular focus, when appropriate, on acquiring and managing open spaces within and in close proximity to the subject Mixed-Use Center.	10 feet
Transfer of Development Rights (TDR)	Use of TDRs from an identified TDR sending area. <del>This feature shall become effective as of the date of adoption of a TDR program by the City.</del>	10 feet

(8) Height Bonus Palette – Level 2:

HEIGHT BONUS PALETTE – LEVEL 2		
BONUS FEATURE	DEFINITION	BONUS HEIGHT
<b>QUALITY OF LIFE</b>		
<del>Open Space Fund Contribution (0.5%)</del>	<del>Contribution to the City’s Open Space Fund in an amount equal to 0.5% of the value of the building (as calculated using the latest Building Valuation Data published by the International Code Council). These funds would be utilized for acquisition and management of open spaces within the City, with a particular focus, when appropriate, on acquiring and managing open spaces within and in close proximity to the subject Mixed Use Center.</del>	<del>10 feet (Stadium Center and MLK Center RCX-zoned area);</del> 20 feet (MLK and 56 <sup>th</sup> & South Tacoma Way Centers)
Transfer of Development Rights (TDR)	Use of TDRs from an identified TDR sending area. <del>This feature shall become effective as of the date of adoption of a TDR program by the City.</del>	10 feet (Stadium Center and MLK Center RCX-zoned area); 20 feet (MLK and 56 <sup>th</sup> & South Tacoma Way Centers)

\* \* \*

### 13.06.400.C Land use requirements.

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

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

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

3. Use table abbreviations.

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

4. District use table.

Uses	M-1	M-2	PMI	Additional Regulations <sup>1</sup>
Adult family home	P/N*	N	N	In M-1 districts, permitted only within residential or institutional buildings in existence on December 31, 2008, the effective date of adoption of this provision, or when located within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *Not permitted within the South Tacoma M/IC Overlay District See Section 13.06.535.
Adult retail and entertainment	P	P	P	Subject to development standards contained in Section 13.06.525.
Agricultural uses	CU	CU	CU	Such uses shall not be located on a parcel of land containing less than 20,000 square feet of area.
Airport	CU	CU	CU	
Ambulance services	P	P	P	
Animal sales and service	P	P	N	
<del>Art/craft production</del>	<del>P</del>	<del>P</del>	<del>P</del>	
Assembly facility	P	P	N	
Brewpub	P	P	P	
Building material and services	P	P	P	
Business support services	P	P	P	
Carnival	P/TU*	N	N	*Temporary use only within the South Tacoma M/IC Overlay District
* * *				
Correctional facility	P	P	P	
<del>Craft food and non-alcoholic beverage production</del>	<del>P</del>	<del>P</del>	<del>P</del>	<del>See Section 13.06.700.C for use definition, which includes certain size limitations.</del>
<u>Craft Production</u>	<u>P</u>	<u>P</u>	<u>P</u>	
Cultural institution	P/CU*	P/CU*	N	*Conditional use within the South Tacoma M/IC Overlay District, unless an accessory use.
Day care, family	P/N*	N	N	*Not permitted within the South Tacoma M/IC Overlay District.

Uses	M-1	M-2	PMI	Additional Regulations <sup>1</sup>
Day care center	P	P	N	Subject to development standards contained in Section 13.06.155.
Detoxification center	CU	CU	N	
Drive-through with any permitted use	P	P	P	<a href="#">Subject to the requirements of TMC 13.06.513.</a>
Dwelling, single-family detached	P/N*~	N*	N*	<p>In M-1 districts, single-, two- and three-family and townhouse dwellings are prohibited, except for residential uses in existence on December 31, 2008, the effective date of adoption of this provision.</p> <p>In M-1 districts, new multi-family residential dwellings are permitted only within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use.</p> <p>*In all districts, quarters for caretakers and watchpersons are permitted as is temporary worker housing to support uses located in these districts.</p> <p>~Not permitted within the South Tacoma M/IC Overlay District except for quarters for caretakers and watchpersons and temporary worker housing, as noted above.</p>
Dwelling, two-family	P/N*~	N*~	N*~	
Dwelling, three-family	P/N*~	N*~	N*~	
Dwelling, multiple-family	P/N*~	N*~	N*~	
Dwelling, townhouse	P/N*~	N*~	N*~	
Dwelling, accessory (ADU)	P/N~	N	N	<p>Subject to additional requirements contained in 13.06.150.</p> <p>~Not permitted within the South Tacoma M/IC Overlay District.</p>
* * *				
Master plan for any conditional use	CU	CU	CU	The purpose of this process is to allow an applicant to seek approval for a development program which occupies a large site with multiple-buildings, a complex program, and a detailed plan developed by the applicant which would be implemented in phases and which would extend beyond the normal expiration date, to be reviewed after a ten-year period for those portions of the plan which have not yet been developed.
Microbrewery/winery	P	P	P	
<del>Microwinery, limited</del>	<del>P</del>	<del>P</del>	<del>P</del>	
Mobile home/trailer court	N	N	N	
Nursery	P	P	N	
Office	P*	P*	P	*Within the South Tacoma M/IC Overlay District, unless an accessory use, limited to 10,000 square feet of floor area per development site in the M-2 district and 15,000 square feet in the M-1 district.
* * *				
Work release center	CU	CU	P	Subject to development standards contained in Section 13.06.550.
Uses not prohibited by City Charter and not prohibited herein	N	N	P	
<b>Footnotes:</b> 1. For historic structures and sites, certain uses that are otherwise prohibited may be allowed, subject to the approval of a conditional use permit. See Section 13.06.640.F for additional details, limitations and requirements.				

\* \* \*

### 13.06.501 Building design standards.

\* \* \*

<b>K. X-District Façade Surface Standards.</b> The following requirements apply to all development in any X-Districts, unless specifically exempted. These requirements are intended to help reduce the apparent mass of structures and achieve a more human scale environment by providing visual breaks at more frequent intervals to the building volume that reduce large, flat, geometrical planes on any given building elevation, especially at the first story. The choices are also intended to encourage variety in the selection of facade materials and/or treatment and to encourage more active consideration of the surrounding setting.	
1. Blank walls limitation	a. Blank wall definition: A ground floor wall or portion of a ground floor wall that is over 4 feet in height and has a horizontal length greater than 15 feet without a transparent window or door b. Blank walls facing a street, internal pathway, or customer parking lot of 20 stalls or greater must be treated in one or more of the following ways: <ol style="list-style-type: none"> <li>(1) Transparent windows or doors.</li> <li>(2) Display windows at least 2 feet in depth and integrated into the façade (tack-on display cases do not qualify).</li> <li>(3) Landscape planting bed at least 5 feet wide or a raised planter bed at least 2 feet high and 3 feet wide in front of the wall. Such planting areas shall include planting materials that are sufficient to obscure or screen at least 60 percent of the wall's surface within 3 years.</li> <li>(4) Installing a vertical trellis in front of the wall with climbing vines or plant materials sufficient to obscure or screen at least 60 percent of the wall's surface within 3 years. For large areas, trellises should be used in conjunction with other blank wall treatments.</li> </ol>
2. Building face orientation	a. The building elevation(s) facing street public rights-of-way shall be a front, side, or corner side and shall not contain elements commonly associated with a rear elevation appearance, such as loading docks, utility meters, and/or dumpsters. b. For buildings that have more than 2 qualifying elevations, this requirement shall only be applied to two of them.
3. Building Details <a href="#">for Core Pedestrian Streets</a>	<p><del>Storefront details for designated Core Pedestrian Streets.</del> All <del>buildings fronting on</del> <a href="#">facades facing</a> designated Core Pedestrian Streets shall be enhanced with appropriate details. All new buildings shall employ at least one detail element from each of the three categories below. To qualify as an element, features must be used continuously along the façade or at 30-foot intervals.</p> a. Window and/or entry treatment: <ol style="list-style-type: none"> <li>(1) Display windows divided into a grid of multiple panes.</li> <li>(2) Transom windows.</li> <li>(3) Roll-up windows/doors.</li> <li>(4) Recessed entry.</li> <li>(5) Decorative door.</li> <li>(6) Arcade.</li> <li>(7) Landscaped trellises or other permanent decorative elements that incorporate landscaping near the building entry.</li> </ol> b. Decorative facade attachments: <ol style="list-style-type: none"> <li>(1) Decorative weather protection element(s) such as a steel canopy or glass, fixed-fabric, or retractable awning.</li> <li>(2) Decorative building-mounted light fixtures.</li> </ol>
<p style="text-align: center;">* * *</p>	

\*\*\*

**O. Townhouse Standards.** The following requirements apply to all townhouse dwellings in all districts. These requirements are intended to provide façade articulation that emphasizes individual units and reduces the apparent mass of structures, minimize impacts of vehicular access and service elements, and emphasize pedestrian access and building orientation to the street.

1. Building Mass:

- a. The maximum number of units in one building is six, with minimum spacing between ~~clusters~~ buildings of 10 feet.
- b. Unit articulation. Facades with more than two townhouses facing a street, alley, common open space or common parking area shall be articulated to emphasize individual units. This can be accomplished by either roofline modulation consistent with Section 13.06.501.I.1 and/or vertical building modulation. To qualify for vertical building modulation, the minimum depth and width of modulation shall be 2 and 4 feet, respectively, if tied to a change in building material/siding style. Otherwise, the minimum depth and width of modulation shall be 10 and 15 feet, respectively.

2. Garage Orientation & Vehicular Access:

- a. Garages shall not face any street
- b. Vehicular access and garages for all units shall be placed off of the alley, where suitable access, such as abutting right-of-way that is or can be developed, is available.
- c. Where street-front vehicular access is necessary, driveway approaches shall be limited to no more than one for every 9 units in the development.
- d. Driveway approaches shall also be consistent with the standards in Section 13.06.510.



3. Pedestrian Orientation:

- a. All townhouses on lots with street frontage must have an individual entry that faces and is accessible from the street/sidewalk. Townhouses on corner lots only need to provide such an entry to one of the two adjacent streets/sidewalks.
- b. A continuous pedestrian walkway, which can be a shared walkway, must be provided between the front entrance of each unit and the nearest public sidewalk. Walkways shall be either a raised sidewalk or composed of materials different from any adjacent vehicle driving or parking surfaces. Walkways accessing individual units shall be a minimum of 4 feet wide and walkways accessing multiple units shall be a minimum of 5 feet wide.

4. Windows on the street. At least 15 percent of the facade (all vertical surfaces facing the street) shall be comprised of transparent windows and/or doors. Rough openings are used to calculate this requirement.

\* \* \*

\*\*\*



### 13.06.510 Off-street parking and storage areas.

\*\*\*

**TABLE 2 – Parking in Mixed-Use Center Districts**

\* \* \*

**Development Standards – Driveways.** Driveways shall be located and developed in a manner that recognizes the overall goals for promoting pedestrian activity over vehicle orientation. They shall be limited in size and number and located in the preference order described below:

Driveway location

- ~~1. Driveways shall be located from an alley when suitable access is available, such as an abutting right-of-way that is or can practicably be developed.~~
- ~~2. When suitable alley access is not available, driveways shall be limited to the lowest classified roadway adjacent to the site (non-designated street, designated pedestrian street, designated core pedestrian street)~~
- ~~3. Projects that utilize an alley for vehicle access and cannot practicably limit vehicular access only to the alley, shall also be allowed to have additional vehicular access from abutting non-designated pedestrian streets.~~
- ~~2. Driveways shall be located as close as practical to the property line most distant from any street intersections. Location shall be subject to the approval of the City Traffic Engineer.~~

Driveways shall meet the location requirements of TMC 10.14.050.

\* \* \*

**Development Standards—Drive-throughs in Mixed-Use Centers.** The following standards apply to drive-throughs located in Mixed-use Centers. See Section 13.06.300.D for permitted zones.

- ~~1. Driveways that directly connect to any drive-through shall not be allowed along a designated pedestrian street or designated core pedestrian street~~
- ~~2. Drive-through driveways and stacking lanes must be located at least 150 feet from any bus stop or transit center, as measured along the curb line between the driveway and the bus stop or transit center~~
- ~~3. All vehicle use areas associated with a drive-through shall be located at the side or rear of the building~~
- ~~4. Drive-through windows shall not face a designated pedestrian street and stacking areas shall not lie between a building and a designated pedestrian street~~
- ~~5. Drive-through stacking lane(s) and service window(s) shall be designed and screened from the view of adjacent properties with landscaping and/or structures~~
- ~~6. Pedestrian paths that cross a drive-through aisle shall use a raised platform and be marked with symbols, signage and/or special painting.~~
- ~~7. Within Mixed-Use Centers, drive-throughs shall be limited to 1 stacking lane maximum unless the portion with multiple lanes is fully screened from public view.~~
- ~~8. Drive-through uses that are not located within a building are prohibited from locating within 100 feet of a light rail station or streetcar station~~
- ~~9. Driveways are also subject to the standards contained in Section 13.06.510~~

\*\*\*

### 13.06.513 Drive-throughs

A. Purpose. The regulations of this section are intended to allow for drive-through facilities while mitigating potential negative impacts they may create. Of special concern are noise from idling cars and voice amplification equipment, aesthetics, and queued traffic interfering with on-site and offsite traffic and pedestrian flow. The specific purposes of this section are to:

- Reduce noise and visual impacts on abutting uses, particularly residential uses;
- Promote safer and more efficient on-site vehicular and pedestrian circulation;
- Promote a pedestrian-oriented environment;
- Reduce conflicts between queued vehicles and traffic on adjacent streets.

B. Applicability. The regulations of this section apply only to the portions of the site development that comprise the drive-through facility. The regulations apply to new developments, the addition of drive-through facilities to existing developments, and the relocation of an existing drive-through facility. Drive-throughs are not permitted in some zoning districts—see the permitted uses tables for the applicable zone. Where they are permitted, drive-through facilities are still not always feasible; the size or dimensions of the site, or the size and location of existing structures may make it impossible to meet the regulations of this section.

C. Standards. A drive-through facility is composed of two parts—the stacking lanes and the service area. The stacking lanes are the space occupied by vehicles queuing for the service to be provided. The service area is where the service occurs. In uses with service windows, the service area starts at the service window. In uses where the service occurs indoors, the service area is the area within the building where the service occurs.

1. The following standards apply in all zones where drive-throughs are permitted.

a. Pedestrian streets (includes all TMC pedestrian street designations) and transit stops:

- (1) Driveways that directly connect to any drive-through shall not be allowed along a pedestrian street, light rail or streetcar street.
- (2) Driveways that directly connect to any drive-through must be located at least 150 feet from any transit stop, as measured along the curb line between the driveway and the stop. Exceptions to this requirement shall be processed in accordance with TMC 10.14.030.B.7.
- (3) Exterior drive-through windows shall not face a designated pedestrian, light rail or streetcar street, and stacking areas shall not lie between a building and such a street.

b. Setbacks and Landscaping.

- (1) Exterior service areas and stacking lanes, except for vehicle access crossings, must be set back a minimum of 5 feet from street frontages. In some cases, a greater setback may be necessary to meet other standards such as Landscaping.
- (2) Exterior stacking lanes and service areas shall provide a minimum 3 foot landscaped buffer along sides which do not abut the building. The buffer must be landscaped with at least Type D Landscaping. Alternatively, on sides that do not front on streets, the buffer width may be reduced to 1 foot and improved with a vegetated wall at least 6 feet in height. The required buffer may be interrupted by structures or for vehicle or pedestrian access crossings.
- (3) Where perimeter strips or buffers are otherwise required, they may also satisfy these requirements. The greater of the buffer, setback or perimeter areas shall apply.
- (4) All required landscaping must be maintained consistent with the provision of TMC 13.06.502.

c. Vehicular and pedestrian circulation.

- (1) Adequate stacking lane capacity must be provided to serve the proposed development on-site. Stacking spaces shall be a minimum ten (10) feet in width and eighteen (18) feet in length. The City Engineer, or designee, shall make a determination regarding the number of stacking spaces required. In pedestrian oriented areas including Downtown and X Districts, this determination shall reflect the overall goals of promoting pedestrian activity over vehicle orientation.
- (2) Stacking lanes must be designed so that they do not interfere with parking and vehicle circulation. Stacking lanes must be separated from traffic aisles, other stacking lanes, and parking areas.
- (3) Pedestrian paths that cross a drive-through aisle shall use a raised platform and be marked with symbols, signage, separate material, and/or special painting.
- (4) The drive-through shall not impede pedestrian or vehicular movement within the right-of-way. Drive-through driveways shall be designed to ensure adequate pedestrian visibility as vehicles cross sidewalks.
- (5) Driveways are also subject to applicable standards of TMC 10.14, TMC 13.06.510 and TMC 13.06A.070.

d. Noise and trash receptacles.

- (1) Noise from amplified speakers shall be minimized through means such as orientation, volume control, and sound buffers or barriers. In addition, amplified speakers shall not be audible from abutting residential uses.
- (2) A trash receptacle shall be provided adjacent to the drive-through aisle in order to reduce the potential for littering.

e. Bicyclists.

(1) Drive-throughs shall be required to serve bicyclists, both motorized and non-motorized.

1. The following additional standard applies in Downtown Districts and within the UCX-TD District.

a. Drive-throughs and associated stacking lanes shall be located entirely within buildings.



*Example of a drive-through within a structure*

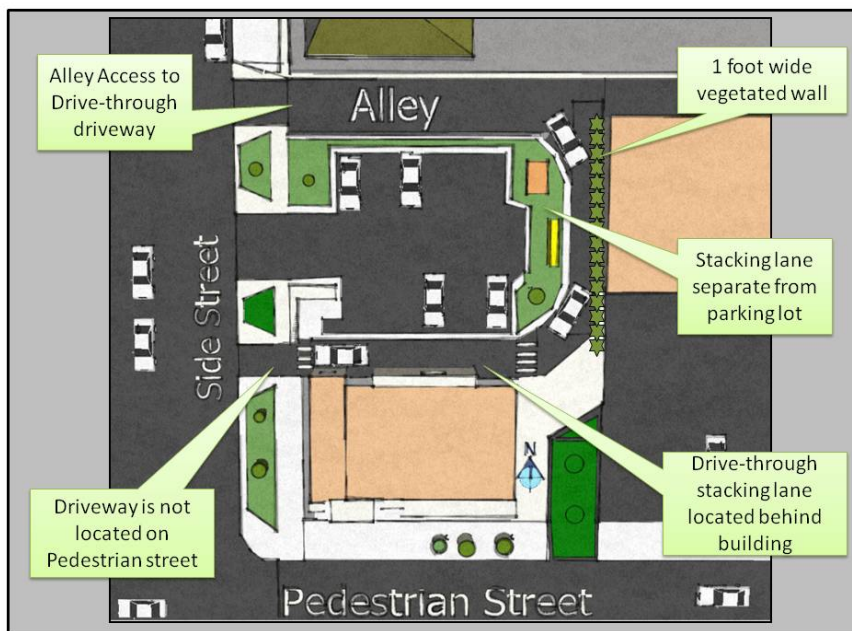
2. The following additional standards apply in X Districts where drive-throughs are permitted:

a. All exterior vehicle use areas associated with a drive-through shall be located at the side or rear of the building.

b. Drive-through stacking lanes and service windows shall be fully screened from the view of adjacent properties and the public right-of-way with landscaping and/or structures.

c. Within NCX Districts, exterior drive-through stacking lanes may be no closer than 25 feet to the property frontage of a designated pedestrian, light rail or streetcar street.

3. Drive-throughs accessory to existing use. Drive-through eating and drinking establishments (such as coffee stands) located in the C-2, CCX, M-1, M-2, and PMI Districts and that are accessory to an existing use, utilize existing driveways, and do not include a permanent foundation or similar permanent improvements, are not required to provide landscaping or separation along the stacking lane(s) as would be required by subsections 1.b.(2) and 1.c.(2.), above.



*Example drive-through layout*

\* \* \*

### 13.06.521 General sign regulations.

\* \* \*

D. Special regulations by type of sign. In addition to the general requirements for all signs contained in this section, and the specific requirements for signs in each zone, there are special requirements for the following types of signs: Wall signs; Projecting signs; Freestanding signs; Electronic changing message center signs; Under-Canopy and Blade Signs; Canopy and awning signs; Temporary signs; Off-premises direction signs; and Billboards.

1. Wall signs.
2. Projecting signs.
3. Freestanding signs.
4. Marquee signs.
5. Under marquee signs.
6. Canopy and awning signs.
7. Temporary signs.
8. Off premises directional signs.
9. Billboards.

The special requirements for these signs are contained in subsections E through M of this section.

\* \* \*

F. Projecting signs. Special regulations governing projecting signs are as follows (Note, for the purposes of this section, Blade Signs and Under Canopy Signs are not considered projecting signs and thus, are regulated under 13.06.521.I:

\* \* \*

H. ~~(Reserved).~~ Electronic changing message center signs. Electronic changing message center signs may either be attached to buildings or freestanding signs, and in addition to all other applicable sign regulations the following are special regulations governing electronic changing message center signs. When a conflict exists between these regulations and other regulations outlined throughout the sign code, the more restrictive shall apply:

1. Freestanding electronic changing message center signs cannot exceed 15 feet in height. Such signs located on sites defined as a Regional Public Convention & Entertainment Facility and super regional mall sites are exempt from this limitation.
2. One Digital Changing Message Center sign is allowed per site. The maximum allowed sign area for any electronic changing message center sign shall be limited to 75% of the area that would be allowed outright in the zoning district it is located in, or 30 square feet, whichever is less. Such signs located on sites defined as a regional public convention & entertainment facility and super regional mall sites are exempt from this limitation.
3. Electronic changing message center signs shall never flash, flicker, scroll, animate, depict movement or provide video. The frequency of picture/message change for an electronic changing message center sign shall not be less than 12 seconds per message.
4. The brightness of an electronic changing message center sign shall not exceed .3 foot candles over ambient light levels at any given time. Such signs shall be equipped with a sensor and automatic dimmer/light adjuster to ensure compliance with this requirement. When brightness is deemed a traffic safety hazard or is deemed a nuisance, the brightness of such sign shall be reduced to a level determined by the Director.
5. Electronic Changing Message Center signs shall not operate between 10 PM and 6 AM. Businesses located outside of a residential district that are open beyond these hours may have such signs on between 10 PM and 6 AM, but in no instance may such sign be on when the business is closed. Such signs shall be equipped with an automatic timer or sensor that turns the sign off and on to ensure compliance with this requirement. Such signs located on sites defined as a regional public convention & entertainment facility and super regional mall sites are exempt from this limitation.
6. Electronic changing message center signs shall only provide advertising for goods and services that are available on-site. Advertising for other businesses and services that are off-site shall be prohibited.

I. Under-canopy and blade signs. :

1. Under-canopy signs shall be considered “blade signs” for the purposes of sign area calculation.

2. Each business is allowed one individual blade sign or under canopy sign as-of-right, up to eight square feet in area. Such signs shall not be counted against the business’ allowed sign area.

~~23.~~ An under-canopy sign may project the full width of such feature. Such a sign shall not exceed eight square feet in area unless otherwise allowed in the district.

~~34.~~ A blade sign may project a maximum of 3 ½ feet from the building face.

~~45.~~ Both blade and under-canopy signs are limited to a maximum sign thickness of 12 inches.

~~56.~~ Both blade and under-canopy signs must meet all minimum clearance requirements for projecting signs.

7. Such signs shall be illuminated only by indirect lighting.

\* \* \*

N. Nonconforming signs. It is the intent of this subsection to allow the continued existence of legal nonconforming signs, subject, however, to the following restrictions:

1. No sign that had previously been erected in violation of any City Code shall, by virtue of the adoption of this section, become a legal nonconforming sign.

2. No nonconforming sign shall be changed, expanded, or altered in any manner which would increase the degree of its nonconformity, or be structurally altered to prolong its useful life, or be moved, in whole or in part, to any other location where it would ~~remain~~ increase its nonconformity~~ng~~. However, a legal nonconforming on-premises sign may be altered if the degree of nonconformity for height and sign area is decreased by 25 percent or greater. Further, a legal nonconforming on-premises sign may be relocated to a different portion of the site so long as it doesn’t become further non-conforming to any separation, setback, or location standard. For purposes of this subsection, normal maintenance and repair, including painting, cleaning, or replacing damaged parts of a sign, shall not be considered a structural alteration.

3. Any sign which is discontinued for a period of 90 consecutive days, regardless of any intent to resume or not to abandon such use, shall be presumed to be abandoned and shall not, thereafter, be reestablished, except in full compliance with this chapter. Any period of such discontinuance caused by government actions, strikes, material shortages, acts of God, and without any contributing fault by the sign user, shall not be considered in calculating the length of discontinuance for purposes of this section.

\* \* \*

**13.06.522 District sign regulations.**

\* \* \*

[See next page for table.]

Section 13.06.522.J	DCC, DMU	WR	DR
* * *			
<b>Sign Features</b>			
Lighting	Indirect, internal illumination, neon, and bare bulb allowed.	Same as DCC.	Bare bulb illumination prohibited.
Rotating, mechanized	Allowed.	Same as DCC.	Prohibited.
Flashing, animated	Prohibited.	Prohibited.	Prohibited.
<u>Electronic Changing</u> message center	Allowed.	Same as DCC.	Same as DCC.
<b>Temporary Signs</b>			
A-boards	<u>2+</u> permitted each business, shall not exceed 12 square feet in area nor 4 feet in height and shall not be placed on sidewalks less than 12 feet in width.	Same as DCC.	Same as DCC.
Banners	1 banner per business with a 60 square feet maximum displayed no longer than 6 months per year. Banners for cultural purposes shall not exceed 400 square feet and are not limited in number or duration.	1 banner per business with a 60 square feet maximum displayed no longer than 6 months per year.	Not allowed.
<u>Feather Signs</u>	<u>Prohibited, unless associated with use not located on private property such as food carts or car sharing services. In such instances, only one allowed per business, 12 square feet in area and ten feet in height.</u>	<u>Same as DCC</u>	<u>Same as DCC</u>
Flags	Shall be on private property, no advertising allowed except logos.	Same as DCC.	Same as DCC.
Window signs	Exempt, but shall not exceed 25 percent of the window area.	Same as DCC.	Same as DCC.
Searchlights, beacons	1 allowed per site, displayed no longer than 7 days per year. No restrictions during an event for public facility over 5 acres.	Same as DCC.	Prohibited.
Temporary off-premises advertising signs	Section 13.06.521.C shall apply, except public facility sites in DCC shall be allowed temporary advertising signs of 32 square feet, including banners not to exceed 160 square feet, attached to temporary fencing during the time of construction.	Prohibited.	Prohibited.



<b>Section 13.06.522.K</b>	<b>C-2, CIX, CCX, UCX, UCX-TD, M-1, M-2, PMI</b>	<b>C-1</b>
* * *		
<b>Sign Features</b>		
Lighting	Indirect, internal illumination, neon and bare bulb allowed.	Bare bulb illumination prohibited.
Rotating, mechanized	Allowed.	Prohibited.
Flashing, animated	Prohibited.	Prohibited.
Electronic Changing message center	Allowed, <u>but prohibited on Pedestrian Streets and Core Pedestrian Streets, as defined in 13.06.300.C and 13.06.200.D.</u>	Same as C-2.
<b>Temporary Signs</b>		
A-boards	<u>In the CIX District, 2+ per business, <del>on private property</del>, 12 square feet per side, 4 feet in height. Such signs may be located off-site, but must remain within the same Mixed-Use Center in which the business is located. For all other districts, 1 per business, on private property, 12 square feet per side, 4 feet height.</u>	Same as C-2.
Banners	1 per business, 60 square feet maximum, 6 months per year. Banners for cultural purposes shall not exceed 400 square feet and are not limited in number or duration.	Prohibited.
<u>Feather Signs</u>	<u>1 per 50 feet of street frontage, per site, with maximum of 2 signs per street frontage. Each sign allowed up to 12 square feet in area and ten feet in height. Shall be located on private property.</u>	<u>Same as C-2.</u>
Flags, pennants	Shall be on private property, no advertising allowed, except logos.	Same as C-2.
Window signs	Exempt, but shall not exceed 25 percent of the window area.	Same as C-2.
Searchlights, beacons	One allowed per site, displayed no longer than 7 days per year. No restrictions during an event for public facility over 5 acres.	Prohibited.
Temporary off-premises advertising signs	Provisions of Section 13.06.521.C shall apply, except public facility sites in UCX-TD shall be allowed temporary advertising signs of 32 square feet each, including banners not to exceed 160 square feet, attached to temporary fencing during the time of construction.	Prohibited.

<b>13.06.522.L</b>	<b>T, NCX, URX, Non-Residential Districts with VSD</b>	<b>HM, HMX</b>
* * *		
<b>Sign Features</b>		
Lighting	Indirect, or internal illumination allowed. No bare bulb illumination allowed. All external lighting to be directed away from adjacent properties to minimize effects of light and glare upon adjacent uses.	Same as T.
Rotating, mechanized	Prohibited.	Same as T.
Flashing, animated	Prohibited.	Same as T.
Electronic Changing message center	<del>Allowed.</del> <u>Prohibited</u>	<del>Same as T.</del> <u>Allowed, but prohibited on pedestrian streets and core pedestrian streets as defined in 13.06.300.C.</u>
<b>Temporary Signs</b>		
A-boards	<u>In the NCX and URX districts, 24 per business, on private property, 12 square feet per side, 4 feet in height. Such signs may be located off-site, but must remain within the same Mixed-Use Center in which the business is located. For all other districts, 1 per business, on private property, 12 square feet per side, 4 feet heights.</u>	Prohibited.
Banners, pennants	Prohibited.	Banners allowed at 30 square feet.
<u>Feather Signs</u>	<u>Prohibited, unless associated with use not located on private property such as food carts or caring sharing service. In such instances, only one allowed per business, 12 square feet in area and ten feet in height.</u>	<u>Prohibited.</u>
Flags	Prohibited, except for the national flag, state flag, flags of other political subdivisions.	Same as T.
Window signs	Exempt, but shall not exceed 25 percent of the window area.	Same as T.
Incidental public service signs	Less than 4 square feet, contains no advertising, intended to provide messages such as "no parking," "exit," "entrance," etc.	Same as T.
Searchlights, beacons	Prohibited.	Same as T.

Section 13.06.522.M	PDB	RCX
* * *		
<b>Sign Features</b>		
Lighting	Indirect or internal illumination allowed. No bare bulb or neon illumination allowed. All external lighting shall be directed away from adjacent properties to minimize effects of light and glare upon adjacent uses.	Same as PDB.
Rotating, mechanized	Prohibited.	Same as PDB.
Flashing	Prohibited.	Same as PDB.
Electronic Changing message center	Allowed.	Prohibited.
<b>Temporary Signs</b>		
A-boards	Prohibited.	<u>24</u> per business, <del>on private property,</del> 12 square feet per side, 4 feet in height. <u>Such signs may be located off-site, but must remain within the same Mixed-Use Center in which the business is located.</u>
Banners, pennants	Prohibited.	Prohibited.
Window signs	Exempt, but shall not exceed 25 percent of the window area.	Same as PDB.
<u>Feather signs</u>	<u>Prohibited.</u>	<u>Prohibited.</u>
Flags	Prohibited, except the national flag, state flag, flags of other political subdivisions.	Same as PDB.
Incidental public service signs	Less than 4 square feet, contains no advertising, intended to provide messages such as “no parking,” “exit,” “entrance,” etc.	Same as PDB.
Searchlights, beacons	Prohibited.	Prohibited.

\*\*\*

### 13.06.535 Special needs housing.

\*\*\*

E. Facilities allowed by conditional use permit. Applications for conditional use permits for special needs housing facilities shall be processed in accordance with the standard procedures and requirements for conditional use permits, as outlined in Chapter 13.05 and Section 13.06.640, with the following additional requirements.

1. Pre-application community meeting. Prior to submitting an application for a conditional use permit to the City, the applicant shall hold a public informational meeting with adjacent community members. The purpose of the meeting is to provide an early, open dialogue between the applicant and the neighborhood surrounding the proposed facility. The meeting should acquaint the neighbors of the proposed facility with the operators and provide for an exchange of information about the proposal and the community, including the goals, mission, and operation and maintenance plans for the proposed facility; the background of the operator, including their capacity to own, operate, and manage the proposed facility; and the characteristics of the surrounding community and any particular issues or concerns of which the operator should be made aware. The applicant shall provide written notification of the meeting to the appropriate neighborhood council, qualified neighborhood and community organizations, and to the owners of property located within 400 feet of the project site.

2. Pre-application site inspection. Prior to submitting an application for a conditional use permit to the City, the applicant shall allow for an inspection by the appropriate Building Inspector and appropriate Fire Marshall to determine if the facility meets the Building and Fire Code standards for the proposed use. The purpose of this inspection is not to ensure that a facility meets the applicable Code requirements or to force an applicant to bring a proposed facility up to applicable standards prior to application for a conditional use permit, but instead, is intended to ensure that the applicant, the City, and the public are aware, prior to making application, of the building modifications, if any, that would be necessary to establish the use.

3. Required submittals. Applications for conditional use permits for special needs housing facilities shall include the following:

a. A Land Use Permit Application containing all of the required information and submissions set forth in Section 13.05.010 for conditional use permits.

b. Written confirmation from the applicant that a pre-application public meeting has been held, as required under subsection E.1 above.

c. Demonstration of inspection by the appropriate Fire Marshal and Building Inspector, as required under subsection E.2 above, to include a description of any necessary building modifications identified during the inspection.

d. An Operation Plan that provides information about the proposed facility and its programs, per the requirements of Planning and Development Services.

4. Review criteria. Applications for conditional use permit for special needs housing facilities shall be subject to the specific review criteria contained in Section 13.06.640 [ED](#).

\*\*\*

### 13.06.645 Variances.

A. Administration.

1. All variances shall be processed in accordance with provisions of Chapter 13.05. Certain regulatory relief may be sought consistent with sections below that provide for potential variances in specified development situations.

2. A minor variance is one in which the code relief requested is within 10 percent of the quantified standard contained in the code and shall be processed in accordance with 13.05.020.B. Minor variances may be granted for quantitative development regulations (bulk, area), accessory building height, design, sign regulations, and off street quantity standards. Examples of quantitative standards are building setback, parking quantity, lot size, and minimum density requirements.

3. A variance is one in which the code relief requested is beyond the threshold outlined above for minor variances and shall be processed in accordance with 13.05.020.C.

4. Both types of variances shall be subject to the same decision criteria found in this section. Minor variances shall not be granted for height in the View Sensitive [Overlay](#) District and for qualitative standards to which a 10 percent threshold would not apply.

25. In the exercise of his or her powers to grant variances to, or interpret, the regulations contained in this chapter, the Director and Hearing Examiner may not, by any act or interpretation, change the allowed use of a structure or land, change the boundaries of a zoning district, or change the zoning requirements regulating the use of land.

B. Specified variances.

1. Variance to development regulations (bulk, area).

a. Applicability. These shall include variances to building setbacks, building location, lot coverage, lot area, lot width, lot frontage, yard space, and minimum-density requirements. These shall not include variance to sign development standards, to design standards, height, parking lot development standards, or off-street parking quantity standards.

b. Criteria. The Director may, in specific cases, authorize a variance to the development regulations, subject to the criteria set forth below. In granting a variance, the Director or Hearing Examiner may attach thereto such conditions regarding the location, character and other features of the proposed structure as may be deemed necessary to ensure consistency with the intent of the Code and Comprehensive Plan and to ensure that the use of the site will be as compatible as practicable with the existing development on the site and surrounding uses. All of the following facts and circumstances must exist:

(1) The restrictive effect of the specific zoning regulation construed literally as to the specific property is unreasonable due to unique conditions relating to the specific property, and which do not result from the actions of the applicant, such as: parcel size; parcel shape; topography; location; documentation of a public action, such as a street widening; proximity to a critical area; location of an easement; or character of surrounding uses.

(2) The requested variance does not go beyond the minimum necessary to afford relief from the specific hardship affecting the site.

(3) The grant of the variance would allow a reasonable use of the property and/or allow a more environmentally sensitive site and structure design to be achieved than would otherwise be permitted by strict application of the regulation, but would not constitute a grant of special privilege not enjoyed by other properties in the area.

(4) The grant of the variance will not be materially detrimental or contrary to the Comprehensive Plan and will not adversely affect the character of the neighborhood and the rights of neighboring property owners.

(5) The grant of the variance will not cause a substantial detrimental effect to the public interest.

(6) Standardized corporate design and/or increased development costs are not cause for variance.

e equal or superior results to the requirement from which relief is sought in terms of quantity, quality, location, and function.

\*\*\*

5. Variance to sign regulations.

~~a. Applicability. These variance criteria in subsection b apply to any variance for regulations found in Section 13.06.520, 13.06.521, and 13.06.522, governing signs; except that:~~

~~(1) Sign setback. Variance to sign setback shall be subject to the criteria found in Section 13.06.645.B.1.~~

~~(2) Sign height. Variances to sign height shall, in no instance, allow the height of a sign to exceed 35 feet or allow the height of a sign on a site with freeway frontage to exceed the height of the building on the same site, whichever is lower. A variance to sign height also requires a finding by the Director that special circumstances exist relating to one or more of the following: property location; topography; parcel shape and size; site distance; or limited view to property and sign in question.~~

~~(3) General restriction. The Director may not grant a variance in any instance to allow a sign to exceed an additional 25 percent of the permitted sign size or height. This limitation applies when more restrictive than subsection 5.a.2 above. Standardized corporate design and/or increased development costs are not cause for variance.~~

a. Applicability. Variances to sign regulations found in Section 13.06.520, 13.06.521, and 13.06.522 shall be categorized as one of the following:

(1) Level 1 Sign Variances: Any sign variance request for up to a 25 percent increase in the permitted sign area or height or to allow an increase in the permitted number of signs. Such variance requests shall be reviewed against the criteria outlined in Section 13.06.645.B.5.b. In no instance, shall a Level 1 Sign Variance allow the height of a sign to exceed 35 feet or exceed the height of the building it identifies, whichever is lower, if located on a site with freeway frontage.

(2) Level 2 Sign Variances: Any sign variance request beyond 25 percent of the permitted sign size or height and any request for relief from sign setback, separation, location, or other sign standard not identified above. Such requests shall be reviewed against the criteria outlined in Sections 13.06.645.B.1.b and 13.06.645.B.5.b .

b. Criteria. The Director may approve a sign variance for one or more of the following reasons:

(1) The proposed signage indicates an exceptional effort to create visual harmony between the signs, structures, and other features of the property through the use of a consistent design theme, including, but not limited to, size, materials, color, lettering, and location.

(2) The proposed signage will preserve a desirable existing design or siting pattern for signs in an area, including, but not limited to, size, materials, color, lettering, and location.

(3) The proposed signage will minimize view obstruction or preserve views of historically or architecturally significant structures.

(4) In a shopping center or mixed-use center, the proposed sign plan provides an integrated sign program consistent with the overall plan for the center.

(5) In a shopping center or mixed-use center, the variance is warranted because of the physical characteristics of the center, such as size, shape, or topography, or because of the location of signs in existence on the date of passage of this section.

\*\*\*

### **13.06.700 Definitions and illustrations.**

For the purposes of this chapter, certain words and terms are defined as follows: words used in the present tense include the future, words in the singular number include the plural, and words in the plural number include the singular; the word “building” includes the word “structure”; the word “shall” is mandatory and not directory. For words that are not defined in this chapter, or that do not incorporate a definition by reference, refer to a Webster’s Dictionary published within the last ten years.

#### **13.06.700.A**

~~Art/craft production. The production of arts and/or crafts with on-site production/assembly of goods by hand manufacturing involving the use of hand tools and/or small-scale equipment, often operated in conjunction with a retail use. This category includes such uses as ceramic art, glass art, candle making, and custom jewelry manufacture. All activity must be conducted totally within the structure with no outdoor storage or significant emissions of odor, smoke, fumes, or sound that extend beyond the site. Individual tenant spaces or units within a building may constitute the site.~~

\*\*\*

#### **13.06.700.B**

Building, height of. In ~~commercial, mixed-use, industrial, and downtown districts~~, all districts except those containing a View-Sensitive Overlay District, per Section 13.06.555, building height shall be measured consistent with the applicable Building Code, Height of Building. ~~In residential districts~~. For buildings located within a View-Sensitive Overlay District(those addressed in Section 13.06.100), the method provided below shall be used:

1. The height limit shall be the vertical distance between existing grade and a plane essentially parallel to the existing grade. The corners of such plane shall be located above the base points.

2. The base points shall be located at the four corners of the foundation or, if the foundation of the structure does not form a rectangle, at the four corners of the smallest rectangle which surrounds the foundation.

3. The base points shall be located on existing grade, unless determined otherwise by the Director in accordance with the provisions of Section 13.06.645.B.3.a.

4. Additional height at the rate of one foot for each 6 percent of the slope shall be allowed. This additional height shall not be allowed on the uphill portion of the structure. For the purpose of this provision, the slope shall be the difference between the elevation of the highest base point and the elevation of the lowest base point divided by the distance between those two base points.

5. No portion of a structure, including the highest gable, unless specifically excepted, shall extend above the height limit; provided, however, that a legal structure that existed before June 18, 1989, that was destroyed by fire, natural disaster, explosion, or other calamity or act of God or the public enemy may be rebuilt to its previous height within the building’s prior



actual dimensions, including, but not limited to, height, roof pitch, depth, and width. Such a structure cannot be enlarged, expanded, or otherwise increased in size without the enlargement or expansion meeting the zoning regulations in effect at the time of the expansion.

The height of a stepped or terraced building is the maximum height of any segment of the building.

\*\*\*

#### 13.06.700.C

~~Craft food and non-alcoholic beverage production. An establishment of no more than 4,000 square feet that is engaged in the production of food and/or non-alcoholic beverage products and which, due to the nature and limited scale of the activities, is compatible with retail sales and service uses and produces minimal off-site impacts. Such establishments must include an accessory and related on-site retail sales and/or eating and drinking component which occupies at least 10% of the total gross floor area. This classification allows wholesale and/or off-premises sales and includes, but is not limited to, bakeries, confectionaries, butchers, and coffee roasting establishments, but excludes microbrewery/winery uses and/or light industrial uses.~~

Craft Production. A commercial use that involves the production of arts, crafts, foods, beverages or other product with on-site production and assembly of goods primarily involving the use of hand tools and/or small-scale equipment. Due to the limited scale of the activities and small boutique nature of craft production establishments, they are compatible, and are often co-located with, retail sales and service uses. This use category includes but is not limited to ceramic art, glass art, candle-making, custom jewelry manufacture, bakeries, confectionaries, butchers, coffee roasting establishments, food production and beverage production.

Establishments engaged in the craft production of alcoholic beverages including craft wineries, craft breweries, and craft distilleries shall be limited to no more than 5,000 gallons of product per year. The following regulations also apply to the craft production of alcoholic beverage:

1. An occupancy that is below an "H" Hazard as defined by the current version of the adopted International Building Code (IBC) shall be maintained and not exceeded. Accessory "H" uses may be allowed provided the accessory use does not exceed 10 percent of the site's floor area.
2. Retail sale and onsite tasting of beverages and/or the ability for producers to act as wholesaler of its own production for off-site consumption are subject to the appropriate state and local licenses.
3. Individual tenant spaces or units within a building may constitute the site.

\*\*\*

#### 13.06.700.D

Drive-through. A business or a portion of a business where a customer is permitted or encouraged, either by the design of physical facilities or by service and/or packaging procedures, to receive services or partake in business while seated in a motor vehicle. This definition does not include uses where the service is not provided while the customer is in the vehicle, such as fueling stations, passenger drop-off/pick-up zones for schools, hospitals, hotels or similar uses, to carry on business in the off-street parking or paved area accessory to the business, while seated in a motor vehicle.

\*\*\*

#### 13.06.700.M

~~Microwinery, limited. An establishment engaged primarily in the production, including crushing, fermentation, aging, and bottling, and distribution of no more than 1,000 cases of wine per year. This classification allows a "Microwinery, limited" to sell wine at retail and provide wine tasting onsite and/or to act as wholesaler for wine of its own production for off-site consumption with appropriate state licenses.~~

\*\*\*

#### 13.06.700.R

Regional Public Convention & Entertainment Facility. Any facility, funded in whole or part with public funds, which provides convention and/or entertainment services for the greater region. These facilities are typically located on 10 acre or larger sites and are comprised of convention centers, stadiums, or similar facilities.

\*\*\*

13.06.700.S

Sign, blade. A double-faced sign intended for pedestrian viewing installed no higher than the top of the first floor of a building and generally perpendicular to the building facade for which it identifies.



\*\*\*

Sign, feather. A portable freestanding type sign, affixed to a light weight pole, intended to advertise temporary promotions, services, and events.



\*\*\*

Sign, temporary. An on-premises sign, banner, balloon, feather sign, pennant, valance, A-board, or advertising display constructed of cloth, canvas, fabric, paper, cardboard, plywood, wood, wallboard, plastic, sheet metal, or other similar light material, with or without a frame, which is not permanently affixed to any sign structure and which is intended to be displayed for a limited time only.

\*\*\*

13.06.700.V

Variance. The procedure by which the strict application of the provisions of this title relating to height, area, setbacks, parking, design and other such development standards may be modified for a particular project based on special circumstances

applicable to the specific property and/or project. Variances cannot change the underlying zoning or allow for uses that are otherwise prohibited. Since variances are an adjustment to the standards, projects that have received approval of a variance shall be considered to be conforming to that standard.

Variance, minor. A variance in which the relief requested is within 10 percent of the quantified standard contained in the code.

\*\*\*



## EXHIBIT “G”

### 2013 ANNUAL AMENDMENT

#### Amendments to the Tacoma Municipal Code

These amendments show all of the changes to the *existing* text of the Tacoma Municipal Code. The sections included are only those portions of the Code that are associated with these amendments. New text is underlined and text that is deleted is shown in ~~striketrough~~.

#### Chapter 13.06A

##### DOWNTOWN TACOMA

Sections:

- 13.06A.010 Purpose.
- 13.06A.020 Applicability.
- 13.06A.030 Definitions.
- 13.06A.040 Downtown Districts and uses.
- 13.06A.050 Additional use regulations.
- 13.06A.052 Primary Pedestrian Streets.
- 13.06A.055 Nonconforming Development.
- 13.06A.060 Development Standards.
- 13.06A.065 Parking Standards.
- 13.06A.070 Basic design standards.
- 13.06A.080 Design standards for increasing allowable FAR.
- 13.06A.090 Special features required for achieving maximum Floor Area Ratio.
- 13.06A.100 Downtown Master Planned Development (DMPD).
- 13.06A.110 Variances.
- 13.06A.120 *Repealed.*
- 13.06A.130 Severability.

\*\*\*

#### **13.06A.040 Downtown Districts and uses.**

A. After the area-wide reclassification establishing the following Downtown Districts, no property within the Downtown Districts shall be reclassified except through a subsequent area-wide reclassification as provided for in TMC 13.02.045.

B. No property shall be reclassified to a Downtown District except through an area-wide reclassification as provided for in TMC 13.02.045.

##### C. Downtown Commercial Core District (DCC).

This district is intended to focus high rise office buildings and hotels, street level shops, theaters, and various public services into a compact, walkable area, with a high level of transit service.

1. Preferred – retail, office, hotel, cultural, governmental.
2. Allowable – residential, industrial located entirely within a building.
3. Prohibited – industrial uses not located entirely within a building ~~drive-throughs not located within a building~~ and automobile service stations/gasoline dispensing facilities in addition to those noted in TMC 13.06A.050.

##### D. Downtown Mixed-Use District (DMU).

This district is intended to contain a high concentration of educational, cultural, and governmental services, together with commercial services and uses.

1. Preferred – governmental, educational, office, cultural.

2. Allowable – retail, residential, industrial located entirely within a building.

3. Prohibited – industrial uses not located entirely within a building, movie theaters greater than six screens, [and](#) automobile service stations/gasoline dispensing facilities, ~~and drive throughs that are not located within a building but are located within 100 feet of a light rail or streetcar street,~~ in addition to those noted in TMC 13.06A.050.

E. Downtown Residential District (DR).

This district contains a predominance of mid-rise, higher density, urban residential development, together with places of employment and retail services.

1. Preferred – residential.

2. Allowable – retail, office, educational.

3. Prohibited-industrial, movie theaters greater than six screens in addition to those noted in TMC 13.06A.050.

F. Warehouse/Residential District (WR).

This district is intended to consist principally of a mixture of industrial activities and residential buildings in which occupants maintain a business involving industrial activities.

1. Preferred – industrial located entirely in a building, residential.

2. Allowable – retail, office, governmental.

3. Prohibited:

a. Movie theaters greater than six screens, in addition to those noted in TMC 13.06A.050.

~~b. Drive through uses that are not located within a building but are located within 100 feet of a light rail or streetcar street.~~

\*\*\*

**13.06A.050 Additional use regulations.**

A. Use Categories.

1. Preferred. Preferred uses are expected to be the predominant use in each district.

2. Allowable. Named uses and any other uses, except those expressly prohibited, are allowed.

3. Prohibited. Prohibited uses are disallowed uses (no administrative variances).

B. The following uses are prohibited in all of the above districts, unless otherwise specifically allowed:

1. Adult retail and entertainment.

2. Heliports.

3. Work release facilities.

4. Jails and correctional facilities.

5. Billboards

6. Drive-throughs not located entirely within a building.

\*\*\*

E. Work-Live.

1. Purpose and Intent: The purpose of this Section is to assist with the revitalization of Downtown Tacoma and the City's other Mixed-Use Centers and with the implementation of the City's Comprehensive Plan by facilitating the conversion of older, economically distressed, or historically significant buildings to work-live units. This will help to reduce vacant space as well as preserve Downtown's architectural and cultural past and encourage the development of a work-live and residential community Downtown, thus creating a more balanced ratio between housing and jobs in the region's primary employment center. This revitalization will also facilitate the development of a "24-hour city" and encourage mixed commercial and residential uses in order to improve air quality and reduce vehicle trips and vehicle miles traveled by locating residents, jobs, hotels and transit services near each other. Adding a minor residential component to an existing or historic building does not trigger change of use requirements under the City's Land-use codes.

a. A work-live unit is a combined living and work unit that includes a kitchen and a bathroom. The residential portion of the unit, including the sleeping area, kitchen, bathroom, and closet areas, occupies no more than 33 percent of the total floor area of the legal non-residential use, and the living space is not separated from the work space. It must be located within buildings lawfully in existence on September 25, 2012 in Downtown or the other mixed-use centers.

b. The requirements for the “work-live” units are as follows:

i. The residential use must be clearly incidental and subordinate to the work space.

ii. Buildings containing “work-live” units shall not generate additional impacts to any greater extent than what is usually experienced in the surrounding area.

iii. The ~~Land Use Administrator~~ Director may attach additional conditions to permits that are required for “work-live” units to ensure that the criteria set forth above are met.

\*\*\*

### 13.06A.060 Development Standards.

~~A. No variances shall be granted to these development standards unless otherwise indicated.~~

~~BA.~~ Buildings lawfully in existence on January 10, 2000, the time of reclassification to the above districts, do not need to conform to these standards; however, additions will need to conform. No addition can increase nonconformity to these standards or create new nonconformity.

~~CB.~~ Development Standards Table.

	Maximum Allowable Floor Area Ratio (FAR)						
Districts	“As of Right”		With Design Standards		With Special Features		Height Limits
	Non-Res	Res	Non-Res	Res	Non-Res	Res	
DCC	3	3	6	6	12	12	400’
DMU	2	3	4	5	6	7	100’
DR	1	2	2	4	4	6	90’
WR	3	4	4	5	6	7	100’

~~DC.~~ Floor Area Ratio – Additional Standards

1. The FAR for non-residential and residential uses within a given development are individually calculated and may be added together for a cumulative total, provided that the respective maximum FAR for each use is not exceeded. For example, in the DCC, an “as-of-right” development may have a total FAR of 6, with a FAR of 3 in non-residential use and a FAR of 3 in residential use in a single development.

2. For the purposes of calculating maximum allowable FAR, hotels shall be considered a residential use.

3. A minimum FAR of 1 shall be achieved for structures within the Downtown Commercial Core district. The gross floor area shall be used to calculate the minimum FAR.

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

5. Floor area is determined pursuant to the definition provided in Section 13.06.700.

~~ED.~~ Building Height – Additional Standards

1. Building Height will be measured consistent with the applicable Building Code, Height of Building and excludes parapets, mechanical penthouses, elevator overruns and machine rooms, and decorative architectural features (e.g., spires, towers, pergolas, pyramids, pitched roofs) not intended for residential, office or retail space.

2. Maximum Building Height within 150’ east of the centerline of the right-of-way of Yakima Avenue shall be 60 feet, in order to create a transition to lower-rise residential development to the west.



### 13.06A.065 Parking Standards

A. Purpose and Applicability. The following off-street parking standards are intended to achieve Comprehensive Plan policies that strive to minimize and effectively manage the amount of land in downtown that is currently dedicated to parking, as large parking areas are often unattractive, inefficient uses of land which disrupt cohesive urban form and pedestrian environment.

1. ~~With the exception of Sections 13.06A.065.D.3 and 13.06A.065.D.4, no variances shall be granted to these parking standards unless otherwise indicated. Variances to the required standards may be authorized pursuant to Section 13.06A.110.~~

2. No parking is required for structures lawfully in existence on January 10, 2000, the time of reclassification to the above districts; however, new development and additions shall provide parking as required. No addition to a building or parking area can increase nonconformity to these standards or create new nonconformity.

3. Maximum parking ratios may be exceeded for providing parking available to the public and which is not dedicated to individual owners, tenants and lessees of any building. Ample signage at the facility must be provided to inform users that the excess parking stalls are available for public use at no charge or by fee.

4. For buildings that contain multiple types of uses, the required number of parking spaces shall be equal to the total number of spaces determined by computing each use type separately, except where specifically stated otherwise herein.

5. Development shall also comply with the requirements of 13.06.510.C Loading Spaces.

6. Structures and sites that are individually listed on the Tacoma Register of Historic Places shall be exempt from all parking quantity requirements. This provision does not apply to Historic Special Review District overlay zones.

#### B. Reduced Parking Area (RPA) – Parking Quantity Standards

	Residential Parking (stalls/ unit)		Non-Residential Parking (stalls/ floor area sf)	
	Minimum	Maximum	Minimum	Maximum
RPA	Not Applicable	Not Applicable	Not Applicable	Not Applicable

\*\*\*

#### C. Parking Quantity Standards Outside of the RPA

	Residential Parking (stalls/unit)		Non-Residential Parking (stalls/ floor area sf)	
	Minimum	Maximum	Minimum	Maximum
DMU	1	Not Applicable	2/1000	3/1000
DR	1	Not Applicable	1/1000	3/1000
WR	1	Not Applicable	1/1000	3/1000

\*\*\*

### 13.06A.070 Basic design standards.

A. ~~No variances shall be granted to the following basic design standards and the additional standards applicable to the DCC and DR districts. A variance to the required standards may be authorized, pursuant to Section 13.06A.110, unless otherwise prohibited.~~

B. If a building is being renovated in accordance with the Secretary of Interior's Standards for Treatment of Historic Properties, and a conflict between the basic design standards or additional standards and the Secretary's Standards occurs, then the Historic Preservation Criteria and Findings made by the Tacoma Landmarks Preservation Commission shall prevail.

#### C. Standards Applicable to Development in All Districts.

1. The basic design standards and additional standards applicable to the DCC and DR districts, except as otherwise noted, shall apply to all new construction, additions, and substantial alterations.

\*\*\*

6. Development shall also comply with the requirements as established in Section 13.06.511, Transit Support Facilities.

7. New driveways shall meet the driveway location requirements of TMC 10.14.050 and the following additional standards, be located from an alley, court, or street which does not have light rail or streetcar lines or is not designated as a Primary Pedestrian Street. Existing driveways may remain and be maintained. Abandoned driveways shall be removed when required by the Traffic Engineer.

a. If a driveway is not feasible from a non-designated alley, court, or street, a driveway may be located from a street having light rail or streetcar lines or a designation of Primary Pedestrian Street.

ba. Maximum driveway width on a street having light rail or streetcar lines or on a defined Primary Pedestrian Street is 25 feet.

eb. All driveways on a street having light rail or streetcar lines or on a defined Primary Pedestrian Street shall be no closer than 150 feet as measured to their respective centerlines, provided that there will be allowed at least one driveway from each development to each abutting street.

ec. All driveways on a street having light rail or streetcar lines shall be equipped with a sign to warn exiting vehicles about approaching trains.

ed. All driveways located on a Primary Pedestrian Street shall be equipped with audible warning signals to announce exiting vehicles.

fe. No variances shall be granted to this driveway standard. Variances to the required standards may be authorized pursuant to Section 13.06A.110.

8. Where trees are provided, they shall be planted a minimum of 10 feet from pedestrian light standards or parking lot light standards. However, limited flexibility in the placement of trees shall be allowed to address unique circumstances such as unusual topography or where other required or existing features limit the ability to strictly meet this standard.

9. Where pedestrian light standards or parking lot light standards are provided, they shall be placed a minimum of 10 feet from trees. However, limited flexibility in the placement of light standards shall be allowed to address unique circumstances such as unusual topography or where other required or existing features limit the ability to strictly meet this standard.

10. Where public seating is provided, it shall utilize designs that discourage long-term loitering or sleeping, such as dividers or individual seating furniture.

11. See section 13.06.513 for standards pertaining to drive-throughs.

\*\*\*

### **13.06A.100 Downtown Master Planned Development (DMPD).**

Any development meeting the following criteria may qualify as a Downtown Master Planned Development: No variances shall be granted to the following criteria:

A. The development site is at least 50,000 square feet. Development sites that have lot area located on both sides of a street are considered contiguous for the purposes of calculating site size; however, right-of-way may not be included in the calculation unless its air rights are vacated.

B. The development meets the Basic Design Standards and Additional Standards as required.

C. The development complies with at least four of the Design Standards for Increasing Allowable FAR.

D. The development provides one Special Feature.

E. The development is governed by a master plan that describes, in detail, building footprints, massing, heights, public spaces and pedestrian connections, and architectural characteristics.

F. The development includes particular buildings or portions of buildings exceeding the maximum height limits specified in Section 13.06A.060, provided that other buildings or portions of buildings on the site are built at least 25 percent below the allowable maximum height limit of the zoning district.

G. In no case can the maximum allowable FAR for the zoning district be exceeded except as otherwise provided.

### **13.06A.110 Variances.**

Unless otherwise indicated, the Director shall not grant a variance by act or interpretation of the regulations contained in Sections 13.06A.060, 13.06A.065, 13.06A.080, 13.06A.090, and 13.06A.100, as specified herein, or to change the use of a structure or land.

The Director may grant a variance ~~only for the basic design standards of TMC 13.06A.070,~~ to the regulations contained in Sections 13.06A upon the finding that the variance meets one of the tests below. Standardized corporate design and/or increased development costs are not cause for a variance. Failure to meet an appropriate test shall result in denial of the variance request. The Director may issue such conditions as necessary to maximize possible compliance with the intent of the regulation from which relief is sought. The applicant carries the burden of proof to demonstrate applicability of the appropriate test.

1. Unusual shape of a parcel established prior to the reclassification of property to the downtown districts.
2. Preservation of a critical area, unique natural feature, or historic building/feature restricts possible compliance.
3. Widely varied topography of the building site restricts possible compliance.
4. Documentation of a pending public action such as street widening restricts possible compliance.
5. The proposal represents an alternative design that departs from the requirement(s) but is consistent with the goals and policies of the Comprehensive Plan and can be demonstrated to provide equal or superior results relative to the intent of the specific requirement(s) from which relief is sought.

\*\*\*



## ORDINANCE NO. 28158

1 AN ORDINANCE relating to the 2013 Annual Amendment of the City of Tacoma's  
2 Comprehensive Plan; amending the Comprehensive Plan to modify the  
3 land use designation systems, incorporate "Environmental Justice," and  
4 update unfunded transportation projects; establishing a new land use  
5 designation framework; and endorsing review of the Countywide Planning  
6 Policies for Pierce County.

7 WHEREAS the Planning Commission ("Commission") annually  
8 recommends changes to the Comprehensive Plan ("Plan") and the Land Use  
9 Regulatory Code ("Code"), pursuant to the Growth Management Act ("GMA"), and

10 WHEREAS the recommended changes are part of the Annual Amendment  
11 process, and the changes for the 2013 Annual Amendment are presented in two  
12 separate ordinances for ease of review, which are made up of this ordinance to  
13 amend the Plan and a separate ordinance to amend the Code, and

14 WHEREAS Chapter 13.02 of the Tacoma Municipal Code ("TMC") details  
15 the procedures and criteria for amending the Plan, including review of potential  
16 amendments by the Commission and City staff, and the requirement that potential  
17 amendments be subject to a public review process, and

18 WHEREAS, considering the public testimony received at a hearing on  
19 March 20, 2013, and analyses and assessments completed by City staff, the  
20 Commission developed proposed amendments to the Plan, which were compiled in  
21 the Planning Commission's Findings and Recommendations Report ("Report") and  
22 forwarded to the City Council on May 1, 2013, and  
23  
24  
25  
26



WHEREAS the Commission recommends the following amendments to the Plan: (1) amending the Transportation Element of the Comprehensive Plan to update and reprioritize unfunded transportation projects, and to incorporate "Environmental Justice" in appropriate policy provisions and project evaluation criteria to be consistent with VISION 2040, the Integrated Growth Management, Environmental, Economic and Transportation Strategy for the Central Puget Sound Region (referenced as Application #2013-04 in the Report, and as set forth in Exhibit "A"); and (2) amending the Growth Strategy and Development Concept Element of the Comprehensive Plan to create separate land use designations for the four types of mixed-use centers (i.e., neighborhood, community, urban and downtown); add a new land use designation for Shoreline areas; and modify the land use designations for properties within the mixed-use centers and shoreline areas based on these new designations, effectively removing the underlying intensity designations in these areas (referenced as Application #2013-06 in the Report, and as set forth in Exhibit "B"); and

WHEREAS the Commission also recommends establishing a new land use designation framework to guide subsequent phases of the proposed revisions to the Comprehensive Plan's land use designations system, including a comprehensive review of the land use patterns and substantial re-designation of properties in the City (referenced as Application #2013-06 in the Report, and as set forth in Exhibit "C"); and endorsing the conclusions of the review of the recently



1 amended Countywide Planning Policies for Pierce County (CPPs) that the City's  
2 Comprehensive Plan continues to be consistent with the CPPs and any further  
3 enhancement of the Plan's language should be incorporated in the scope of work  
4 for the mandated 2015 Comprehensive Plan Update pursuant to RCW 36.70A.130  
5 (referenced as Application #2013-02 in the Report, and as set forth in Exhibit "D"),  
6 and  
7

8 WHEREAS the proposed amendments to the Plan conform to the  
9 requirements of the GMA, and were developed and are consistent with the  
10 following: (1) the State Environmental Policy Act; (2) VISION 2040, the growth  
11 management, environmental, economic, and transportation vision for the Central  
12 Puget Sound region; (3) Transportation 2040, the action plan for transportation in  
13 the Central Puget Sound region; (4) the Countywide Planning Policies for Pierce  
14 County; (5) Substitute Resolution No. 37070, which provides guiding principles for  
15 the City's future growth; and (6) Chapter 13.02 TMC, and  
16

17 WHEREAS, pursuant to TMC 13.02, the 2013 Annual Amendment process,  
18 which began in July 2012, must be completed by June 30, 2013 and the City  
19 Council is required to conduct a public hearing prior to considering for adoption,  
20 and  
21

22 WHEREAS the City Council conducted a public hearing on the Planning  
23 Commission's recommendations on May 21, 2013, and  
24  
25  
26





1 WHEREAS the Infrastructure, Planning and Sustainability Committee  
2 reviewed the 2013 Annual Amendment at its meetings on April 10, 2013 and  
3 May 8, 2013 and is scheduled to forward a "Recommendation for Adoption" to the  
4 City Council on June 12, 2013, and

5  
6 WHEREAS the effective date of this ordinance for adopting the Planning  
7 Commission's Findings and Recommendations Report, dated May 1, 2013, as well  
8 as the proposed amendments and measures as set forth in Exhibits "A", "B", "C",  
9 and "D" shall be August 1, 2013; Now, Therefore,

10 BE IT ORDAINED BY THE CITY OF TACOMA:

11  
12 Section 1. That the City Council adopts the Findings and Recommendations of  
13 the Planning Commission, dated May 1, 2013.

14 Section 2. That the Transportation Element of the City of Tacoma  
15 Comprehensive Plan is hereby amended, as set forth in the attached Exhibit "A."

16 Section 3. That the Growth Strategy and Development Concept Element of the  
17 City of Tacoma Comprehensive Plan is hereby amended, as set forth in the attached  
18 Exhibit "B."

19 Section 4. That a new land use designation framework shall be established to  
20 guide subsequent phases of the proposed revisions to the Comprehensive Plan's land  
21 use designations system, including a comprehensive review of the land use patterns  
22 and substantial re-designation of properties in the City, as set forth in the attached  
23 Exhibit "C."  
24



1           Section 5. That the conclusions of the review of the recently amended  
2 Countywide Planning Policies for Pierce County (CPPs) finding that the City's  
3 Comprehensive Plan continues to be consistent with the CPPs and that any further  
4 enhancement of the Plan's language should be incorporated in the scope of work for  
5 the mandated 2015 Comprehensive Plan Update pursuant to RCW 36.70A.130 are  
6 hereby endorsed, as set forth in the attached Exhibit "D."

8           Section 6. That the effective date of this ordinance shall be August 1, 2013.

9  
10 Passed \_\_\_\_\_

11 \_\_\_\_\_  
12 Mayor

13 Attest:

14 \_\_\_\_\_  
15 City Clerk

16 Approved as to form:

17  
18 \_\_\_\_\_  
19 Deputy City Attorney



## EXHIBIT “A” 2013 ANNUAL AMENDMENT

### Amendments to the Comprehensive Plan

These amendments show all of the changes to the *existing* text of the Comprehensive Plan. The sections included are only those portions of the Plan that are associated with these amendments. New text is underlined and text that is deleted is shown in ~~striketrough~~.

## Transportation Element

### Index:

#### Foreword

#### Section I – General Goal and Policies

##### Goal

Achieve a multimodal transportation system that efficiently moves people and goods with optimum safety and appropriate speed, maximizes the conservation of energy, and minimally disrupts the desirable features of the environment.

##### Policies

##### Land Use and Transportation

T-LUT-1	Land Use Considerations
T-LUT-2	Land Use Patterns
T-LUT-3	Centers and Corridors
T-LUT-4	Support Economic Bases
T-LUT-5	Access to Work
T-LUT-6	Concurrency
T-LUT-7	Street Rights-of-Way
T-LUT-8	Partner with Transit
T-LUT-9	Transit-Oriented Development

##### Transportation System Management

T-TSM-1	Roadway Classifications
T-TSM-2	Street System Design
T-TSM-3	Traffic Calming Measures
T-TSM-4	Transportation Facilities Maintenance
T-TSM-5	Downtown Parking System
T-TSM-6	Level of Service Standards

##### Multimodal System

T-MS-1	Transportation Demand Management
T-MS-2	Roadway Capacity
T-MS-3	Inter-Modal Conflict
T-MS-4	Transit Planning
T-MS-5	Transit Operational Efficiency
T-MS-6	Freight Transportation
T-MS-7	Special Transportation Needs
T-MS-8	Partner with Pierce Transit
T-MS-9	Car-Sharing
T-MS-10	Encourage Transit Ridership to Manufacturing/Industrial Centers
T-MS-11	Truck Movement and Infrastructure Design
T-MS-12	Complete Streets
T-MS-13	Walkability
T-MS-14	Minimize Conflicts in Manufacturing/Industrial Centers

##### Commute Trip Reduction

T-CTR-1	Comprehensive Plan and CTR
T-CTR-2	Funding for CTR
T-CTR-3	Collaboration on CTR
T-CTR-4	Climate Change and CTR
T-CTR-5	Expansion of CTR
T-CTR-6	Evaluation of CTR
T-CTR-7	Leadership on CTR

##### Environmental Stewardship

T-ES-1	Minimum Environmental Disruption
T-ES-2	Noise and Air Pollution
T-ES-3	Congestion Management
T-ES-4	Stormwater Management
T-ES-5	Urban Design
T-ES-6	Public Awareness
T-ES-7	Electric Vehicles
T-ES-8	Emission-free Vehicles and Devices

- T-ES-9 Skateboards
- T-ES-10 Electric Vehicle Infrastructure

#### **Financing and Funding Sources**

- T-FFS-1 Reliable Financing
- T-FSS-2 Development Incentives
- T-FSS-3 Transportation Funding for  
Manufacturing/Industrial Centers

#### **Intergovernmental Coordination and Citizen Participation**

- T-ICCP-1 Intergovernmental Coordination
- T-ICCP-2 Funding Coordination
- T-ICCP-3 Regional ~~Nonmotorized~~ [Active Transportation](#) Coordination
- T-ICCP-4 Citizen Participation

\* \* \*

# Foreword

The Transportation Element includes three sections. The first and third sections pertain to general transportation policies and implementation, while the second section specifically addresses [nonmotorized-active](#) transportation issues. The three sections cross-reference and complement each other.

Section I – General Goal and Policies – contains an overall transportation goal and a number of general policies that provide guidelines and direction to achieve the goal. These policies are compiled in the following seven categories:

- Land Use and Transportation
- Transportation System Management
- Multimodal System
- Commute Trip Reduction
- Environmental Stewardship
- Financing and Funding Sources
- Intergovernmental Coordination and Citizen Participation

Section II – Mobility Master Plan – specifically addresses [nonmotorized-active](#) transportation issues. The section is derived and extracted from the *2010 Mobility Master Plan Study*, a comprehensive study that provides a vision, policies and an implementation plan for how the City of Tacoma can improve conditions for pedestrians and cyclists citywide over the next fifteen years. Issues addressed in this section include:

- Guiding Principles
- Prioritizing Transportation Investment
- Vision and Goals
- Policies – pertaining to Implementation, Livability, Environmental Sustainability, Transit Integration, Connectivity and Access, Maintenance, Education and Encouragement, Health and Safety, Engineering, Enforcement, Evaluation, and Funding
- Definitions and Terminology
- Implementation

The *2010 Mobility Master Plan Study*, along with its technical appendices, such as the Design Guidelines (Appendix E of the *2010 Mobility Master Plan Study*), should be used as the official guide for the planning, identification, funding, prioritization, design, construction, and maintenance of pedestrian and bicycle infrastructure and services. It should be updated on a regular basis to keep the information current and to ensure its consistency with the Comprehensive Plan and such relevant documentations as the Complete Streets Design guidelines and the Public Works Design Manual.

Section III – General Plan Implementation – contains implementation strategies for the general goal and policies as contained in Section I, with some references to [nonmotorized-active](#) transportation. Issues addressed in this section include:

- System Inventory
- Level of Service Standard and Concurrency Management
- Multiyear Financing Plan
- Parking Management
- Regional Coordination
- State-owned Transportation Facilities
- Maps of Arterials, Transit System and Designated Centers
- Project Selection and Evaluation Criteria
- Long-Term Transportation Improvement Projects List – Unfunded

## Section I – General Goal and Policies

In accordance with the community's desire for efficient, well-maintained, and safe transportation facilities, and timely transportation improvements, it is the goal of the City to:

**Achieve a multimodal transportation system that efficiently moves people and goods with optimum safety and speed, maximizes the conservation of energy, and minimally disrupts the desirable features of the environment.**

The following policies provide guidelines and direction to achieve the goal and for the continued development and improvement of citywide transportation facilities and services.

\* \* \*

## Multimodal System

### ***Policy Intent***

An efficient multimodal system is designed to accommodate the needs for the safe and efficient movement of people and goods. The city recognizes that freight mobility and access are critical to Tacoma's economic development. Additionally, the city recognizes that transportation needs and travel choices change over time as alternatives to car travel become available. It is the intent of these policies to reduce car use; minimize intermodal conflicts; enhance freight mobility; and accommodate the mobility needs of Tacoma residents and visitors.

In implementing an efficient multimodal system, the City also recognizes that evaluating transportation projects using environmental justice criteria is consistent with current community standards and is aligned with project analysis for most regional and federal grant funding.

When considered early in the planning process, environmental justice is an approach that strives to avoid decisions that can have a disproportionate adverse human health and

environmental impact on traditionally underserved neighborhoods and vulnerable populations than on the population as a whole. Traditionally underserved or vulnerable populations may include, but are not limited to, minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged.

The possible adverse impacts of transportation projects may include, but are not limited to, disruptions in community cohesion, restricted access, safety concerns, higher exposures to hazardous materials, raised noise levels, and increased water and air pollution. (Source: Puget Sound Regional Council's Draft EIS for Transportation 2040 Plan, May 29, 2009).

By adding environmental justice in transportation planning, the City may consider how multimodal projects can be developed and/or sited to not only help avoid impacting, but also further improve the human and environmental health of traditionally underserved neighborhoods or vulnerable populations.

### ***Policies***

#### **T-MS-1 Transportation Demand Management**

Support and promote Travel Transportation Demand Management (TDM) strategies aimed at reducing the number and length of car trips and increasing the efficiency of the transportation system.

#### **T-MS-2 Roadway Capacity**

Assess roadway capacity on the basis of a facility's total people-carrying capacity in addition to its vehicle-carrying capacity.

#### **T-MS-3 Inter-Modal Conflict**

Support programs, regulations, and design standards that separate at-grade crossing conflicts to increase safety and to increase the capacity and timeliness of both over-land and rail freight.

#### **T-MS-4 Transit Planning**

Support future transit planning among local and regional governmental agencies to improve the reliability, availability, and convenience of transit options.

\* \* \*

## Commute Trip Reduction

### ***Policy Intent***

As required by the Commute Trip Reduction Efficiency Act of 2006 (RCW 70.94.521-551) and the associated Washington Administrative Code WAC 468-63, the Tacoma City Council adopted the Commute Trip Reduction Plan on July 10, 2007 (Resolution No. 37220) and adopted the Commute Trip Reduction Ordinance into the Tacoma Municipal Code Chapter 13.15 on December 9, 2008 (Ordinance No. 27771).

The CTR Plan provides guidelines for the City and major employers affected by the State law to implement effective strategies to achieve the goals of 10% reduction in drive-alone trips and 13% reduction in vehicle miles traveled by 2011. The CTR Ordinance establishes requirements for affected employers, including an appeals process, and procedures for the City for program administration, monitoring, enforcement and intergovernmental coordination.

The CTR Plan and Ordinance are designed to achieve the following objectives: improve air quality, reduce traffic congestion, and reduce the consumption of petroleum fuels. With the focus on employer-based programs that encourage the use of alternatives to driving alone for the commute trip, CTR represents a centerpiece of the overall strategy of Transportation Demand Management (TDM).

In addition to the mandated program activity, the City of Tacoma is also participating in a voluntary, pilot program encouraged and funded by the State, whereby Downtown Tacoma is designated as a Growth and Transportation Efficiency Center (GTEC). More aggressive CTR strategies will be implemented within the GTEC, involving selected target audiences besides the CTR-affected employers. Expected outcomes of the pilot program are the reduction of auto-dependent trips and the alleviation of the burdens on State highway facilities within and between GTECs. The GTEC program ~~is was~~ effective from July 2008 through June 2012. [The City used State GTEC funds and partnered with Pierce Transit, and the Tacoma-Pierce-County Chamber of Commerce to create the City's first transportation demand management association, Downtown on the Go \(DTOG\).](#)

[DTOG has a Board made up of downtown businesses and local transportation agencies. Its](#)

[purpose is to be the transportation advocate for anyone whose daily life is downtown by:](#)

- [Advocating for transportation choices and land use policies that promote a vibrant and integrated downtown; and](#)
- [Educating and encouraging downtown employers, employees and residents about transportation choices other than driving alone such as transit, ridesharing, biking, walking, and flexible work arrangements.](#)

There are a number of Comprehensive Plan policies and strategies that are supportive of CTR and TDM, including policies contained in the Transportation Element, transportation-efficient land use policies contained in the Generalized Land Use Element, and traffic management strategies contained in the Neighborhood Element. The following policies are intended to provide additional tools to ensure the successful implementation of the CTR [Pan-Plan](#) and Ordinance, and contribute to accomplishing the City's strategic goals of healthy environment, sustainable economy and livable community.

### ***Policies***

#### **T-CTR-1 Comprehensive Planning and CTR**

Incorporate Commute Trip Reduction in the planning for land use, transportation, housing, capital facilities, environmental protection, open space and recreation facilities, neighborhoods and communities, and other applicable disciplines of comprehensive planning. This will be accomplished by promoting CTR related and supportive policy aspects, such as those listed below:

- Promote transit-oriented development;
- Encourage maximum parking requirements for new development;
- Require ~~nonmotorized~~ [active transportation](#) connections between retail, living and work places;
- Evaluate land use changes to the Comprehensive Plan and determine how the development furthers the goals of CTR;
- Realize the Complete Street concept;
- Strive for job-housing balance;
- Support an integrated, regional high capacity transit system;
- Enhance walking and bicycling environment;
- Require parking for bicycles where applicable; and



- Ensure that connectivity, accessibility and transferability among multiple modes of transportation are adequate, efficient, safe and friendly for pedestrians and bicyclists.

#### **T-CTR-2 Funding for CTR**

Assign higher funding priority to and actively pursue funding opportunities for improvement projects and programs that are related to, supportive of, or integrated with Commute Trip Reduction.

#### **T-CTR-3 Collaboration on CTR**

Join force with appropriate jurisdictions and organizations to coordinate the Commute Trip Reduction program efforts; to best utilize and multiply each others' resources, success stories and innovative practices; and to ensure that fair and consistent services are provided to employers across jurisdictions and employers with worksites located in more than one jurisdiction.

#### **T-CTR-4 Climate Change and CTR**

Integrate the Commute Trip Reduction program efforts into the work program of the Office of Sustainability and the Sustainable Tacoma Commission on Climate Change (established pursuant to City Council Resolution No. 37631, adopted on October 21, 2008) to effectively reduce carbon emissions and improve air quality.

\* \* \*

Coordinate with federal, state, regional, and local agencies to assure a planned and coordinated regional transportation system.

#### **T-ICCP-2 Nonmotorized-Active Transportation Regional Coordination**

Coordinate the planning, construction, and operation of pedestrian and bicycle facilities [and shared-use paths](#) with other agencies where City of Tacoma corridors continue into neighboring jurisdictions. [Including, but not limited to: extension of the Water Ditch Trail, Pipeline Trail, Tacoma Dome to Sumner Trail and the Trail to Mountain Corridor.](#)

#### **T-ICCP-3 Funding Coordination**

Coordinate with jurisdictions at local, regional and state levels, the state legislature and the private sector to increase overall funding and provide for reliable financing of growth related transportation improvements.

#### **T-ICCP-4 Citizen Participation**

Ensure citizen participation in all transportation planning to accommodate their needs and desires.

## **Intergovernmental Coordination and Citizen Participation**

### ***Policy Intent***

Transportation issues do not respect jurisdictional boundaries. Also, transportation concerns may vary from neighborhood to neighborhood. It is intended that the City's transportation planning and implementation utilize best practices and tools for greater regional coordination and address the specific needs of individual neighborhoods.

### ***Policies***

#### **T-ICCP-1 Intergovernmental Coordination**

## Section II – Mobility Master Plan

### Policy Intent

The Mobility Master Plan Section of the Transportation Element provides a vision, policies and an implementation plan for how the City of Tacoma can improve conditions for pedestrians and bicyclists citywide over the next fifteen years. This section was distilled from Tacoma's *2010 Mobility Master Plan Study*. It moves the City towards social, economic and environmental sustainability and serves as a cornerstone for Tacoma's climate action diminution strategies. A sustainable non-motorized transportation network is vital for Tacoma to achieve a substantial reduction in carbon emissions, as well as to provide a healthier environment for its residents.

The Mobility Master Plan Section envisions an interconnected bicycle and pedestrian network that provides safe routes to neighborhoods, schools, transit, business districts recreational facilities, and other destinations.

\* \* \*

### Vision and Goals

The vision establishes the overarching concept that acts as a source for future inspiration in Tacoma's transportation planning. And the policies help guide the city towards fulfilling the vision. The vision and a new set of mobility policies support and bolster the [nonmotorized active](#) transportation policy intent of Tacoma's Comprehensive Plan Transportation Element. Tacoma's *2010 Mobility Master Plan Study* is the document with comprehensive planning, implementation and funding strategies that complements the policies in this section. The chapters and appendices in the Mobility Master Plan clarify how the policies, recommended networks and implementation strategies were derived and how they can be advanced.

### Vision

**Tacoma is a world-class walking and biking community in which pedestrians and bicyclists are top priorities in transportation planning. Tacoma's transportation system is useable and welcoming to people of all abilities. Streets accommodate bicyclists in large numbers, sidewalks are user-friendly, and residents share the road safely and are fully mobile without an automobile.**

### Goals

- Achieve "Bicycle Friendly Community" status as designated by the League of American Bicyclists by 2015 by developing and enhancing the five E's: Engineering, Education, Evaluation, Enforcement, and Encouragement.
- [The City of Tacoma achieved Bronze level Bicycle Friendly Community status by the League of American Bicyclists in May 2012. Tacoma will continue to work to attain higher level status \(up to platinum\) through implementation of bikeways and addressing the five E's.](#)
- Complete a safe and comfortable bicycling system that connects all parts of the city (north to south/east to west) and accommodates all types of cyclists by 2025.
- Complete an accessible network of pedestrian supportive infrastructure, including sidewalks, curb ramps, accessible pedestrian signals and shared-use paths, in high-priority pedestrian areas.
- Create a safer street environment that reduces intermodal crashes involving bicyclists, pedestrians and motor vehicles by at least 10% from 2010 rates by 2015 and work to meet Washington State's Target Zero goal of eliminating fatal and serious injuries by 2030.
- Increase the [nonmotorized active transportation](#) mode split to 5% by 2015 and continue gains thereafter in order to achieve the Climate Action Plan goal of reducing greenhouse gases emissions from transportation sources.

- Increase transit use by enhancing pedestrian access and bicycle support facilities through the development of bikeways and walkways that serve transit hubs.
- Implement a benchmarking and measurement system to gauge success for pedestrian and bicycle infrastructure improvements and usage.
- Apply implementation and maintenance strategies that expand and sustain Tacoma's pedestrian and bicycle infrastructure.
- Promote healthy lifestyles by offering improved opportunities for active living for people of all abilities through the development of a robust non-motorized network, including bikeways, sidewalks, and linear parks.

## Policies

Bicycling and walking are low-cost and effective means of transportation that are non-polluting, energy efficient, versatile, healthy and fun. Combined with transit they add to the efficiency of the local transportation system. The Mobility Master Plan lays out strategies for system-wide expansions and improvements. The Plan specifies what needs to be done by 2025 to achieve the City's goals of becoming a better and more accessible walking, bicycling and transit friendly community and reducing greenhouse gas emissions. Tacoma is in an excellent position to capitalize on existing pedestrian- and bicycle-friendly attributes, to increase the number of residents and visitors who travel by foot, bicycle and transit, and to increase the transportation options for people with disabilities. Tacoma can take advantage of the anticipated population growth in high-density centers, existing education programs, and high-quality multimodal connections to develop a world class system of bikeways and walkways.

The following policies support the vision, goals and guiding principles and will serve to create a more balanced transportation system throughout Tacoma.

### T-MMP-1 Implementation

Implement the Mobility Master Plan's recommendations for developing an active transportation network that reduces auto travel, increases the number of [nonmotorized active transportation](#) users of all ages and abilities, and improves the health of our people and local ecology.

### T-MMP-2 Livability

Prioritize infrastructure improvements that connect residential areas to local retail, business, and community services, so residents can access more of the services they need close to home by walking, biking, and using assistive devices.

### T-MMP-3 Environmental Sustainability

Encourage and improve the appeal [and convenience](#) of modes of transportation with negligible carbon emissions, such as walking, biking, and using assistive devices, thereby reducing the miles traveled by single occupancy vehicles.

### T-MMP-4 Transit Integration

Coordinate with Sound Transit and Pierce Transit to expand [nonmotorized active transportation mobility access](#) through the integration of pedestrian and bicycle facilities with the transit and streetcar systems.

### T-MMP-5 Connectivity and Access

Plan new development on a grid pattern for good street connectivity and access for pedestrians and bicyclists.

### T-MMP-6 Maintenance

Ensure that pedestrian and bicycle facilities are clean, safe, and accessible, and promote active use.

### T-MMP-7 Education and Encouragement

Increase the public's awareness and usage of the bicycle and pedestrian network in Tacoma through targeted education and encouragement programs. Specific programs are detailed in Chapter 4 of the *2010 Mobility Master Plan Study* and the *2008 ADA Transition Plan*. Example programs include Bike Month, Sunday Parkways, and supporting campaigns.

### T-MMP-8 Health and Safety

Promote active lifestyles by working with the Tacoma-Pierce County Health Department (TPCHD) [and other agencies](#) to provide

education programs and safe and accessible routes for pedestrians and bicyclists of all ages and abilities.

### **T-MMP-9 Engineering**

Apply high-quality engineering and design to bicycle and pedestrian physical infrastructure.

\* \* \*

### ***Shared-Use Paths***

The ~~Revised Code of Washington~~ [WSDOT Design Manual](#) defines shared-use paths as “a facility physically separated from motorized vehicular traffic within the highway right of way or on an exclusive right of way with minimal crossflow by motor vehicles. Shared-use paths are primarily used by bicyclists and pedestrians, including joggers, skaters, and pedestrians with disabilities, including those who use nonmotorized or motorized wheeled mobility devices. With appropriate design considerations, equestrians may also be accommodated by a shared-use path facility ~~facility physically separated from motorized vehicular traffic within the highway right of way or on an exclusive right of way with minimal crossflow by motor vehicles. It is designed and built primarily for use by bicycles, but is also used by pedestrians, joggers, skaters, wheelchair users (both nonmotorized and motorized), equestrians, and other nonmotorized users” (RCW 1020.03 Section 1515.03, July 2012)~~. Shared-use paths provide additional width over a standard sidewalk and, when constructed next to the road, shared-use paths must have some type of vertical (e.g., curb or barrier) or horizontal (e.g., landscaped strip) buffer separating the path area from adjacent vehicle travel lanes.

### ***Transit***

Throughout this document, the term transit refers to all existing and proposed transit vehicles and types provided by Pierce Transit and Sound Transit. Existing transit service is provided by bus, the Sounder commuter rail and the LINK light rail. Future transit service may also include streetcars.

\* \* \*

**Table 2. Short Term Bicycle Project Priority List<sup>1</sup>**

Priority	Street	From-To	Length (miles)	Cost <sup>2</sup> Estimate	Facility Type
<b>Completed and Underway Projects</b>					
Complete	Tyler St	S 60th St – S Manitou Wy	1.46	\$275,000	Bike Lane
Construction Phase	S Park Ave	S 40th St – E 96th St	3.66	\$177,000	Bicycle Boulevard
Construction Phase	S 40th St	S Park Ave – S G St	0.06	\$11,000	Bike Lane
Construction Phase	Delin St/S G St/S 36th St/Tacoma/S 38th St	S 25th St – S 48th St	1.73	\$312,000	Bike Lane
Construction Phase	Fawcett Ave/S 25th St	6th Ave – Tacoma	1.51	\$84,000	Bicycle Boulevard
Construction Phase	6th Ave	S G St – Fawcett Ave	0.10	\$4,000	Sharrow <sup>3</sup>
Construction Phase	S G St	Division Ave – 6th St	0.39	\$19,000	Bicycle Boulevard
Construction Phase	Division Ave/Wright Park	Yakima Ave – N G St	0.07	\$20,000	Shared-Use Path
Construction Phase	N 23th/N 24th/Yakima Ave	Highland – Division Ave	3.39	\$164,000	Bicycle Boulevard
Construction Phase	N Highland St	N 23rd St – N 21st St	0.11	\$5,000	Bicycle Boulevard
Construction Phase	N 26th St	N Stevens St – Pearl St	0.79	\$143,000	Bike Lane
Construction Phase/Complete	N 26th St	N Proctor – Alder	0.50	\$90,000	Sharrow/Bike Lane
Construction Phase	S 37th St.	A St – S Hosmer St	1.55	\$75,000	Bicycle Boulevard
Construction Phase/Complete	S Alaska St	S 38th St – S 37th St	0.10	\$19,000	Bike Lane
Construction Phase/Complete	N 30 <sup>th</sup> St	Alder St – McCarver St	0.59	\$110,000	Bike Lane/Sharrow
Construction Phase	Historic Water Ditch Trail – Phase 2	S 80 <sup>th</sup> / S Tacoma Way – S 72 <sup>nd</sup> and S 60 <sup>th</sup> – S 56 <sup>th</sup> Streets	1.82	\$488,000	Shared-Use Path
<b>Total Completed and Underway</b>			<b>17.83</b>	<b>\$1,996,000</b>	
<b>Short Term</b>					
1	N Stevens St	N 46th St – N 37th	0.62	\$118,000	Bike Lane
1 <sup>4</sup>	Stevens/ Tyler St	6th Ave – S Wright Ave	1.76	\$332,000	Bike Lane
2	S 47th St/S 48th St/E C St/E 46th St/E E St	S Tacoma Wy – McKinley Ave	3.20	\$603,000	Bike Lane
3	Puyallup Ave	Pacific Ave – City Line	1.71	\$322,000	Bike Lane
4	Orchard	S19th – N 26 <sup>th</sup>	1.70	\$307,000	Bike Lane
5	N 1st St/Broadway	N Tacoma Ave – Prairie Line Trail	1.43	\$69,000	Bicycle Boulevard

<sup>1</sup> All improvements to a WSDOT facility must be coordinated with and approved by WSDOT Olympic Region Development Services

<sup>2</sup> Cost estimates in 2010 dollars

<sup>3</sup> Sharrow = Shared Lane Marking used in situations where bicyclists share the travel lane with motor vehicles

<sup>4</sup> Projects have the same priority number when they are part of a continuous corridor

Priority	Street	From-To	Length (miles)	Cost <sup>2</sup> Estimate	Facility Type
6	NE Nassau Ave	Browns Pt Blvd – NE Northshore Pkwy	1.06	\$200,000	Bike Lane
7	S 11th St	Ferry St – Pacific Ave	1.25	\$236,000	Bike Lane
8	S 12th St	S Jackson Ave – S Union Ave	2.51	\$473,000	Bike Lane
9	6th Ave	Ainsworth Ave – E Broadway	0.87	\$165,000	Bike Lane
9	Ainsworth Ave	N Steele St – 6th Ave	0.49	\$24,000	Bicycle Boulevard
9	N 11th St	N Pearl St – N Steele St	2.25	\$109,000	Bicycle Boulevard
10	S Washington	S 60 <sup>th</sup> – S 43 <sup>rd</sup> (S Tacoma Way)	1.20	\$230,000	Bike Lane
<del>11</del>	<del>S 66<sup>th</sup> St</del>	<del>Orchard St – Tacoma Mall Blvd</del>	<del>2.14</del>	<del>\$317,000</del>	<del>Lanes/Sharrows / Bike Boulevard</del>
<del>4412</del>	<del>N Alder/N Cedar St</del>	<del>N 22nd St – SR 16</del>	<del>2.79</del>	<del>\$527,000</del>	<del>Bike Lane</del>
<del>4412</del>	<del>S Oakes St/S Pine St</del>	<del>SR16 – S 74th St</del>	<del>3.11</del>	<del>\$587,000</del>	<del>Bike Lane</del>
<del>4213</del>	<del>Historic Water Ditch Trail</del>	<del>Pine – C St</del>	<del>2.78</del>	<del>\$745,000</del>	<del>Shared-Use Path</del>
<del>4314</del>	<del>Schuster Parkway Trail</del>	<del>S 7<sup>th</sup> – Ruston Way</del>	<del>1.50</del>	<del>TBD</del>	<del>Trail</del>
<del>4415</del>	<del>Pipeline Road Trail</del>	<del>E 40th St – Waller Rd and 72<sup>nd</sup></del>	<del>2.31</del>	<del>\$618,000</del>	<del>Shared-Use Path</del>
<del>4415</del>	<del>E I St/E K St/E Wright Ave /Pipeline Rd</del>	<del>D St at Tacoma Dome/McKinley Park/Pipeline Road Trail</del>	<del>1.20</del>	<del>\$58,000</del>	<del>Bicycle Boulevard</del>
<del>4415</del>	<del>Sheridan Ave</del>	<del>6th St – S 25th St</del>	<del>1.37</del>	<del>\$66,000</del>	<del>Bicycle Boulevard</del>
<del>4415</del>	<del>S 25th St</del>	<del>S State St/Scott Pierson Trail – Sheridan Ave</del>	<del>0.21</del>	<del>\$40,000</del>	<del>Bike Lane</del>
<del>4516</del>	<del>Prairie Line Trail (Hood Street)</del>	<del>Pacific Ave/Foss Waterway to Water Ditch Trail S 17<sup>th</sup> to S 25<sup>th</sup> St</del>	<del>0.80</del>	<del>\$214,000</del> <del>TBD</del>	<del>Shared-Use Path</del>
<del>4617</del>	<del>S 64<sup>th</sup> St</del>	<del>S Alaska Way – Waller Rd</del>	<del>3.31</del>	<del>\$160,000</del>	<del>Bicycle Boulevard</del>
<del>46</del>	<del>S 66<sup>th</sup> St</del>	<del>Orchard St – Tacoma Mall Blvd</del>	<del>2.14</del>	<del>\$103,000</del>	<del>Bicycle Boulevard</del>
<del>4718</del>	<del>S 43<sup>rd</sup> St/E E St/E 40<sup>th</sup> St</del>	<del>A St – Portland Ave</del>	<del>1.90</del>	<del>\$92,000</del>	<del>Bicycle Boulevard</del>
<del>4819</del>	<del>S 37<sup>th</sup> St/Sprague Ave</del>	<del>Water Ditch Trail – S Steele St</del>	<del>0.87</del>	<del>\$165,000</del>	<del>Bike Lane</del>
<del>4920</del>	<del>NE 51<sup>st</sup> St/NE Northshore Pkwy</del>	<del>NE Harbor View Dr – Hoyt Rd</del>	<del>2.07</del>	<del>\$391,000</del>	<del>Bike Lane</del>
<del>4920</del>	<del>NE Slayden Rd</del>	<del>NE Marine View Dr – NE Harbor View Dr</del>	<del>0.41</del>	<del>\$15,000</del>	<del>Sharrow</del>
<del>2021</del>	<del>N Baltimore St</del>	<del>N 46<sup>th</sup> – N 26<sup>th</sup> St</del>	<del>1.67</del>	<del>\$81,000</del>	<del>Bicycle Boulevard</del>
<del>2422</del>	<del>N Pearl St/Ferry Landing</del>	<del>N 51<sup>st</sup> St – Ferry Station</del>	<del>0.50</del>	<del>\$18,000</del>	<del>Sharrow</del>
<del>2223</del>	<del>S 80<sup>th</sup>/82<sup>nd</sup> St</del>	<del>S Hosmer – McKinley Ave</del>	<del>2.07</del>	<del>\$100,000</del>	<del>Bicycle Boulevard</del>
<del>2324</del>	<del>S Alaska St</del>	<del>S 56<sup>th</sup> – 96<sup>th</sup> St S</del>	<del>2.51</del>	<del>\$473,000</del>	<del>Bike Lane</del>
<del>2425</del>	<del>S Mildred St</del>	<del>S 12<sup>th</sup> St – S 19<sup>th</sup> St</del>	<del>0.50</del>	<del>\$94,000</del>	<del>Bike Lane</del>

Priority	Street	From-To	Length (miles)	Cost <sup>2</sup> Estimate	Facility Type
<a href="#">2526</a>	Dock St	S Schuster Pkwy – E D St	1.62	\$59,000	Sharrow
<a href="#">2526</a>	N 51 <sup>st</sup> St/Gallagher Dr	N Vassault St – Ruston Way	1.15	\$218,000	Bike Lane
<a href="#">2526</a>	Ruston Way	N 49 <sup>th</sup> St – Schuster Parkway	2.37	\$87,000	Sharrow
<a href="#">2627</a>	S Oxford St/S 8 <sup>th</sup> St/S Meyers St/S 15 <sup>th</sup> St	N Skyline Dr – S 19 <sup>th</sup> St	1.15	\$56,000	Bicycle Boulevard
<a href="#">2728</a>	N 37 <sup>th</sup> St	N Shirley St – N Orchard St	0.27	\$73,000	Shared-Use Path
<a href="#">2829</a>	E Side Foss (D Street)	Murray Morgan Bridge to E 3 <sup>rd</sup> St	0.42	\$113,000	Shared-Use Path
<a href="#">2930</a>	S A St	E 96th St – E 37th St	3.78	\$183,000	Bicycle Boulevard
<a href="#">3031</a>	Pearl St	N 11 <sup>th</sup> – N 9 <sup>th</sup> (Scott Pierson)	0.20	\$53,000	Shared-Use Path
<a href="#">3432</a>	Jackson St	N 10 <sup>th</sup> St – Scott Pierson Trail	0.10	\$18,000	Bike Lanes
<a href="#">33</a>	<a href="#">Dome District to Puyallup Connection</a>	<a href="#">Analysis for best route to River Road/Pioneer from Dome District and reverse direction</a>	<a href="#">.25/TBD</a>	<a href="#">TBD</a>	<a href="#">Bike Lanes</a>
<b>Total Short Term</b>			<b>65.13</b>	<b>\$8,595,000</b>	



## Demonstration Projects

In addition to the proposed bicycle and pedestrian improvements, the City should start with a few demonstration projects to get momentum going. These projects will also serve to develop enthusiasm and interest from Tacoma residents, and to draw attention to the City's support for [nonmotorized-active](#) transportation options. Demonstration projects include:

- Install **wayfinding signage** throughout the City indicating to pedestrians and bicyclists their direction of travel, location of destinations, and the walking or riding time/distance to those destinations. Wayfinding signs increase users' comfort and accessibility of the bicycle system and also visually cue motorists that they are driving along a bicycle route and should use caution.
- Hold a **Sunday Parkways/Ciclovía (open streets)** event along Schuster Parkway or other locations to encourage community members and families to become familiar with bicycling in Tacoma.
- ~~Establish a Safe Routes to Employment program with a focus on downtown.~~ [Safe Routes programs provide education and encouragement programming and infrastructural improvements so people can more safely and conveniently access destinations via walking, bicycling and transit.](#)
- ~~Establish~~ [Expand the a Safe Routes to School program to work with interested schools of all levels citywide](#)
- [Establish a Safe Routes to Employment program with a focus on larger employment centers and downtown Tacoma.](#)
- [Establish a Safe Routes to Parks program with a focus on Regional, Signature and Community Parks as defined by Metro Parks Tacoma.](#)
- [Establish Safe Routes to Transit Centers and Transit Hubs programs for improved access to Sound Transit, Pierce Transit and Amtrak facilities.](#)
- Use **arterial retrofits**, also known as road diets, to implement bike lanes on key roads.

- Implement **downtown improvements**, including a cycle track and shared lane markings on Pacific leading from Tacoma Art Museum to ~~north downtown~~ [the Schuster Parkway trail](#).
- ~~Develop bicycle boulevards on Fawcett, Park and other identified roadways.~~



Tandem Recumbent Cyclists in front of the University of Puget Sound

## Bikeway Recommendations

Tacoma's bikeway implementation projects would primarily occur through roadway re-striping, which may require lane narrowing, parking reduction, or removal of a center turn lane. Depending on funding or other constraints, bike lane project implementation could occur in multiple phases. When there is an elimination of parking the City will work with the Commission on Disabilities to determine how best to mitigate the loss for people with disabilities.

\* \* \*

## Sidewalk Recommendations

Locations identified as high priority for sidewalk development and pedestrian intersection treatments are areas with higher densities of pedestrian attracting land uses, particularly schools, employment centers, parks and transit centers. Streets recommended for sidewalk improvements are shown in Map 5.

**Table 3. Proposed Sidewalk Improvements\***

Priority	Street	From-To	Length (miles)
<b>Completed and Underway Projects</b>			
Complete	S I St	S 80th St – S 84th St	0.40
Complete	E 72nd St	E D St – McKinley Ave	0.22
Complete	S Tyler St	S 38th St – S 52nd St	1.55
Complete	N Narrows Dr	N Narrows Dr – Bridgeview Dr	0.22
Complete	E 44th St	E Portland Ave – Swan Creek Park	0.22
Construction Phase	S J St	S 80th St – S 84th St	0.49
Construction Phase	S 60th St	S Adams St – South Tacoma Way	0.25
<a href="#">Construction Phase Complete</a>	S C St	S 25th St – S Tacoma Wy	0.20
<b>Total Completed and Underway:</b>			<b>3.55</b>
<b>Short Term</b>			
1	S 76th St	Alaska Ave – Pacific Ave	0.89
2	NE 51st St	Slayden Rd – Browns Point Blvd	0.35
3	S 66th St	S Verde St Aly – South Tacoma Wy	0.60
4	S 64th St	E J St – E N St	0.42
5	S 66th St	S Junett St – Wapato	0.30
6	S 84th St	Tacoma Mall Blvd – S Alaska St	0.41
7	N Vassault, E	N 26th St – N 24th St	0.09
8	S 92nd Ave	S Hosmer – S D St	0.91
9	S L St	South End Neighborhood Center – S 80th St	0.18
10	N 24th St	N Narrows Dr – Lenore Dr	0.22
11	NE Harbor View Dr/NE 49th St	NE 51st St – Browns Point Blvd	0.90
12	S Wapato	S 64th St – S 68th St	0.51
13	S 64th St	S Orchard St – Tyler St	1.16
14	S 80th St	S Sheridan Ave – S Tacoma Ave	1.09
15	McKinley	E. D St – Wright St	0.30
<b>Total Short Term:</b>			<b>8.33</b>
<b>Medium Term</b>			
16	S 58th St	S Durango St – South Tacoma Way Aly	0.43
17	S Adams St	S 56th St – S 66th St	0.80
18	N 21st St	W of N Pearl St – Highland St	0.07
19	Union Ave	Center – <a href="#">Hwy 16S 19<sup>th</sup> St</a>	0.20
20	S Pine St/S Cedar St	S 19th – Hood St	0.80
21	N 11th St	N Highland St – N Orchard St	0.32
22	S 62nd St	S Clement Ave – S Wapato St	0.61
23	N 11th St	N Adams St – N Union Ave	0.27
24	S M St	S 84th St – S 88th St	0.34
25	S 56th St	Tacoma Mall Blvd – S Alaska St	0.49
<b>Total Medium Term:</b>			<b>4.33</b>

\* The projects in this table are recommended in addition to projects recommended in the City's *ADA Transition Plan*

## Intersection Improvement Recommendations

**Table 4. Proposed Intersection Improvements**

Priority	Intersection	Original Prioritization <sup>1</sup>
<b>Completed/Underway</b>		
Complete	N 26th St & N Proctor St	Not Classified <sup>2</sup>
Complete	E Portland Ave & E 56th St	Medium
<a href="#">Construction Phase Complete</a>	S Commerce St & S 9th St	Short
<a href="#">Construction Phase Complete</a>	S 25th St & Pacific Ave	Short
Planning Phase	S Mildred St & S 19th St	Long
<b>Short-Term</b>		
1	Tacoma Ave S & S 9th St	Short
2	S I St & Division Ave	Short
3	Division St & Sprague & 6th Ave	Not Classified
4	Tacoma Mall Blvd & S 48th St	Long
5	S J St & S 19th St	Long
<b>Medium-Term</b>		
6	E 56th & E McKinley Ave	Medium
7	A St & S 38th St	Medium
8	Tacoma Ave & N 1st St	Medium
9	S 74th St and Tacoma Mall Blvd.	Medium
10	S 72nd St and Hosmer	Medium
11	I-5 NB off-ramp terminus at Portland Ave/E 28th St <sup>3</sup>	Medium
12	S Puget Sound Ave & S 56th St	Medium
13	S 84th & Pacific Ave	Medium
14	S 96th St & Pacific Ave	Medium
15	S Steele St & S 96th St	Medium
16	S 38th & McKinley Ave	Not Classified
17	E Portland Ave & E 32nd St	Not Classified
18	N 11th St & N Pearl St	Not Classified
19	S Hosmer St & S 84th St	Medium
20	S 38th St & Pacific Ave	Medium
21	E Portland Ave & E 29th St	Medium
22	S 54th and Tacoma Mall Blvd	New
<b>Long-Term</b>		
23	N 26th & N Pearl St	Long
24	S 56th St & Pacific Ave	Long

<sup>1</sup> Original prioritization in the Mobility Master Plan. S=Short Term. M=Medium Term. L=Long Term. NC= Not Classified, projects that were listed in the MoMaP but mistakenly left off the prioritized list. New=Projects not included in the Mobility Master Plan. This column will not be included once the Comprehensive Plan is approved by City Council.

<sup>2</sup> Not previously classified on lists but included in the text or maps of the Mobility Master Plan

<sup>3</sup> Work at this location is being done under the I-5: Portland Ave to Port of Tacoma Rd – Northbound HOV Project. This project will also include minor re-channelization at the off-ramp terminus at Portland Avenue/E 28th Street as well as rebuild the signal. Construction is scheduled to begin January 2012. Project information is available at <http://www.wsdot.wa.gov/Projects/PierceCountyHOV>

## Sub-Area Plan Recommendations

There are certain areas of the city that pose the greatest challenges to pedestrian and bicycle movement where more intensive analysis is warranted. The following areas are recommended for sub-area plans to determine best active transportation routes and access:

- Tacoma Mall
- NE Tacoma
- Tacoma Community College – and its associated transit hub
- Downtown – Comprehensive Transportation Vision
- Tideflats (Port)



2009 City Council and Planning Commission  
Bike Ride on the Scott Pierson Trail



Bicycles parked at the 2008  
"Bike to a Better Tacoma" event

## Low-Impact Pedestrian Trails

The City of Tacoma has a number of low-impact [pedestrian](#) trails that provide recreational opportunities for pedestrians and in some cases serve as pedestrian routes through open space corridors. When planning for these trails, on-street bicycle and pedestrian access to these facilities and bicycle parking should be considered. [However, when a low-impact pedestrian trail is not designed for bicycles, then on-street bicyclists should be parking and then walking the trails. Preliminary trail descriptions are located in the Table below. A notation is included indicating whether a trail is envisioned only as low-impact pedestrian trails \(LIPT\) or may have an opportunity to be designed as a shared-use path \(SUP\). Multi-use paths are also listed in the MoMaP tables as Shared-Use Paths.](#)

[The City recognizes that the design, planning and creation of some low-impact pedestrian trails will require collaboration with our partners including, but not limited to, Metro Parks of Tacoma, the Port of Tacoma and our surrounding jurisdictions.](#)

[These trails include:](#)

- [Garfield Gulch](#)
- [Julia's Gulch](#)
- [Bayside Trails](#)
- [Puget Gulch](#)

**Table 5. Low-Impact Pedestrian Trails and Shared-Use Paths**

Program/Project	From - To		Trail Type
<a href="#">Point Defiance Trail System (public access to/within the park – the City will strive to coordinate/leverage resources with Metro Parks Tacoma)</a>	<a href="#">Within/connecting to Point Defiance Park</a>		<a href="#">SUP/LIPT</a>
<a href="#">Northeast Tacoma Trail Network (slope top of Marine View Dr. Includes an extension from Browns Pt. Blvd. to Northshore Parkway and a connector between Crescent Heights and Alderwood Parks.)</a>	<a href="#">Slayden Road</a>	<a href="#">Norpoint Way</a>	<a href="#">SUP/LIPT</a>
<a href="#">B Street Trail (trail within and view points within/adjacent to B Street Gulch)</a>	<a href="#">Dock Street/Puyallup Avenue vicinity</a>	<a href="#">Northeast portion of the McKinley neighborhood</a>	<a href="#">SUP/LIPT</a>
<a href="#">E. N St. (Pedestrian connection between the top of the hill towards E. Portland Avenue (see "goat trail" in 2008 City aeriels - requested by the ENACT)</a>	<a href="#">E. 35<sup>th</sup> Street</a>	<a href="#">E. 29th Street</a>	<a href="#">LIPT</a>
<a href="#">E. 34th St. steps - (Improvement of existing steps - requested by the ENACT)</a>	<a href="#">West of Portland Avenue</a>		<a href="#">LIPT</a>
<a href="#">Bayside Trails (trail system providing recreational access to the Schuster Slope and a connection from downtown to the Schuster Parkway)</a>	<a href="#">Garfield Gulch</a>	<a href="#">Stadium Way</a>	<a href="#">LIPT</a>
<a href="#">Garfield Gulch Trail/Public Access (provides pedestrian access to the gulch and from residential area at the top of the slope to the Schuster Parkway)</a>	<a href="#">Tennis Court/Borough Road</a>	<a href="#">Schuster Parkway</a>	<a href="#">LIPT</a>
<a href="#">Buckley Gulch Public Access (provides visual and/or pedestrian access to portions of the gulch)</a>	<a href="#">N.29<sup>th</sup> Street</a>	<a href="#">N. 16<sup>th</sup> Street</a>	<a href="#">LIPT</a>
<a href="#">Puget Gulch Trail/Public Access (provides pedestrian access to the gulch and from residential areas and Puget Park to Ruston Way)</a>	<a href="#">N. Monroe Street</a>	<a href="#">Ruston Way</a>	<a href="#">LIPT</a>
<a href="#">Mason Gulch Public Access (trail or viewpoints providing visual and/or pedestrian access to portions of the gulch)</a>	<a href="#">N. 37<sup>th</sup> Street</a>	<a href="#">Waterview Street</a>	<a href="#">LIPT</a>
<a href="#">Swan Creek Trail System (public access to/within this open space corridor – the City will strive to coordinate/leverage resources with Metro Parks Tacoma)</a>	<a href="#">River Road</a>	<a href="#">E. 64<sup>th</sup> Street</a>	<a href="#">LIPT</a>
<a href="#">Julia's Gulch Trail System (natural areas trails for habitat</a>	<a href="#">Adjacent to</a>	<a href="#">29<sup>th</sup> Street NE</a>	<a href="#">LIPT</a>

Program/Project	From - To		Trail Type
<a href="#">restoration, wildlife viewing and recreation)</a>	<a href="#">Norpoint Road</a>		
<a href="#">First Creek Trail System (trail and/or view points within the First Creek corridor)</a>	<a href="#">E. 29<sup>th</sup> Street</a>	<a href="#">Swan Creek vicinity</a>	<a href="#">LIPT</a>

## Implementation Costs

Tacoma has the potential to build on the existing walkway and bikeway networks and transform itself into a community where walking and bicycling for transportation and recreation are popular activities. This section lays out the approximate cost for completing the system. This network builds upon previous and on-going local and regional planning efforts and reflects the extensive input offered by City staff, the Mobility Master Plan Steering Committee, bicycle and pedestrian stakeholder groups and Tacoma residents.

The charts below show the total projected mile of new facilities as well as the approximate cost. All cost estimates include only the pedestrian and bicycle facility treatment and not any additional costs of roadway expansion or improvement. Please note: these cost figures and those provided in the charts below are in 2010 dollars.

The time frames are as follows: short term is 1-5 years, medium term 6-10 and long term, 11-15 years. The total implementation cost of the Tacoma Mobility Master Plan is estimated at approximately \$42.2 million, as shown in Table 6. Approximately 11% (\$4.6 million) of the total build out is in planning/construction phase or has been completed. Short-term recommendations account for approximately \$15.3 million.

**Table 56. Tiered Facility Lengths**

Facility Type	Completed/ Underway	Short Term	Medium Term	Long Term	Total
Bicycle Boulevards	10.61	22.76	12.18	5.57	<b>51.12</b>
Bike Lanes	5.23	29.19	31.83	10.18	<b>76.43</b>
Sharrows	0.10	4.90	1.38	0.00	<b>6.38</b>
Cycle Tracks	0	0	3.84	0.00	<b>3.84</b>
Sidewalks	3.30	8.33	4.33	0.00	<b>15.96</b>
Shared-Use Paths	1.89	6.78	5.66	25.92	<b>40.25</b>
<b>Total</b>	<b>21.13</b>	<b>71.96</b>	<b>59.22</b>	<b>41.67</b>	<b>193.98</b>

**Table 67. Summary of Construction Costs for Recommended Projects**

Facility Type	Completed/ Underway	Short Term	Medium Term	Long Term	Total
Bicycle Boulevards	\$524,000	\$1,101,000	\$590,000	\$270,000	<b>\$2,485,000</b>
Bike Lanes	\$960,000	\$5,499,000	\$5,840,000	\$1,835,000	<b>\$14,134,000</b>
Shared Lane Markings	\$4000	\$179,000	\$51,000	\$0	<b>\$234,000</b>



Cycle Tracks	\$0	\$0	\$1,029,000	\$0	<b>\$1,029,000</b>
Sidewalks	\$2,384,000	\$6,454,000	\$3,381,000	\$0	<b>\$12,219,000</b>
Intersection Improvements	\$210,000	\$210,000	\$714,000	\$84,000	<b>\$1,218,000</b>
Shared Use Paths*	\$508,000	\$1,816,000	\$1,517,000	\$7,055,000	<b>\$10,896,000</b>
<b>Total</b>	<b>\$4,590,000</b>	<b>\$15,259,000</b>	<b>\$13,122,000</b>	<b>\$9,244,000</b>	<b>\$42,215,000</b>

\* Costs do not include projects programmed in the FY 2010-2015 Capital Facilities Program, including the Historic Water Ditch Trail and Pipeline Road Trail. [Projected costs are approximate and based on a simple 10' asphalt path with two feet of crushed gravel on either side. This may not be an adequate width to accommodate the growing number of users in many instances.](#)

All cost estimates include only the pedestrian and bicycle facility treatment and not any additional costs of roadway expansion or improvement. Intersection cost estimates are based on the average cost of installing eight new ADA ramps and four crosswalks per intersection. Additional work may be required at some intersections to make them safe for cyclists and pedestrians. Table 7 provides an estimate of maintenance costs for the recommended projects. Maintenance costs do not include sweeping and other repair that is part of regular street maintenance activities. Maintenance costs are estimated annually, with the overall cost amortized by the frequency of maintenance tasks.

**Table 78. Summary of Maintenance Costs for Recommended Projects**

Facility Type	Completed/ Underway	Short Term	Medium Term	Long Term	Total
Bicycle Boulevards	\$4,700	\$10,200	\$5,500	\$2,500	<b>\$22,900</b>
Bike Lanes	\$128,700	\$718,200	\$754,200	\$250,700	<b>\$1,851,800</b>
Sharrows (or Shared Lane Markings)	\$100	\$4,100	\$1,100	\$0	<b>\$5,300</b>
Cycle Tracks	N/A	\$0	\$130,000	\$0	<b>\$130,000</b>
Shared Use Paths	\$64,000	\$229,400	\$191,600	\$891,300	<b>\$1,376,300</b>
<b>Total</b>	<b>\$197,500</b>	<b>\$961,900</b>	<b>\$1,082,400</b>	<b>\$1,144,500</b>	<b>\$3,386,300</b>

**Table 89. Short Term Project Costs**

Street	From - To	Length (Miles)	Construction Cost	Maintenance Estimate <sup>1</sup>
<b>Bicycle Boulevards</b>				
Ainsworth Ave	N Steele St – 6th Ave	0.49	\$24,000	\$200
E I St/E Wright Ave/E K St/Pipeline Rd	McKinley Park – Pipeline Road Trail	1.20	\$58,000	\$500
N 11th St	N Pearl St – N Steele St	2.25	\$109,000	\$1,000
N 1st St/Broadway	N Tacoma Ave – Prairie Line Trail	1.43	\$69,000	\$600
N Baltimore	N 46th – N 26th St	1.67	\$81,000	\$800
S 43rd St/E E St/E 40th St	S A St – Portland Ave	1.90	\$92,000	\$900
S 64th St	S Alaska Way – Waller Rd	3.31	\$160,000	\$1,500

<sup>1</sup> Maintenance costs include re-striping, signage replacement, and roadway patching depending on facility type. Estimates do not include sweeping and other repair that is part of regular street maintenance activities. Estimated maintenance costs are presented on an annual basis, however the overall cost has been amortized by the frequency of maintenance tasks. For example, the need for re-striping is estimated to occur every other year, so the total cost (\$4.50 per LF) is divided in half for the annual estimate.



Street	From - To	Length (Miles)	Construction Cost	Maintenance Estimate <sup>1</sup>
S 66th St	Orchard St – Tacoma Mall Blvd	2.14	\$103,000	\$1,000
S 80th/82nd St	S Hosmer – McKinley Ave	2.07	\$100,000	\$900
S A St	E 96th St – E 37th St	3.78	\$183,000	\$1,700
S Oxford St/S 8th St/S Meyers St/S 15th St	N Skyline Dr – S 19th St	1.15	\$56,000	\$500
Sheridan Ave	6th St – S 25th St	1.37	\$66,000	\$600
<b>Bike Lanes</b>				
6th Ave	Ainsworth Ave – E Broadway	0.87	\$165,000	\$21,500
N 51st St/Gallagher Dr	N Vassault St – Ruston Way	1.15	\$218,000	\$28,400
N Alder/N Cedar St	N 30th St – SR 16	2.79	\$527,000	\$68,700
N Stevens St	N 46th St – N 37th	0.62	\$118,000	\$15,400
NE Nassau Ave	Browns Pt Blvd – NE Northshore Pkwy	1.06	\$200,000	\$26,100
NE 51st St/NE Northshore Pkwy	NE Harbor View Dr – Hoyt Rd	2.07	\$391,000	\$50,900
Orchard	S 19th – N 26th	1.70	\$307,000	\$41,900
Puyallup Ave	Pacific Ave – City Line (bike lane only)	1.71	\$322,000	\$42,000
S 11th St	Ferry St – Pacific Ave	1.25	\$236,000	\$30,800
S 12th St	S Jackson Ave – S Union Ave	2.51	\$473,000	\$61,700
S 25th St	S State St/Scott Pierson Trail – Sheridan Ave	0.21	\$40,000	\$5,200
S 37th St/Sprague Ave	Water Ditch Trail – S Steele	0.87	\$165,000	\$21,500
S 47th St/S 48th St/E C St/E 46th St/E E St	S Tacoma Wy – McKinley Ave	3.20	\$603,000	\$78,600
S Alaska	S 56th – 96th St S	2.51	\$473,000	\$61,700
S Mildred St	S 12th St – S 19th St	0.50	\$94,000	\$12,200
S Washington St	S 60th – S 43rd (S Tacoma Way)	1.20	\$230,000	\$29,500
S Oakes St/SPine St	SR 16 – S 74th St	3.11	\$587,000	\$76,500
Stephens/ Tyler St	6th Ave – S Wright Ave	1.76	\$332,000	\$43,200
Jackson St	N 10th – Scott Pierson Trail	0.10	\$18,000	\$2,500
<b>Sharrows<sup>2</sup></b>				
Dock St	S Schuster Pkwy – E D St	1.62	\$59,000	\$1,400
N Pearl St/Ferry Landing	N 51st St – Ferry Station	0.50	\$18,000	\$400
NE Slayden Rd	NE Marine View Dr – NE Harbor View Dr	0.41	\$15,000	\$300
Ruston Way	N 49th St – Schuster Parkway	2.37	\$87,000	\$2,000
<b>Sidewalks</b>				
S 76th St	Alaska Ave – Pacific Ave	0.89	\$698,000	
NE 51st St	Slayden Rd – Browns Point Blvd	0.35	\$274,000	
S 66th St	S Verde St Aly – South Tacoma Wy	0.60	\$433,000	
S 64th St	E J St – E N St	0.42	\$329,000	
S 66th St	S Junett St – Wapato	0.30	\$217,000	
S 84th St	Tacoma Mall Blvd – S Alaska St	0.41	\$321,000	
N Vassault, E	N 26th St – N 24th St	0.09	\$71,000	
S 92nd Ave	S Hosmer – S D St	0.91	\$713,000	

<sup>2</sup> Sharrows, or Shared Lane Markings, are roadways marked with a bicycle symbol and chevrons where cars and bicycles share the same space. The Sharrow delineates the area where the cyclist is safest riding.

Street	From - To	Length (Miles)	Construction Cost	Maintenance Estimate <sup>1</sup>
S L St	South End Neighborhood Center – S 80th St	0.18	\$141,000	
N 24th St	N Narrows Dr – Lenore Dr	0.22	\$172,000	
NE Harbor View Dr/NE 49th St	NE 51st St – Browns Point Blvd	0.90	\$705,000	
S Wapato	S 64th St – S 68th St	0.51	\$400,000	
S 64th St	S Orchard St – Tyler St	1.16	\$909,000	
S 80th St	S Sheridan Ave – S Tacoma Ave	1.09	\$854,000	
McKinley Ave	E D St – Wright St	0.30	\$217,000	
<b>Intersection Project Improvements</b>				
S I St & Division Ave			\$42,000	
Tacoma Ave S & S 9th St			\$42,000	
Division St & Sprague & 6th Ave			\$42,000	
Tacoma Mall Blvd & S 48th St			\$42,000	
S J St & S 19th St			\$42,000	
<b>Shared-Use Paths<sup>3</sup></b>				
E Side Foss (D Street)	Murray Morgan Bridge – E 3rd St	0.42	\$113,000	\$14,200
Pearl Street	N 11th – N 9th (Scott Pierson)	0.20	\$53,000	\$6,800
<del>Historic Water Ditch Trail<sup>3</sup> (construction phase)</del>	<del>North</del>	<del>2.78</del>	<del>\$745,000</del>	<del>\$94,100</del>
N 37th St <sup>3</sup>	N Shirley St – N Orchard St	0.27	\$73,000	\$9,200
Pipeline Road Trail <sup>3</sup>	E 40th St – Waller Rd	2.31	\$618,000	\$78,100
Prairie Line Trail	Pacific Ave to Water Ditch Trail	0.80	\$214,000	\$27,000
<b>Total Short Term Projects</b>		<b>71.96</b>	<b>\$15,259,000</b>	<b>\$962,000</b>

<sup>3</sup> Costs for the ~~Historic Water Ditch Trail~~, N 37<sup>th</sup> St Trail and Pipeline Road Trail have been allocated into the FY 2010-2015 CIP and are not included in cost estimate totals. Projected costs for trails are approximate and based on a simple 10' asphalt path with two feet of crushed gravel on either side. This may not be an adequate width to accommodate the growing number of users.

**Table 910. Medium Term Project Costs**

Street	From - To	Length (mile)	Construction Cost	Maintenance Estimate <sup>1</sup>
<b>Bicycle Boulevards</b>				
Court D/St Helens Ave	S G St – S 9 <sup>th</sup> St	0.64	\$31,000	\$300
J St	N 3 <sup>rd</sup> St – S 27 <sup>th</sup> St	1.87	\$91,000	\$800
J St	S 37 <sup>th</sup> St – S 84 <sup>th</sup> St	3.05	\$148,000	\$1,400
N 37 <sup>th</sup> St	N Orchard St – N Proctor St	0.78	\$38,000	\$300
N 45 <sup>th</sup> St/N Verde St/N 45 <sup>th</sup> St	N Baltimore St – N Stevens St	0.57	\$28,000	\$300
N 7 <sup>th</sup> St	N Orchard St – N Pine St	1.48	\$72,000	\$700
N Highland St	N 23 <sup>rd</sup> St – N 21 <sup>st</sup> St	0.11	\$5,000	\$0
S 56 <sup>th</sup> St	S Washington St – S State St	1.16	\$56,000	\$500
Skyline Dr	N 17 <sup>th</sup> /Westgate Blvd – N 11 <sup>th</sup> St	0.36	\$17,000	\$200
State St	S 25 <sup>th</sup> St – N Grant Ave	1.53	\$74,000	\$700
Upper Park St/E 29 <sup>th</sup> St/E L St	E 26 <sup>th</sup> St to McKinley Park	0.63	\$30,000	\$300
<b>Bike Lanes</b>				
Center St	S Orchard St – S 25th St	3.44	\$649,000	\$84,600
E 11th St/Taylor Way	SR 509 – Marine View Dr	2.76	\$521,000	\$67,900
E 38th St	A St – Portland Ave	1.11	\$210,000	\$27,400
E McKinley Ave	S 72nd St – E D St	3.17	\$598,000	\$78,000
Jackson Ave	SR 16 – S 12th St	0.60	\$114,000	\$14,800
Marine View Rd	SR 509 – NE Slayden Rd	0.51	\$97,000	\$12,600
McCarver St/Tacoma St	N Schuster Pkwy – S Tacoma Ave	1.50	\$283,000	\$36,900
N 17th St/Westgate Blvd/N 21st St	N Narrows Dr – N Proctor St	2.23	\$420,000	\$54,800
N 21st St/N I St/S I St	N Alder St – Division Ave	1.66	\$313,000	\$40,800
N 46th St	N Vassault St – N Baltimore St	0.61	\$116,000	\$15,100
NE 49th Ave	NE 45th Ave – NE 33rd St	0.70	\$155,000	\$21,000
N Ferdinand St	Ruston Way – N 46th St	0.49	\$93,000	\$12,100
N Highland	N 21st – N 11th	0.51	\$110,000	\$14,000
NE Norpoint Way	Marine View Dr – NE 29th St	1.20	\$58,000	\$15,100
Puyallup Ave	Holgate – Pacific Ave	0.10	\$18,000	\$2,300
S 19th St	Mildred – Yakima Ave	3.80	\$716,000	\$93,400
S 35th St	S Pine St – S Sprague St	0.43	\$82,000	\$10,700
S 56th St	S State St – Pipeline Trail	2.90	\$547,000	\$71,300
S 56th St	S Orchard St – S Washington St	0.96	\$181,000	\$23,600
S Yakima Ave /Thompson Ave	S 27th St – S 56th St	2.28	\$430,000	\$56,100
Tacoma Ave	N 3rd St – S 2nd St	0.30	\$65,000	\$7,500
Yakima Ave	Wright Park – S 27th St	1.49	\$282,000	\$36,700

<sup>1</sup> Maintenance costs include re-striping, signage replacement, and roadway patching depending on facility type. Estimates do not include sweeping and other repair that is part of regular street maintenance activities. Estimated maintenance costs are presented on an annual basis, however the overall cost has been amortized by the frequency of maintenance tasks. For example, the need for re-striping is estimated to occur every other year, so the total cost (\$4.50 per LF) is divided in half for the annual estimate.

Street	From - To	Length (mile)	Construction Cost	Maintenance Estimate <sup>1</sup>
<b>Sharrows<sup>2</sup></b>				
Five Mile Dr/N 51st St	N Vassault St – N 54th St	0.48	\$18,000	\$400
Ruston connection	N 51st St – Ferry Landing Road	0.53	\$19,000	\$400
S 96th St	Park – Pacific	0.37	\$14,000	\$300
<b>Cycle Tracks</b>				
SR 509	Pacific Ave – Marine View Dr	3.84	\$1,029,000	\$130,000
<b>Sidewalks</b>				
S 58th St	S Durango St – S Tacoma Way Aly	0.43	\$337,000	
S Adams St	S 56th St – S 66th St	0.80	\$627,000	
N 21st St	W of N Pearl St – Highland St	0.07	\$55,000	
Union Ave	Center – <a href="#">Hwy 16S 19<sup>th</sup> St</a>	0.20	\$144,000	
S Pine St/S Cedar St	S 19th – Hood St	0.80	\$627,000	
N 11th St	N Highland St – N Orchard St	0.32	\$251,000	
S 62nd St	S Clement Ave – S Wapato St	0.61	\$478,000	
N 11th St	N Adams St – N Union Ave	0.27	\$212,000	
S M St	S 84th St – S 88th St	0.34	\$266,000	
S 56th St	Tacoma Mall Blvd – S Alaska St	0.49	\$384,000	
<b>Intersection Improvements</b>				
A St & S 38th St			\$42,000	
E 56th & E McKinley Ave			\$42,000	
E Portland Ave & E 29th St			\$42,000	
S 74th St & Tacoma Mall Blvd			\$42,000	
S 72nd St & Hosmer			\$42,000	
I-5 NB off-ramp terminus at Portland Ave/E 28th St			\$42,000	
S 38th St & Pacific Ave			\$42,000	
S 38th & McKinley Ave			\$42,000	
E Portland Ave & E 32nd St			\$42,000	
N 11th & N Pearl			\$42,000	
S 84th & Pacific Ave			\$42,000	
S 96th St & Pacific Ave			\$42,000	
S Hosmer St & S 84th St			\$42,000	
S Puget Sound Ave & S 56th St			\$42,000	
S Steele St & S 96th St			\$42,000	
Tacoma Ave & N 1st St			\$42,000	
S 54th & Tacoma Mall Boulevard			\$42,000	
<b>Shared-Use Paths</b>				
Pipeline Trail Connection	<a href="#">Collaborate with neighboring jurisdictions for connectivity</a>	0.97	\$260,000	\$32,900
Schuster Parkway Trail	<a href="#">Cost is for 10' asphalt trail alone and does not include slope stabilization or other infrastructure</a>	1.30	\$349,000	\$44,000
<b>Total Medium-Term Projects:</b>		<b>56.75</b>	<b>\$12,432,000</b>	<b>\$1,010,200</b>

<sup>2</sup> Sharrows, or Shared Lane Markings, are roadways marked with a bicycle symbol and chevrons where cars and bicycles share the same space. The Sharrow delineates the area where the cyclist is safest riding

**Table 4011. Long Term Project Costs**

Street	From - To	Length (mile)	Construction Cost	Maintenance Estimate <sup>1</sup>
<b>Bicycle Boulevards</b>				
Cheyenne St	N 46th – 6th	2.46	\$119,000	\$1,100
N Fife St/N 15th St/N Pine	N Yakima Ave – S 12th St	1.86	\$90,000	\$800
S 18th St	S Puget Sound Ave – S Pine St	0.40	\$20,000	\$200
S 43 <sup>rd</sup> St	Park Ave – A St	0.50	\$110,000	\$1,100
S Puget Sound Ave	N 7th St – S 18th St	0.85	\$41,000	\$400
<b>Bike Lanes</b>				
N Baltimore St	N 49th St – N 46th St	0.29	\$55,000	\$7,200
Portland Ave	Puyallup Ave – S 72nd St	3.52	\$665,000	\$86,700
Proctor St	N 37th St – S 19th St	2.67	\$504,000	\$65,700
Regents St/Center St	Princeton – Tyler St	1.29	\$243,000	\$31,700
S 11th St	Dock St – E Portland Ave	0.85	\$161,000	\$21,000
S 25th St	S Sheridan Ave – MLK Jr Way	0.21	\$40,000	\$5,200
S 66th St/S 64th St Bridge	Tacoma Mall Blvd – S Alaska St	0.20	\$37,000	\$4,900
<b>Uphill Bike Lanes</b>				
6th Ave	S Walters Rd – S Jackson Ave	1.15	\$130,000	\$28,300
<b>Intersection Improvements</b>				
N 26th & N Pearl St			\$42,000	
S 56th St & Pacific Ave			\$42,000	
<b>Shared-Use Paths</b>				
E Side Foss	S 11th – Waterway Park	1.65	\$443,000	\$56,000
Garfield/Ruston Way	Garfield Gulch – Ruston	0.76	\$204,000	\$25,800
<del>Hill Climb Access</del>	<del>Stadium Way – Schuster</del>	<del>0.23</del>	<del>\$63,000</del>	<del>\$8,000</del>
<del>NE Tacoma Trail Network</del>	<del>Slayden Road – Norpoint Way</del>	<del>8.79</del>	<del>\$2,357,000</del>	<del>\$297,700</del>
Puyallup River Levee Trail	City Limits – 11th St	2.1	\$670,000	\$84,600
Point Defiance Trail (Metro)	Point Ruston – Vashon Ferry	2.26	\$605,000	\$76,500
<del>Dome to Pt. Defiance</del>	<del>Foss Esplanade to Pt. Ruston</del>	<del>6.2</del>	<del>Unknown</del>	<del>TBD</del>
<del>President's Ridge Trail</del>	<del>SR 7 – Jennie Reed – S. 34<sup>th</sup> St</del>	<del>2.3495</del>	<del>\$620,790,000</del>	<del>\$78,300,99,80</del>
<del>PresRidge Trail</del>	<del>34th St Detour</del>	<del>0.64</del>	<del>\$170,000</del>	<del>\$21,500</del>
West Slope Trail	<del>Pt. eint-Defiance – Titlow/S. 19<sup>th</sup></del>	6.03	\$1,616,000	\$204,100
<b><u>Trails with undetermined alignment. Coordination with neighboring jurisdictions critical for connectivity.</u></b>				
Trail to Mountain Corridor	Tacoma Dome to Mt. Rainier	TBD	Unknown	TBD
Tacoma Dome to Sumner	Tacoma Dome to Sumner	TBD	Unknown	TBD
<b>Total Long Term Projects</b>		<b>41.02 38.2</b>	<b>\$9,047,000 6,627,000</b>	<b>\$1,106,800 801,1000</b>

<sup>1</sup> Maintenance costs include re-striping, signage replacement, and roadway patching depending on facility type. Estimates do not include sweeping and other repair that is part of regular street maintenance activities. Estimated maintenance costs are presented on an annual basis, however the overall cost has been amortized by the frequency of maintenance tasks. For example, the need for re-striping is estimated to occur every other year, so the total cost (\$4.50 per LF) is divided in half for the annual estimate.

\* \* \*

## Implementation Strategies

Implementation strategies and their related action items support the goals and policies and projects outlined above.

### 1. Implementation

Implement the Mobility Master Plan's recommendations for developing an active transportation network that reduces auto travel, increases the number of ~~nonmotorized~~ [active transportation](#) users of all ages and abilities, and improves the health of our people and local ecology.

#### Action 1.1: Connected Network

Complete the connected network shown on Maps 2, 3, 4 and 5 of sidewalks, trails, bike lanes, bike boulevards, shared lane markings, and cycle tracks throughout the city that serves pedestrians and all bicycle user groups. Complete short term network by 2015, medium term by 2020, and long term by 2025.

#### Action 1.2: Monitor Progress

Monitor the implementation progress of the Mobility Master Plan to ensure long-term success.

#### Action 1.3: Meet or Exceed Standards

Design all bicycle and pedestrian facilities to meet or exceed the latest federal, state, and local standards so there is universal access for all users of the system.

#### Action 1.4: Partner with Transit

Work cooperatively with adjoining jurisdictions and transit agencies to coordinate ~~nonmotorized~~ [active transportation](#) planning and implementation activities.

#### Action 1.5: All Ages and Abilities

Increase pedestrian trips and bicycle ridership with a system that provides facility types and designs that are comfortable for pedestrians and bicyclists of all ages and abilities. The overarching goal is to create a system that will invite the interested but concerned rider as well as the strong, fearless rider to shift from automobile to bicycle travel. Inexperienced cyclists are most likely to use high quality bike boulevards, shared use trails, and cycle tracks.

#### Action 1.6: Wayfinding Signage

Install wayfinding signage in proximity to bike lanes, bike boulevards, shared-use paths and destinations.

#### Action 1.7: Land Use Considerations

Prioritize the completion of proposed shared-use paths that maximize access to key recreational and transportation destinations in order to encourage recreational and commute trips.

\* \* \*

## 4. Transit and Streetcar Integration

Coordinate with Sound Transit and Pierce Transit to expand ~~nonmotorized~~ [active transportation](#) mobility through the integration of pedestrian and bicycle facilities with the transit and streetcar systems.

#### Action 4.1: Connections and Transfers

Increase the number of multimodal trips that include traveling as a pedestrian or bicyclist for at least one trip segment by improving and simplifying connections and transfers.

\* \* \*

## 6. Maintenance

Ensure pedestrian and bicycle facilities are clean, safe, and, accessible, and promote active use.

#### Action 6.1: Prioritize Safety

Prioritize pedestrian and bicyclist safety during construction and maintenance activities and ensure that the City's accessibility guidelines are followed.

#### Action 6.2: Inspection and Maintenance

Create safe and accessible bikeways and walkways through regular inspection and maintenance.

#### Action 6.3: Bicycle and Pedestrian Routes through Construction Zones

Identify safe, convenient, well-marked and accessible alternative routes for bicyclists and pedestrians through construction zones.

#### **Action 6.4: Establish Routine Maintenance Program**

Establish a routine maintenance program that encourages citizens to report maintenance issues that impact bicyclist and pedestrian safety.

#### **Action 6.5: Ongoing Maintenance Strategy**

Develop an on-going city-wide maintenance strategy for [nonmotorized-active](#) transportation facilities.

### **7. Education and Encouragement**

Increase the public's awareness and usage of the bicycle and pedestrian network in Tacoma through targeted education and encouragement programs. Specific programs are detailed in Chapter 4 of the *2010 Mobility Master Plan Study* and the *2008 ADA Transition Plan*. Example programs include Bike Month, Sunday Parkways, and supporting campaigns.

#### **Action 7.1: Safety Education**

Educate the general public on bicycle and walking safety issues and encourage [nonmotorized-active](#) transportation with programs that target pedestrians, bicyclists and motorists.

#### **Action 7.2: Linking Trips Education**

Educate the general public about linking trips (trip-chaining) to reduce the number of trips taken per day.

#### **Action 7.3: Promotion through City Sponsored Events**

Encourage pedestrians and bicyclists through City-sponsored events and expanded Bike Month activities.

#### **Action 7.4: Safety Education for Children**

Educate school children on safe pedestrian and bicycle behavior.

\* \* \*

### **8. Health and Safety**

Promote active lifestyles by working with the Tacoma-Pierce County Health Department (TPCHD) to provide educational programs and

safe and accessible routes for bicyclists and pedestrians of all ages and abilities.

#### **Action 8.1: Partner with TPCHD**

Collaborate with the Tacoma-Pierce County Health Department on active living and active transportation projects that address and seek to reduce health-related issues such as obesity.

#### **Action 8.2: Reduce Crashes**

Reduce crashes involving bicyclists, pedestrians, and motor vehicles by at least 10 percent by 2015.

#### **Action 8.3: Address Conflicts**

Use current engineering best practices for minimizing and mitigating conflicts between bicycles, pedestrians and motor vehicles.

#### **Action 8.4: Barriers and Hazards**

Reduce barriers and hazards to [nonmotorized active transportation](#) users by ensuring safe and sufficient crossings of major roadways and by providing routes that minimize steep slopes.

### **9. Engineering**

Apply high-quality engineering and design to bicycle and pedestrian physical infrastructure.

#### **Action 9.1: Signal Prioritization**

Install signal prioritization for [nonmotorized active transportation](#) users in appropriate locations.

#### **Action 9.2: Bicycle Detection at Intersections**

Install bicycle detection mechanisms at signalized intersections.

#### **Action 9.3: Traffic Calming**

Install traffic calming facilities where appropriate for improved [safety and nonmotorized-active transportation](#) travel.

\* \* \*

### **12. Funding**

Pursue a dedicated source of funding to implement the expansion and enhancement of walkways and bikeways in Tacoma. Supplement dedicated funds with other funding sources. A



comprehensive list of funding opportunities can be found in the *2010 Mobility Master Study*.

**Action 12.1: Prioritize Funding**

Prioritize funding and construction of [nonmotorized-active transportation](#) facilities in recognition of the livability, environmental and health benefits these forms of mobility provide.

**Action 12.2: Grant Funding**

Pursue state, regional and federal grant funding for shared-use paths and other [nonmotorized active transportation](#) facilities.

**Action 12.3: Multiple Strategies**

Work with the Implementation Committee, advocates and elected officials to identify and pursue multiple strategies to increase funding for green transportation.

**Action 12.4: Dedicated Portion of Transportation Budget**

Dedicate a percentage of the City's overall transportation budget to [nonmotorized-active](#) transportation projects.

**Action 12.5: Simultaneous Improvements**

Leverage investments made in road improvement projects by installing improved bicycle and pedestrian projects simultaneously regardless of the priority previously placed upon the bike or pedestrian facilities.

**Action 12.6: New Dedicated Source of Funding**

Pursue establishment of a new dedicated source of funding for Mobility Master Plan improvements, such as a portion of an additional locally determined vehicle tab tax, impact fees, street utility tax, and levy lid lift.



Cyclists cruising down 9<sup>th</sup> Street

## Section III – General Plan Implementation

### System Inventory

#### *Street and Highway System*

Tacoma is served by two interstate freeways, i.e., I-5 and I-705, and several state highways, including SR-16, SR-7, SR-167, SR-163, and SR-509. Key north-south arterials include S. Tacoma Way, Pacific Avenue, Portland Avenue, McKinley Avenue, Jackson Avenue, Pearl Street, Orchard Street, Stevens Street, Proctor Street, Union Avenue, Sprague Avenue, Port of Tacoma Road, and Schuster Parkway. Key east-west arterials include 6<sup>th</sup> Avenue and N. 30<sup>th</sup>, N. 26<sup>th</sup>, N. 21<sup>st</sup>, S. 12<sup>th</sup>, S. 19<sup>th</sup>, S. 38<sup>th</sup>, S. 56<sup>th</sup> and S. 74<sup>th</sup>/E. 72<sup>nd</sup> Streets. A 2001 inventory indicates that Tacoma has approximately 282 lane-miles of principal arterials, 209 of minor arterials, 164 of collector arterials, and 582 of residential streets, with a total of approximately 1,237 lane-miles. See Transportation Figure 1.

#### **Nonmotorized Active Transportation Facilities**

Implementation strategies for nonmotorized active transportation facilities are included in Section II – Mobility Master Plan. All the references to nonmotorized active transportation in this Section remain valid and complement those in Section II.

#### *Municipal Parking Facilities*

The 2004 inventory of the downtown municipally owned parking facilities consists of 3310 stalls and represents an increase of 840 stalls or 34% from the year 2001. The following table depicts the facilities of the municipal parking enterprise.

<b>Facilities</b>	<b>Stalls</b>
Tacoma ('A' St.) Parking Garage	954
Convention Center	566
Park Plaza North	492
Park Plaza South	381
I-705 Parking Lots (3)	321
Museum of Glass Broadway Parking Lot	180
Municipal Building Parking Lot/Garage	136
Bicentennial Pavilion	120
Union Station Parking Lot	86
Carlton Bldg Lot/Garage	74
<b>Total</b>	<b>3,310</b>

\* \* \*

#### **Travel Transportation Demand Forecasting and Traffic Impact Analysis**

The concurrency assessment mentioned above is part of the on-going travel transportation demand forecasting process that incorporates the following elements:

- Trip Generation, which estimates the trips produced by and attracted to each transportation analysis zone (TAZ);

- Trip Distribution, which links the trip ends from trip generation to form matrices of zone-to-zone travel demand;
- Traffic Assignment, which determines zone-to-zone travel routes over the transportation network and accumulates the zone-to-zone travel demand (by mode) using each network segment; and
- Mode Split, which estimates how much of the total zone-to-zone travel demand uses each mode of travel available.

The forecasting is conducted using the EMME/2 model, in cooperation and coordination with the models used by Pierce County and the Puget Sound Regional Council. In addition to [travel-transportation](#) demand forecasting, EMME/2 is also used in traffic impact analyses for specific projects or development proposals, in order to determine the need for mitigation and maintain the concurrency requirements.

\* \* \*

## Regional Coordination

The City will continue to coordinate with other regional entities to address transportation issues, which do not respect jurisdictional boundaries. Listed below is an example of transportation related agencies, coalitions and projects that Tacoma is actively and dutifully involved in:

- Washington State Department of Transportation
- Puget Sound Regional Council – on VISION 2040 (Regional Growth Strategy) and Destination 2040 (Regional Transportation Plan)
- Sound Transit – on the continued development of the commuter rail system, a part of the Phase I projects, as well as the implementation of the voter-approved Phase II projects
- Pierce Transit – on the continued transit system improvement in Tacoma
- Pierce County – on [travel-transportation](#) demand forecasting and modeling, commute trip reduction and other county-wide transportation issues
- Port of Tacoma – on Tideflats transportation improvements
- FAST – Freight Action Strategy along the Tacoma-Seattle-Everett Corridor
- RAMP – Regional Access Mobility Project Coalition of Pierce County

\* \* \*

## Project Selection and Evaluation Criteria

The Community and Economic Development Department (CED) and Public Works Department (PW) jointly developed an evaluation/prioritization process to provide a method of prioritizing projects in such a way as to:

- Make it easier for the City to compete for grants that bring tax dollar back to the community.
- Ensure that the transportation policies are carried out and that development regulations of the Comprehensive Plan and GMA concurrency requirements are met.
- Ensure that the public are aware of and involved in the planning, identification and prioritization of transportation projects.

- Provide ~~equitable~~ consideration to all modes of travel in the short and long range planning, programming and implementation of transportation projects.
- Program, at a higher priority, capital and transportation facilities improvements that will alleviate and mitigate impacts on the environment and reduce energy consumption, such as those projects in the City's designated mixed-use centers, which will allow for higher intensity, more efficient land development.
- Use environmental justice principles to evaluate whether a project may have a disproportionate adverse human health and environmental impact on traditionally underserved neighborhoods or vulnerable populations (e.g. minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged). Alternatively, evaluate whether a project will provide a transportation opportunity or improved mobility for such neighborhoods or populations.

The prioritization process will be used by CED and PW program managers to determine which projects should be included in the *Six-Year Comprehensive Transportation Program* for funding and implementation. Program managers will also use the project criteria score as a base when applying for project funding. The following programs are dependent on the City's ability to fund them. However, projects could be implemented in the short-term without regard to the project score, if funding became available or other constraints have been minimized.

The following criteria allows for ~~equitable~~ comparison of each project within the program.

## ***Project Selection and Evaluation Criteria and Rating System***

### **1. Program:**

#### **Arterial Streets – New Construction or Major Improvement**

##### ***I. Safety***

- **Accidents** - Answer "Yes", if the roadway has greater than 10 accidents
- Per Million Vehicle Miles (score is weighted by total number of accidents). The accident data is compiled by the Public Works Dept and includes only those incidents investigated by an enforcement agency.

##### ***II. Average Daily Traffic***

- **Traffic Volumes** - Answer "Yes", if the current volumes are greater than 5,000 (ADT). The total prioritization score is weighted by total volume.

##### ***III. Encourage Alternatives to Driving Alone***

- **High Pedestrian Route** - Answer "Yes", if the location is with ¼ mile radius of transit centers, schools, libraries, high density retail, museums, major employment centers, within the CBD, elderly care facilities etc.
- **Bike Route** - Answer "Yes", if the location is on a Bicycle Route as identified in the City's *Comprehensive Plan*.
- **Enhancement to Pierce Transit** - Answer "Yes", if the project location would assist Transit in access to the street system or mobility once within the street system.
- **HOV Lane** - Answer "Yes", if the improvement provides new HOV lanes and/or accessibility to other HOV facilities.

##### ***IV. Enhance Freight Mobility***

- **Port/Industrial Location** - Answer “Yes”, if the project location is within the Port Area or within another highly industrialized area of the City.

#### **V. Environmental/Public Support/Environmental Justice**

- Answer “Yes” if project creates no significant impact on environment.
- Answer “Yes” if project creates no significant relocation/ROW impacts.
- Answer “Yes”, if the location has been brought to the attention of the Public Works Department by a source outside (e.g., the City Council, Neighborhood Councils, neighborhood groups, business groups, and individual citizens) of City staff and/or has known other support (documentation via letters of support is encouraged).
- Answer “Yes” if the project has been evaluated for possible disproportionate adverse human health and environmental impacts on traditionally underserved neighborhoods or vulnerable populations (e.g. minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged).
- Answer “Yes” if the project will provide a transportation opportunity or improved mobility for traditionally underserved neighborhoods or vulnerable populations (e.g. minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged).

#### **VI. Comprehensive Plan**

- **Project located on a Corridor connecting Centers** - Answer “Yes”, if the project is located on a Corridor as identified in the City’s Comprehensive Plan.
- **Project located in a “Center”** - Answer “Yes”, if the project is located in a designated Center as identified in the City’s Comprehensive Plan.
- **Project included in the Comprehensive Plan** - Answer “Yes”, if the project is recommended in the City’s Comprehensive Plan and/or its adopted elements.

\* \* \*

### **9. Program: Curb Ramp Construction**

#### **I. Safety**

- Answer “yes” if a written or telephone request has been received from a disabled person.
- Answer “yes” if a written request has been received from a disabled advocate group.
- Answer “yes” if other written public support of the proposed curb ramps have been received.

#### **II. Accessibility/Transportation System Completeness**

- Answer “yes” if one or more ramps already exist at the intersection.
- Answer “yes” if the intersection is on a designated arterial street.

#### **III. Encourage Alternatives to Driving Alone**

- Answer “yes” if the sidewalk is on a designated transit route.

#### **IV. Environmental Justice**

- Answer “Yes” if the project has been evaluated for possible disproportionate adverse human health and environmental impacts on traditionally underserved neighborhoods or vulnerable populations

(e.g. minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged).

- Answer “Yes” if the project will provide a transportation opportunity or improved mobility for traditionally underserved neighborhoods or vulnerable populations (e.g. minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged).

#### **IV. Comprehensive Plan**

- Answer “Yes”, if the project is located in a designated Center as identified in the City’s Comprehensive Plan.
- Answer “Yes”, if the project is recommended in the City’s Comprehensive Plan and/or its adopted elements.

### **10. Program: Missing Link New Sidewalk Construction**

#### ***I. Safety***

- Answer “yes” if the missing sidewalk is five or fewer blocks from a public school.
- Answer “yes” if the missing sidewalk is two or fewer blocks from a senior group housing building.
- Answer “yes” if the missing link sidewalk is on a public school bus route.
- Answer “yes” if written public support of the sidewalk construction has been received.

#### ***II. Accessibility/Transportation System Completeness***

- Answer “yes” if on a designated city arterial street.

#### ***III. Encourage Alternatives to Driving Alone***

- Answer “yes” if the sidewalk is known to be a high pedestrian use sidewalk (e.g., Ruston Way, CBD, vicinity of Dome, etc.).
- Answer “yes” if the sidewalk is on a designated bicycle route.
- Answer “yes” if the sidewalk is on a designated transit route.

#### **IV. Environmental Justice**

- Answer “Yes” if the project has been evaluated for possible disproportionate adverse human health and environmental impacts on traditionally underserved neighborhoods or vulnerable populations (e.g. minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged).
- Answer “Yes” if the project will provide a transportation opportunity or improved mobility for traditionally underserved neighborhoods or vulnerable populations (e.g. minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged).

#### **IV. Comprehensive Plan**

- Answer “Yes”, if the project is located in a designated Center as identified in the City’s Comprehensive Plan.
- Answer “Yes”, if the project is recommended in the City’s Comprehensive Plan and/or its adopted elements.

### 11. Program:

### Nonmotorized Active Transportation Facilities – Bikeways

- Use the following table to prioritize bikeway projects. See the “Implementation” section of the Mobility Master Plan and its associated Tables for guidance on project evaluation and prioritization for bikeway facilities.

### ***I. Environmental Justice***

- Answer “Yes” if the project has been evaluated for possible disproportionate adverse human health and environmental impacts on traditionally underserved neighborhoods or vulnerable populations (e.g. minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged).
- Answer “Yes” if the project will provide a transportation opportunity or improved mobility for traditionally underserved neighborhoods or vulnerable populations (e.g. minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged).

Criteria to Prioritize Classes 1, 2, 3 or 4 Bikeway Projects	Maximum Points (Partial Credit for Minor Compliance)	Maximum Points per Category
<p><b><u>Category I—Network</u></b></p> <p><b><i>Is regional, i.e., lying on a corridor which is:</i></b></p> <ul style="list-style-type: none"> <li>• an existing or potential designated route or</li> <li>• a regional route or connected to other jurisdiction's bike corridor</li> </ul> <p><b><i>Is important to Tacoma by connecting to or very close to:</i></b></p> <ul style="list-style-type: none"> <li>• employment area or center or transit center (+2)</li> <li>• major destination, large park</li> <li>• middle or high school, elementary school (+0.5 each)</li> <li>• counts for Class 4 projects [Parks—Titlow, Marine, Pt. Defiance, Wapato, Swan Creek]</li> </ul> <p><b><i>Lacks alternative accommodation</i></b> (+0.5 for each ½ mile to alternate)</p> <p><b><i>Additions to existing network:</i></b></p> <ul style="list-style-type: none"> <li>• joins two completed similar segments (+1)</li> <li>• extends or joins a complete, similar segment (+0.5)</li> <li>• crosses a major barrier (e.g., freeway, gulch, railroad) (+3)</li> </ul>	<p><b>+5</b></p> <p><b>+4</b></p> <p><b>+4</b></p> <p><b>+3</b></p>	<p><b>16</b></p>
<p><b><u>Category II—Safety</u></b></p> <p><b><i>Proposed project provides an:</i></b></p> <ul style="list-style-type: none"> <li>• accommodation on a shared-use path separated from traffic (+6)</li> <li>• accommodation on a non-arterial street (+4)</li> <li>• accommodation on a 2-lane arterial (+2)</li> <li>• accommodation on a 4-lane arterial (0)</li> </ul> <p><b><i>Traffic</i></b></p> <ul style="list-style-type: none"> <li>• volumes—vehicles per lane per hour (vplph) for street or if no street, as in a bike bridge, nearest acceptable street that fulfills alignment needs: 50—150 vplph (+1)</li> </ul>	<p><b>+6</b></p> <p><b>+6</b></p>	<p><b>16</b></p>



<ul style="list-style-type: none"> <li>150—250 vplph (+2)</li> <li>250—350 vplph (+3)</li> <li>&gt;350 vplph (+4)</li> <li>• posted speed limit: <ul style="list-style-type: none"> <li>31 to 35 mph (+1)</li> <li>over 35 mph (+2)</li> </ul> </li> </ul> <p><b>Existing hazard location:</b></p> <ul style="list-style-type: none"> <li>• Design or road condition hazard (e.g., free right turn or bad edge), letter of noticed problem (+2)</li> <li>• Reported accidents (+2)</li> </ul>	+4	
<p><b>Category III – Support</b></p> <ul style="list-style-type: none"> <li>• Significant funding secured (20%)</li> <li>• City's Comprehensive Plan &amp; elements</li> <li>• Listed for consideration in a Neighborhood Council process</li> <li>• Letters of support received by City, newspaper (+0.5 each)</li> </ul>	+4 +2 +1 +1	8

## Long-Term Transportation Improvement Projects List – Unfunded

The following table includes all unfunded mobility related projects that would improve traffic flows and capacities needed through the next 20 years. The list is updated as needed to reflect the community's desires and the City's needs for concurrency and is intended for use as the primary source of roadway projects for inclusion in the *Six-Year Comprehensive Transportation Program*. Once projects have moved to the Six-Year Program, they are removed from this Unfunded List. Non-capacity projects such as maintenance, street lighting, street trees, landscaping, and sidewalks will be identified through other processes or programs such as neighborhood plans, LID's and scheduled maintenance.

Unfunded Roadway Related Projects	
Programs/Projects	Improvement Type
<b>Arterial Street Projects – 1060/61 UNFUNDED</b>	
<b>Arterial Street Projects – New Construction</b>	
6 <sup>th</sup> Avenue at Sprague and Division	Roundabout
E. 48 <sup>th</sup> St. from Pacific to McKinley	Roadway Improvement
E. 56 <sup>th</sup> St. from McKinley Ave. to 'A' St.	Roadway Improvement
E. Fairbanks St. from E. McKinley to Roosevelt Ave.	Roadway Improvement
N. 26 <sup>th</sup> Street from Huson St. to Pearl St.	Roadway Improvement
<del>N. 37<sup>th</sup> Street from Shirley to Orchard</del> <b>**in 6 YR Program**</b>	<del>New link</del>
38 <sup>th</sup> Street NE. from BPB to 33 <sup>rd</sup> Street N.E.	Roadway Improvement
Norpoint Way at Browns Pt. Blvd.	Intersection Improvement
<del>Norpoint Way from Marine View Dr. to NE 29<sup>th</sup> St.</del> <b>**Duplicate**</b>	<del>Arterial Improvement</del>
Northshore Pkwy. From Norpoint to 49 <sup>th</sup> Ave. NE	Roadway Improvement

N. Orchard from 6 <sup>th</sup> Ave. to N. 46 <sup>th</sup> St.	Roadway Improvement
N. Union St. from N. 18 <sup>th</sup> to N. 30 <sup>th</sup>	Roadway Improvement
Pacific Ave from 72 <sup>nd</sup> to South City limits	Arterial Boulevard Treatment
Pine Street near Tacoma Mall	Arterial Improvement
<del>Point Defiance Entrance Redesign and Beautification Project (Pearl at Pt. Defiance Park entrance and N. 51<sup>st</sup> from Vassault to Pearl Street) **in 6 YR Program**</del>	<del>Possible roundabout and arterial rechannelization, lighting, signage, nonmotorized accommodation and medians</del>
Roosevelt Ave. from Wright Ave. to E. 44 <sup>th</sup> St.	Roadway Improvement
S. 19 <sup>th</sup> Street from Jackson to Seashore	Roadway Improvement
S. 19 <sup>th</sup> St. to S. 21 <sup>st</sup> St. from Jefferson to Tacoma Ave.	Roadway Transition
S. 31 <sup>st</sup> from Orchard to Mullen	New Arterial
S. 35 <sup>th</sup> to S. 36 <sup>th</sup> St. between Pine to Sprague	Roadway Transition
S. 47 <sup>th</sup> /48 <sup>th</sup> St. from S. Tacoma Way to Tyler	New Link
S. 48 <sup>th</sup> /49 <sup>th</sup> St. from Tyler to Orchard	New Link – Roadway Improvement
S. 66 <sup>th</sup> Street from Oakes to Puget Sound	Roadway Improvement
S. 66 <sup>th</sup> Street from Tacoma Mall Blvd. to Oakes St.	New Link
<del>S. Alaska from S. 56<sup>th</sup> to S. 72<sup>nd</sup> St. **in 6 YR Program**</del>	<del>Roadway Improvement</del>
*SR-167 w/ full Interchange at I-5	Limited Access Roadway from Port of Tacoma to Puyallup
Tacoma Ave. from 4 <sup>th</sup> to S. 25 <sup>th</sup>	Tacoma Avenue Beautification – Design & rebuild Tacoma Ave between Division Ave and Center St to include landscaping, streetscape, pedestrian crossings (S 4 <sup>th</sup> , 8 <sup>th</sup> , 10 <sup>th</sup> ) and light rail accommodations.
East-West Corridor (from S. 38 <sup>th</sup> at S. Tacoma Way to 40 <sup>th</sup> St. W. at Orchard)	New Arterial
Norpoint Way between Marine View Dr. & 29 <sup>th</sup> St. NE	Arterial Improvement
E. 34 <sup>th</sup> between E. Portland & Roosevelt	Arterial Improvement
Mildred between S. 12 <sup>th</sup> & 19 <sup>th</sup>	Arterial Improvement
S. 12 <sup>th</sup> between Cedar & Stevens	Arterial Improvement
<del>Thompson between S. 35<sup>th</sup> &amp; S. 45<sup>th</sup> **Duplicate**</del>	<del>Arterial Improvement</del>
E. Roosevelt between E. 34 <sup>th</sup> & George	Arterial Improvement
East Fairbanks between Portland & Roosevelt	Reconstruct to eliminate potholes and to restabilize roadway
South Thompson between South <del>37<sup>th</sup></del> <u>35<sup>th</sup></u> and 46 <sup>th</sup> Street	Reconstruct to eliminate potholes and to restabilize roadway
South 74 <sup>th</sup> Street between South Tacoma Way and West City Limits	Reconstruct to eliminate potholes and to restabilize roadway
North Alder between North 15 <sup>th</sup> & 19 <sup>th</sup> Streets	Reconstruct to eliminate potholes and to restabilize roadway
<u>Pacific Avenue (between South 43<sup>rd</sup> and South 56<sup>th</sup> Streets)</u>	<u>Roadway Improvement- Complete Street elements, specifically pedestrian amenities</u>
<b>Non-Arterial Street Projects</b>	
E. 37 <sup>th</sup> between Portland & Roosevelt	Roadway Improvement
Wright Ave. east of Portland Ave.	Roadway Improvement
<b>Traffic Signals – New Construction</b>	
E. 84th & McKinley	New Signal
E. 96th & McKinley	New Signal
Norpoint Way at 45th Ave. NE	New Signal
Northshore Pkwy at 45th Ave. NE	New Signal

Northshore Pkwy at Browns Pt. Blvd.	New Signal	
Northshore Pkwy at Norpoint Way	New Signal	
<b>Rehabilitation Projects – Sidewalk and Curb Ramps</b> (Neighborhood Planning Projects) (To be determined)		
<b>Rehabilitation Projects – Bridge Repairs and Maintenance</b>		
Union Ave. from So Tacoma Way to So 35th St.	Redeck	
<b>Traffic Safety Projects – UNFUNDED</b>		
<b>Traffic Enhancements – Guardrail/Barricade/Fence</b> (Locations to be determined)		
<b>RXR Surface Improvements, Railroad Signalization/Control</b>		
S. 56 <sup>th</sup> and Washington Street	Vertical separation of RXR and Roadway	
S. 74 <sup>th</sup> and S. Tacoma Way	Vertical separation of RXR and Roadway	
Pine Street and South Tacoma Way	Vertical separation of RXR and Roadway	
<b>Midblock Pedestrian Signals</b> (Locations to be determined)		
N. 26 <sup>th</sup> in proximity to North and South Westgate Plaza's	Pedestrian Crossing	
Pearl Street between N. 21 <sup>st</sup> and N. 26 <sup>th</sup>	Pedestrian Crossing	
<b>Miscellaneous Projects</b>		
<del>E. 11<sup>th</sup> and Dock St. **in 6 YR Program**</del>	<del>Pedestrian Access Project</del>	
<del>*I-5 @ River Road (SR-167) **WSDOT Project**</del>	<del>Reconfigure Interchange</del>	
<del>*Southbound I-5 at 38<sup>th</sup> Street – direct access to Tacoma Mall Blvd. **in 6 YR Program**</del>	<del>Improved Ramp Access</del>	
Hill Climb Access from Fireman's Park to Dock St.	<del>Nonmotorized Active transportation</del> access	
Water Trails (per the OSHRP, these are conceptual recreational boating routes and associated docking facilities and they connect Tacoma's waterfront from the Foss Waterway around Pt. Defiance to the Titlow Marina.)	Nonmotorized <del>Recreational-recreational</del> boating route and docking facilities	
<del><b>Bike Facilities and Trails (1140 Fund) – New</b></del> <del>SUP = Shared Use Path</del>		
<b>Location</b>	<b>Limits</b>	<b>Type</b>
Union Ave. **in MoMaP – Tables 3 and 10**	S. 19th St. Center	SR-16 S-19 <sup>th</sup> St SUP
Puyallup R. Levee Trail **Requested by community but challenges with inter-agency coordination/support (e.g., BNSF, Puyallup Tribe, Army Corps)**	E. 11th St.	City Boundary SUP
Pipeline Trail **in 6 YR Program**	McKinley St.	City Boundary SUP
West Slope Trail (per 1989 Shoreline Trails Plan and OSHRP) **moved to MoMaP – Table 11**	Point Defiance Park	City limits at S. 19 <sup>th</sup> St. SUP

<del>Waterfront Connection Trail (with connection to CBD)</del> <b>**moved to MoMaP Table 11**</b>	<del>Dock St./ Thea Foss</del>	<del>Ruston Way/ Asarco/ Point Defiance</del>	<del>SUP</del>
<del>Water Ditch Trail Extension (connect existing and funded trail east to Chambers Creek)</del> <b>**moved to MoMaP Table 11**</b>	<del>Oak Tree Park</del>	<del>City Boundary, extending to Chambers Creek (City of University Place)</del>	<del>SUP</del>
<del>Tacoma Dome To Sumner Trail</del> <b>**moved to MoMaP – Table 11**</b>	<del>Tacoma Dome area</del>	<del>Eastern City Limits extending into Pierce County</del>	<del>SUP</del>
<del>Trail to the Mountain (follows rail corridor south beyond the City limits ultimately connecting to Mt Rainier)</del> <b>**moved to MoMaP – Table 11**</b>	<del>Tacoma Dome area</del>	<del>City Boundary at E McKinley &amp; 72nd St, continues south along rail line</del>	<del>SUP</del>
<del>Center for Urban Waters E. D St</del> <b>**moved to MoMaP – Table 9**</b>	<del>Murray Morgan Bridge</del>	<del>E 3rd St</del>	<del>SUP</del>
<del>Prairie Line Trail (former BNSF Rail Corridor)</del> <b>**in 6 YR Program**</b>	<del>Dock Street</del>	<del>South 27th Street</del>	<del>SUP</del>
<del>Tacoma Dome to Point Defiance Trail (completion and enhancement of non-motorized route)</del> <b>**moved to MoMaP – Table 11**</b>	<del>Tacoma Dome area</del>	<del>Point Defiance Park</del>	<del>SUP</del>
<del>Bayside Trails (trail system providing recreational access to the Schuster Slope and a connection from downtown to the Schuster Parkway)</del> <b>**moved to LIPT Table 5**</b>	<del>Garfield Gulch</del>	<del>Stadium Way</del>	<del>Ped Path</del>
<del>Garfield Gulch Trail/Public Access (provides pedestrian access to the gulch and from residential area at the top of the slope to the Schuster Parkway)</del> <b>**moved to LIPT Table 5**</b>	<del>Tennis Court/ Borough Rd</del>	<del>Schuster Parkway</del>	<del>Ped Trail</del>
<del>Buckley Gulch Public Access (provides visual and/or pedestrian access to portions of the gulch)</del> <b>**moved to LIPT Table 5**</b>	<del>N. 29th Street</del>	<del>N. 16th Street</del>	<del>Ped Trail</del>
<del>Puget Gulch Trail/Public Access (provides pedestrian access to the gulch and from residential areas and Puget Park to Ruston Way)</del> <b>**moved to LIPT Table 5**</b>	<del>N. Monroe Street</del>	<del>Ruston Way</del>	<del>Ped Trail</del>
<del>Mason Gulch Public Access (trail or viewpoints providing visual and/or pedestrian access to portions of the gulch)</del> <b>**moved to LIPT Table 5**</b>	<del>N. 37th Street</del>	<del>Waterview Street</del>	<del>Ped Trail</del>
<del>Swan Creek Trail System (public access to/within this open space corridor — the City will strive to coordinate/leverage resources with Metro Parks Tacoma)</del> <b>**moved to LIPT Table 5**</b>	<del>River Road</del>	<del>E. 64th Street</del>	<del>Ped Trail</del>
<del>Point Defiance Trail System (public access to/within the park — the City will strive to coordinate/leverage resources with Metro Parks Tacoma)</del> <b>**moved to LIPT Table 5**</b>	<del>Within/connecting to Pt Defiance Park</del>		<del>Ped Trail</del>
<del>Northeast Tacoma Trail Network (slope top of Marine View Dr. Includes an extension from Browns Pt. Blvd. to Northshore Parkway and a connector between Crescent Heights and Alderwood Parks.)</del> <b>**moved to LIPT Table 5**</b>	<del>Slayden Rd.</del>	<del>Norpoint Way</del>	<del>SUP</del>

<del>President's Ridge Trail (along the south side of I-5)</del> <b>**Located in MoMaP – Table 11**</b>	<del>S. 38th St. interchange</del>	<del>McKinley Park</del>	<del>SUP</del>
<del>E. N St. **moved to LIPT Table 5**</del>	<del>E. 35th St</del>	<del>E. 29th St</del>	<del>Ped Trail</del>
<del>E. 34th St. steps **moved to LIPT Table 5**</del>	<del>West of Portland Ave.</del>		<del>Ped Trail</del>
<b><u>Shared-Use Paths Requested of WSDOT Projects requiring Bike and Pedestrian Facilities</u></b>			
*S.R. 509 (East West Rd.)	Marine View Dr.	Pacific Ave.	<u>SUP Lane</u>
*Cedar St. Underpass	SR-16		Lane
*D. St. Overpass	I-5		Lane
*S. 48th St. Overpass	I-5		Lane
*S. 56th St. Overpass	I-5		Lane
*S. 72/74th St. Overpass	I-5		Lane
*S. 84th St. Overpass	I-5		Lane
*Sprague Overpass	SR-16		Lane
Notes: * Indicates projects would be built with primarily non-city funding sources, which are also unfunded until further confirmation. ** Indicates project has received at least partial funding and is also included in the Six-Year Transportation Program.			

The list includes projects that have been identified by other jurisdictions (e.g., WSDOT, Pierce County, the Port of Tacoma, and the Puyallup Tribe of Indians) and will be developed jointly with the City. Inclusion within the Unfunded Project List is a necessary step for competitive funding. Those Tacoma projects that truly reflect the desire of the community but are not part of the Washington Transportation Plan are intended to assist the State in determining future listing and funding of such projects, as appropriate.

The following is a list of projects compiled from the Neighborhood Action Strategies or based on the recommendations of the various Neighborhood Councils.

<b>Transportation Projects from Neighborhood Action Strategies</b>	
<b>Location</b>	<b>Improvement Type</b>
64 <sup>th</sup> Ave NE between 26 <sup>th</sup> St NE and 28 <sup>th</sup> St NE; 65 <sup>th</sup> Ave NE between 19 <sup>th</sup> St NE and 24 <sup>th</sup> St NE; 19 <sup>th</sup> St NE between 65 <sup>th</sup> Ave NE and city limits east	Northwood Arterial Improvements – Provide sidewalks and curbing along main thoroughfares within city limits, 24 <sup>th</sup> St NE, 65 <sup>th</sup> Ave NE, and 19 <sup>th</sup> St NE
29th Street NE from 53rd Avenue NE to Norpoint Way	Curb and Gutter, Sidewalks, Streetlights, Storm Drainage, Asphalt Paving
33rd Street NE/Browns Point Blvd from 49th Avenue NE to 45th Avenue NE	Curb and Gutter, Sidewalks, Streetlights, Storm Drainage, Asphalt Paving
51st St. NE from Browns Point Blvd to Harborview Dr.	Curb and Gutter, Sidewalks, Streetlights, Storm Drainage, Asphalt Paving

53rd Avenue NE from 29th St NE to 33rd St NE	Curb and Gutter, Sidewalks, Streetlights, Storm Drainage, Asphalt Paving
6th Ave (Huson to Jackson)	Streetscape improvements and construct bike lanes
6 <sup>th</sup> Ave from Jackson to Orchard	6 <sup>th</sup> Ave Traffic Calming – Install landscape medians on 6 <sup>th</sup> Ave between Jackson and Orchard
Baltimore (N 46th to Orchard)	Streetscape improvements and construct bike lanes
Browns Point Blvd from 45th Avenue NE to 42nd Avenue NE	Complete Curb and Gutter, Sidewalks, Asphalt Paving on the south side
Browns Point Blvd from 51st St. NE/Northshore Pkwy to Parkview Dr.	Curb and Gutter, Sidewalks, Streetlights, Storm Drainage, Asphalt Paving
Browns Point Blvd from Parkview Dr. to Norpoint Way	Curb and Gutter, Sidewalks, Streetlights, Asphalt Paving on the west side
<del>Browns Pt. Blvd. from 33rd to Norpoint Way NE</del> <b>**Duplicate**</b>	<del>Roadway improvements (street, sidewalk, barrier removal)</del>
<del>McKinley Ave. from S. 72nd to S. 96th Streets</del> <b>**Done**</b>	<del>Arterial improvement</del>
Mildred (S 19th to SR 16)	Streetscape improvements and construct bike lanes
Mildred/N 51st (Pearl to Point Defiance Park)	Stripe bike lanes
N 14th (Orchard to Pearl)	Stripe bike Lanes
N 21st (Huson to Pearl)	Complete street construction, include streetscape improvements and construct bike lanes
N 21st (Proctor to Pearl)	Complete sidewalk network
N 26th (Vassault to Huson)	Stripe bike lanes
N 30th (Pearl to Huson)	Stripe bike lanes
N 45th (Vassault to Huson)	Stripe bike Lanes
N. 36th & Alder Way	Design and construct a walkway on one side of North 36th Street and Alder Way to achieve improved pedestrian access to the waterfront.
N. 51st & Vassault	Evaluate need for Caution Light or other mechanism at the intersection
Nalley Valley Area/ S. 48th St Extension	Improve access west to Orchard St.
Nalley Valley Area/ Union Ave. access	Improve/add access to industrial area
Norpoint Way NE from 29 <sup>th</sup> St NE to Marine View Drive	Complete Curb and Gutter, Sidewalks, Streetlights: <del>1 lane southbound, 2 lanes northbound, turn lane at Point Woodworth, sidewalks one side only</del> <b>**this portion completed**</b>
Norpoint Way NE from approx. 200' west of Nahane West to Nahane East	Complete Curb and Gutter and asphalt paving
Norpoint Way NE from Browns Point Blvd to Agnes Road	Curb and Gutter, Sidewalks, Streetlights, Asphalt Paving on the north side
Northshore Pkwy from East City Limits to Nassau Avenue	Complete Curb and Gutter, Sidewalks, Asphalt Paving on the north side
Northshore Pkwy from Norpoint Way NE to Ridge Drive	Complete Curb and Gutter, Sidewalks, Asphalt Paving on the north side
<del>Old Town District</del> <b>**Duplicate**</b>	<del>Pedestrian waterfront access over rail lines</del>
Orchard (Huson to N. 46th)	Streetscape improvements and construct bike lanes

Orchard (N 46th to N 35th)	Streetscape improvements, widen roadway and construct bike lanes
Pearl St (S 19th to Pt Defiance)	Complete sidewalk & bike lanes
S 12th (Huson-Jackson) Streetscape Improvements Extension recommended through Central NC Area with possible removal of planter strips	Streetscape improvements and construct bike lanes
S 12th St (Orchard to Jackson)	Complete streetscape improvements and construct bike lanes
S 19th (SR 16 to Jackson) Recommend extension into Central Neighborhood NC	Complete streetscape improvements and construct bike lanes
S 54th St @ I-5 off-ramp (proposed)	Design and construct barrier for local access only traffic
S. 96th from Pacific to McKinley Ave.	Provide arterial improvement
Tacoma Ave & N 6th St	Feasibility of a roundabout
Thompson from S. 34th to S. 37th	Slow traffic on Thompson St.
Walters Rd (S 19th to 6th)	Install sidewalk, curb and gutter
E. M Street between Harrison and E. 34 <sup>th</sup> Streets	Asphalt Paving
E. 34 <sup>th</sup> St. from E. M St. to McKinley Ave.	Curb and Gutter, Sidewalks, Streetlights, Storm Drainage
Division Lane from approximately the 600 block to the 400 block	Install a landscape median allowing for angle parking
E. N St. from Morton to E. 35 <sup>th</sup> St.	Curb and Gutter, Sidewalks, Streetlights, Storm Drainage
Fairbanks St. from E. L St. to Grandview Ave.	Roadway Rehabilitation
E. T St. from E. 32 <sup>nd</sup> to E. 38 <sup>th</sup> St.	Roadway Rehabilitation
South 19 <sup>th</sup> from Jefferson to Market	UWT Hillclimb – Design & build extension of UW Tacoma hill climb (S 19 <sup>th</sup> ) from Jefferson to Market to include stairs, ADA ramps, decorative paving, landscaping, streetscape, art, and lighting.
Yakima from Center to S 34 <sup>th</sup> and Tacoma from Center to S 34 <sup>th</sup>	Lincoln Park Freeway Lid – Design & construct a landscaped lid over I-5 between Yakima/Thompson and Tacoma/G Streets to reconnect downtown with neighborhood.
S 23 <sup>rd</sup> & Pacific Ave	S 23 <sup>rd</sup> & Pacific Crossing – Design & build signalized crossing at S 23 <sup>rd</sup> & Pacific Ave, which includes decorative pavement
Browns Pt Blvd from 38 <sup>th</sup> Ave NE to Norpoint Way NE (to the north-west)	Browns Pt Blvd Improvement Project Phase II – Roadway improvements between 38 <sup>th</sup> Ave NE and Norpoint way NE to include sidewalks.
Browns Point Blvd from 33 <sup>rd</sup> St NE at the west near 43 <sup>rd</sup> Ave NE and 33 <sup>rd</sup> St NE at the east near Meeker Ave	Browns Pt Blvd Improvement Project Phase III – Roadway improvements between 33 <sup>rd</sup> St NE at the west near 43 <sup>rd</sup> Ave NE and 33 <sup>rd</sup> St NE at the east near Meeker Ave to include sidewalks and access to Alderwood Park & Kobetich Library



Northshore Parkway from Nassau to Norpoint Way	Northshore Parkway Improvements – Provide uphill (eastbound) passing lane, bike lanes, sidewalks on north side, landscaping between Nassau and Norpoint Way, and evaluate signal at 45 <sup>th</sup> Ave NE and/or 42 <sup>nd</sup> Ave NE
Northshore Parkway	Dash Point State Park Access – Provide parking along Northshore Parkway and a path between parking & trail system in Dash Point
Marine View Drive from 1902 Marine View Drive to Norpoint Way	Marine View Drive Improvements – Extend two-way left turn lane to driveway of 1902 Marine View Drive, which includes widening roadway
St Helens and 6 <sup>th</sup> Avenue and Baker	St Helens Gateway Renovation Project – Improve the intersection of St Helens, 6 <sup>th</sup> Ave, and Baker St to include a rain garden, art, landscaping, converting Baker to one-way, and pedestrian crosswalk treatments consistent with the Broadway LID.
S 66 <sup>th</sup> & South Tacoma Way	S 66 <sup>th</sup> & South Tacoma Way Roundabout – Install a new roundabout for better cross traffic
Manitou from Tyler to Gunnison	Manitou Rehabilitation – Repave Manitou between Tyler and Gunnison to eliminate ruts and cracks. Neighborhood does not want a slurry seal.
S 58 <sup>th</sup> & Puget Sound Avenue	S 58 <sup>th</sup> & Puget Sound Intersection Traffic Calming – Install traffic calming devices and/or realign Puget Sound to provide better sight distance
Jackson between S 19 <sup>th</sup> and SR 16	Jackson Ave Traffic Calming – Install traffic calming devices on Jackson between S 19 <sup>th</sup> and SR 16
Browns Point Blvd from 33 <sup>rd</sup> St NE to intersection with Norpoint Way near 21 <sup>st</sup> Ave NE	Complete sidewalks along at least one side of Browns Point Blvd from 33 <sup>rd</sup> Street NE to intersection with Norpoint Way near 21 <sup>st</sup> Ave NE with priorities between Crescent Heights to Norpoint Way, Norpoint Way to 51 <sup>st</sup> St NE, Howard's Corner to McMurray Rd, and 51 <sup>st</sup> St NE to the north end of Norpoint Way NE.
SR509 and Slayden Road	Install traffic control devices on all legs of the intersection to improve access and intersection movements.
McMurray Road from Marine View Drive to Browns Point Blvd	Install streetlights and sidewalk on at least one side
45 <sup>th</sup> Street NE from Nassau Ave NE to Norpoint Way	Install pedestrian protected crosswalk
Jackson Ave from S 19 <sup>th</sup> St to SR 16	Install traffic calming devices
N 23 <sup>rd</sup> St and Shirley St	Install a roundabout or traffic calming devices near the intersection for pedestrians crossing to Kandle Park

South Tacoma Gateways	South Tacoma Gateways – Install streetscape improvements at all arterial entryways to the South Tacoma Neighborhood Council area
S 60 <sup>th</sup> from Oakes to Pine Street	Install sidewalk
Washington Street from S 54 <sup>th</sup> to S 58 <sup>th</sup> Street	Improve existing sidewalk and add separation between on-street parking
South Tacoma Sound Transit Station	Complete sidewalks along S 58 <sup>th</sup> and S 60 <sup>th</sup> to connect to South Tacoma Way
S 68 <sup>th</sup> St between S Mullen and S Gove St	Install sidewalks on the north side
S 60 <sup>th</sup> at Lawrence, Montgomery, and Alder St	Install ADA ramps at each intersection.
McKinley Hill to downtown Tacoma	Complete sidewalks
Residential areas located just north of the intersections of East 38 <sup>th</sup> and Howe and East 38 <sup>th</sup> and K Streets	Install streetlights and pedestrian improvements, such as crosswalks
E 54 <sup>th</sup> St from Pacific Ave to Bell St	Street improvements
Railroad Crossings at E 48 <sup>th</sup> and E 52 <sup>nd</sup>	Improve roadway over railroad tracks
Pedestrian overpass between Old Town Business District and Ruston Way	Grade separated pedestrian link over the rail lines
N 29 <sup>th</sup> Crossing between White and Carr St	Install pedestrian crossing/connection between Ursich Park and Old Town Park
North 9 <sup>th</sup> and North 11 <sup>th</sup> St	Rehabilitate cobblestone streets
N Steele and M St	Install historic style streetlights
<del>Sprague Ave from SR 16 to S 19<sup>th</sup> St</del> <b>**Done**</b>	<del>Install streetscape improvements at entryway</del>
6 <sup>th</sup> Avenue from Sprague to Alder St	Complete sidewalk network and provide crosswalks, <a href="#">lighting, landscaping and bulbouts</a>
<del>Union Ave between SR 16 and S 23<sup>rd</sup> St</del> <b>**Done**</b>	<del>Complete sidewalk network and provide crosswalk between shopping center and Senior Center</del>
S 15 <sup>th</sup> , S 19 <sup>th</sup> , Prospect, and Trafton St	Provide street improvements to unimproved streets in this area.



## EXHIBIT “B”

### 2013 ANNUAL AMENDMENT

#### Amendments to the Comprehensive Plan

These amendments show all of the changes to the *existing* text of the Comprehensive Plan. The sections included are only those portions of the Plan that are associated with these amendments. New text is underlined and text that is deleted is shown in ~~strike~~through.

## Growth Strategy and Development Concept Element

### Index:

#### Section I – Background

#### Section II – Assumptions

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

#### Section III – Growth Strategy and Development Concept

- Mixed-use Centers
- Concentrations
- Corridors
- Advantages

#### Section IV – Development Intensities

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

#### Section V – Concentrations

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

#### Section VI – Mixed-use Centers

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

#### Section VII – Manufacturing/Industrial Centers

#### Section VIII – Shoreline

#### Section IX – Generalized Land Use Plan Map

#### Section IX – Center Designations

#### Maps

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

\* \* \*

## Section IV – Development Intensities

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

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

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

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

### High Intensity Development

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

### Medium Intensity Development

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

### Low Intensity Development

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

The relationship of intensity and density is shown below.

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

## Section V – Concentrations

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

### High Intensity Concentrations

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

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

## Medium Intensity Concentrations

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

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

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

## Low Intensity Areas

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

Fern Hill and South Tacoma. Low intensity areas are strongly linked to neighborhood-serving commercial establishments. Linkages with the industrial area and other employment centers are present, supporting a substantial daily home-to-work movement by car and public transit.

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

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

## Section VI – Mixed-use Centers

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

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

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



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

[The City has defined eighteen \(18\) mixed-use centers including one located in the urban growth area, outside of the city's limits and two manufacturing/industrial centers. The mixed-use centers have been placed into a hierarchy of different types of centers depending upon the size, scale and character of development, mix of uses, and the potential for increases in employment and resident population.](#)

[The downtown center and Tacoma Mall urban center have been additionally designated as regional growth centers in Vision 2040, the Central Puget Sound's growth, economic and transportation strategy. The Port Industrial Area also has been additionally designated as a regional Manufacturing/Industrial Area in Vision 2040.](#)

[There are four types of mixed-use centers. The Four types of Mixed-use centers and the specific centers that fit within each designation are listed below.](#)

## Downtown Center

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

Pedestrian orientation is high. Parking is found along the street and within structures.

### **Designated Downtown Center:**

- [Downtown Tacoma Mixed-Use Center](#)

## Urban Center

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

### **Designated Urban Center:**

- [Tacoma Mall Mixed-Use Center](#)

## Community Center

The community center is a concentration of commercial and/or institutional development that serves many nearby neighborhoods and generally includes a unique attraction that draws people from throughout the city. Some residential development may already be present, and there is a goal to have more residential development. It is directly accessible by arterials and local transit. Pedestrian accessibility is important within the center, but because of its focus on larger scale commercial development, the community center continues to provide for automobile parking, preferably within structures.

### **Designated Community Centers:**

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



## Neighborhood Center

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

### Designated Neighborhood Centers:

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

## Section VII – Manufacturing/Industrial Centers

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

### Designated Manufacturing/Industrial Centers:

- [Port Industrial Area](#)
- [South Tacoma Industrial Area](#)

## Section VIII – Shoreline

[The city's shoreline areas provide great social, ecological, recreational, cultural, economic and aesthetic value, both at the local and regional level. it is the community's intent to use the full potential of these areas in a manner that is both ordered and diversified, supports the community's ability to enjoy the water and the unique setting it creates, and which integrates water and shoreline uses while achieving a net gain of ecological functions. In addition, these areas are intended to balance the overarching goals outlined in the State Shoreline Management Act:](#)

- [To ensure an adequate land supply for water-dependent uses;](#)
- [To promote and enhance the public's opportunities to access and enjoy the water; and](#)
- [To protect and preserve natural resources.](#)

[This designation includes areas that support deepwater port and industrial sites, habitat for a variety of fish and wildlife, archaeological and historical sites, open space, recreation and community activities, and some commercial and residential development. Recognizing the limited nature of this important resource, use and development of the shoreline areas must be carefully planned and regulated to ensure that these values are maintained over time.](#)

[The Shoreline Master Program has been developed to provide additional and more detailed policy direction regarding the city's shoreline areas, along with specific zoning and development standards. The Shoreline Master Program utilizes a system of "environment designations" which further guide the character, intensity and use of individual shoreline segments. These classifications include Natural, Shoreline Residential, Urban Conservancy, High Intensity, Aquatic, and Downtown Waterfront and are based on the existing development patterns, natural capabilities and goals and aspirations of the community for its shoreline areas.](#)

## Section **IXVIII**— Generalized Land Use Plan Map

The *Generalized Land Use Plan Map* applies the *Concentrations and Corridors – Designated Centers* concept and its components. The land use intensity and centers configuration shown would allow for a population of about 300,000 to 350,000, if fully developed. This estimate is based on past trends, future projections, and certain assumptions and is not an absolute number.

The *Generalized Land Use Plan Map* illustrates the City's intended future land use pattern, through the geographic distribution of three levels of land use intensities, ~~and~~ the designation of mixed-use and manufacturing/industrial centers as well as shoreline and single family detached designations. This illustrated form was a result of analysis of the development concept, existing land use and zoning, development trends, anticipated land use needs and desirable growth and development goals. Various types of zoning and land use may be permitted within each of the intensity areas. The focus on intensities of land use supports the belief that perceived nuisances, impacts and other concerns are to a significant degree a product of the intensity of land use rather than the type of land use. The *Generalized Land Use Plan Map* is not a land use map in the normal sense in that it does not differentiate between the various uses of land, but rather depicts the intended future development pattern through the geographic distribution of three levels of land use intensities. A fourth level for established single-family areas also is depicted on the map for areas that are predominately developed with single-family residences. The map is to be used in conjunction with the adopted policies of the Comprehensive Plan for any land use decision.

The designation and boundaries of the land use intensity areas, shoreline designation, and the designations and boundaries for the mixed-use and manufacturing/industrial centers are established by adoption of the Comprehensive

Plan and amendments thereof. The *Generalized Land Use Plan Map* is the official land use map of the City, and is maintained as such by the Community and Economic Development Department in an electronic format to facilitate its accurate use and implementation. The *Generalized Land Use Plan Map* depicted in this document, on a citywide basis and by Neighborhood Council area, is generated from the official, *Generalized Land Use Plan Map* electronic map file.

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

Areas of the city should develop and redevelop in accordance with the intensity configuration depicted on the *Map*. Generalized intensities have also been developed for Tacoma's urban growth areas. These designations are based on current information and reflect anticipated future patterns of development. However, as more detailed planning efforts take place, these urban growth area intensities may be modified. Land use intensities and a generalized intent for the City's urban growth area can be found in the Land Use chapter of this plan.

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

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

of an imaginary line representing the logical and desired pattern of future development.

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

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

(Chart shown on next page)

## **Section IX— Center Designations**

The City has defined eighteen (18) mixed-use centers including one located in the urban growth area, outside of the city's limits and two manufacturing/industrial centers. The mixed-use centers have been placed into a hierarchy of different types of centers depending upon the size, scale and character of development, mix of uses, and the potential for increases in employment and resident population. The

~~downtown center and Tacoma Mall urban center have been additionally designated as regional growth centers in Vision 2040, the Central Puget Sound's growth, economic and transportation strategy. The Port Industrial Area also has been additionally designated as a regional Manufacturing/Industrial Area in Vision 2040.~~

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

### ~~Downtown Tacoma Center~~

### ~~Tacoma Mall Urban Center~~

### **Community Centers:**

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

### **Neighborhood Centers:**

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

### **Manufacturing/industrial centers:**

- ~~Port Industrial Area~~
- ~~South Tacoma Industrial area~~

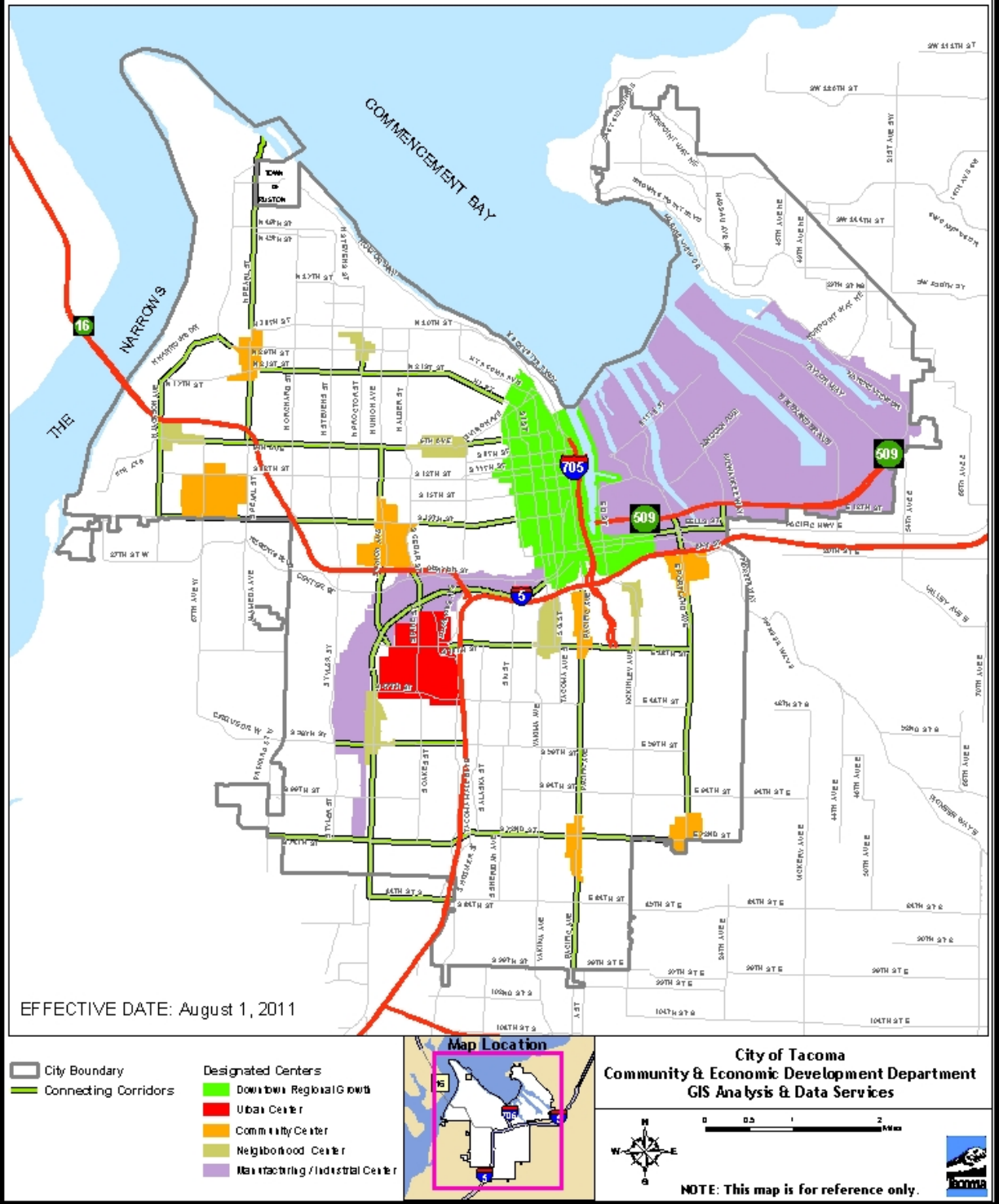
## Relationship of Comprehensive Plan Designations and Zoning Classifications

Comprehensive Plan Designations	Typical Zoning Classifications*	
High Intensity <del>(outside mixed-use centers)</del>	R-5 HM	Multiple Family Dwelling District Hospital Medical District
Medium Intensity <del>(outside mixed-use centers)</del>	R-4L R-4 C-2 PDB M-1 M-2	Low-Density Multiple Family Dwelling District Multiple Family Dwelling District General Community Commercial District Planned Development Business District Light Industrial District Heavy Industrial District
Low Intensity	R-3 R-4L HMR-SRD T C-1	Two Family Dwelling District Low-Density Multiple Family Dwelling District Historic Mixed Residential District Transitional District General Neighborhood Commercial District
Single Family Detached Housing Area	R-1 R-2 R-2SRD	One-Family Dwelling District One-Family Dwelling District Residential Special Review District
Downtown Mixed-Use Center	DR DMU WR DCC UCX-TD	Downtown Residential Downtown Mixed-Use Warehouse Residential Downtown Commercial Core Urban Center Mixed-Use District – Tacoma Dome
Urban Mixed-Use Center	UCX RCX URX	Urban Center Mixed-Use District Residential Commercial Mixed-Use District Urban Residential Mixed-Use District
Community Mixed-Use Center	CCX RCX HMX URX	Community Commercial Mixed-Use District Residential Commercial Mixed-Use District Hospital Medical Mixed-Use District Urban Residential Mixed-Use District
Neighborhood Mixed-Use Center	NCX RCX CIX HMX URX NRX	Neighborhood Commercial Mixed-Use District Residential Commercial Mixed-Use District Commercial Industrial Mixed-Use District Hospital Medical Mixed-Use District Urban Residential Mixed-Use District Neighborhood Residential Mixed-Use District
Manufacturing / Industrial Center	PMI M-2 M-1	Port Maritime and Industrial District Heavy Industrial District Light Industrial District
<u>Shoreline</u>	<u>S1- S14</u>	<u>Shoreline Zoning Districts</u>

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

# Tacoma Growth Concept

## Concentrations and Corridors - Designated Centers



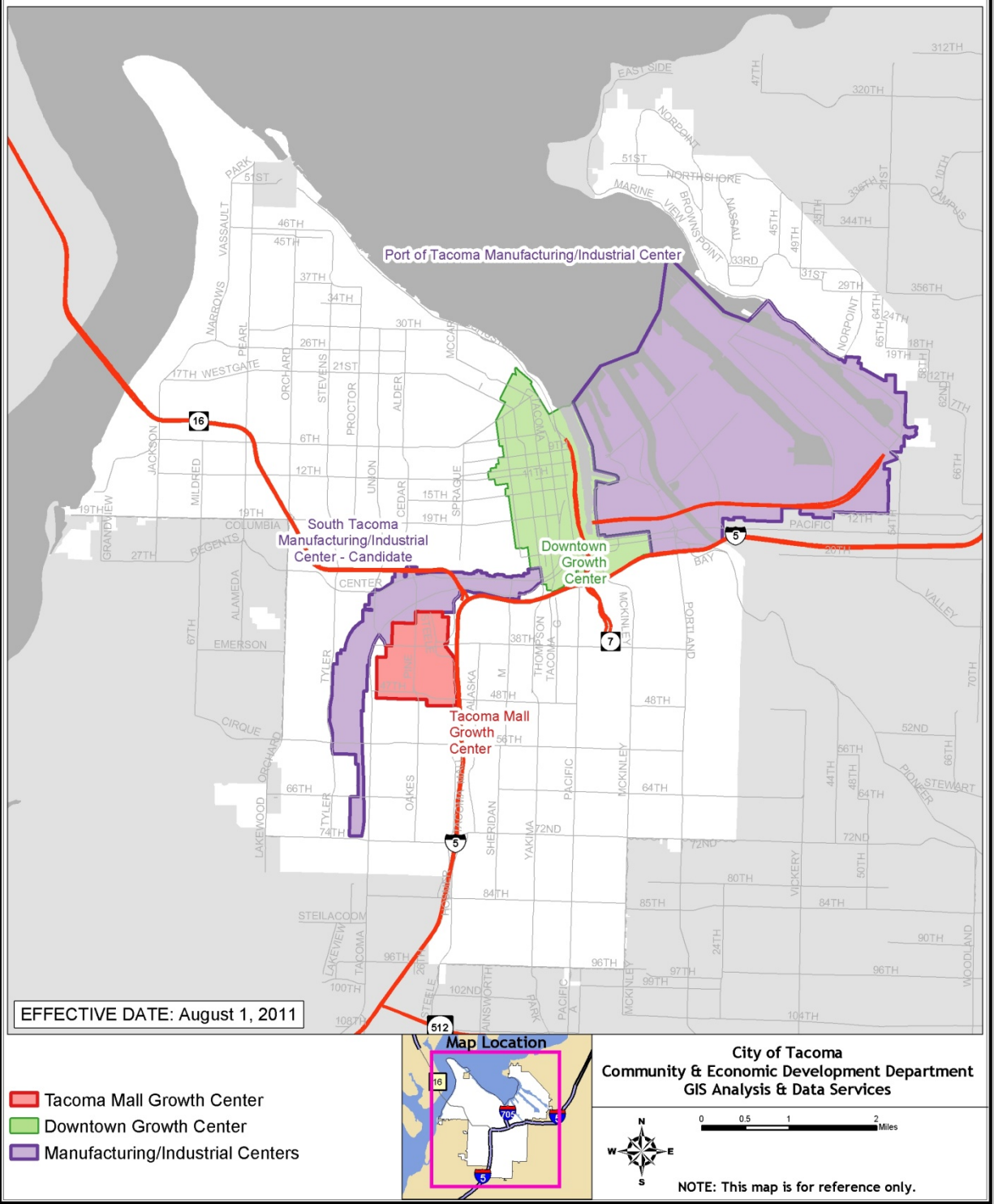
Plot Date: 7/25/2011

File Name: YG eobare with CEDGADS VR2011VR230 YGC2.mxd

Created By: CEDD, GIS ANALYSIS & DATA SERVICES



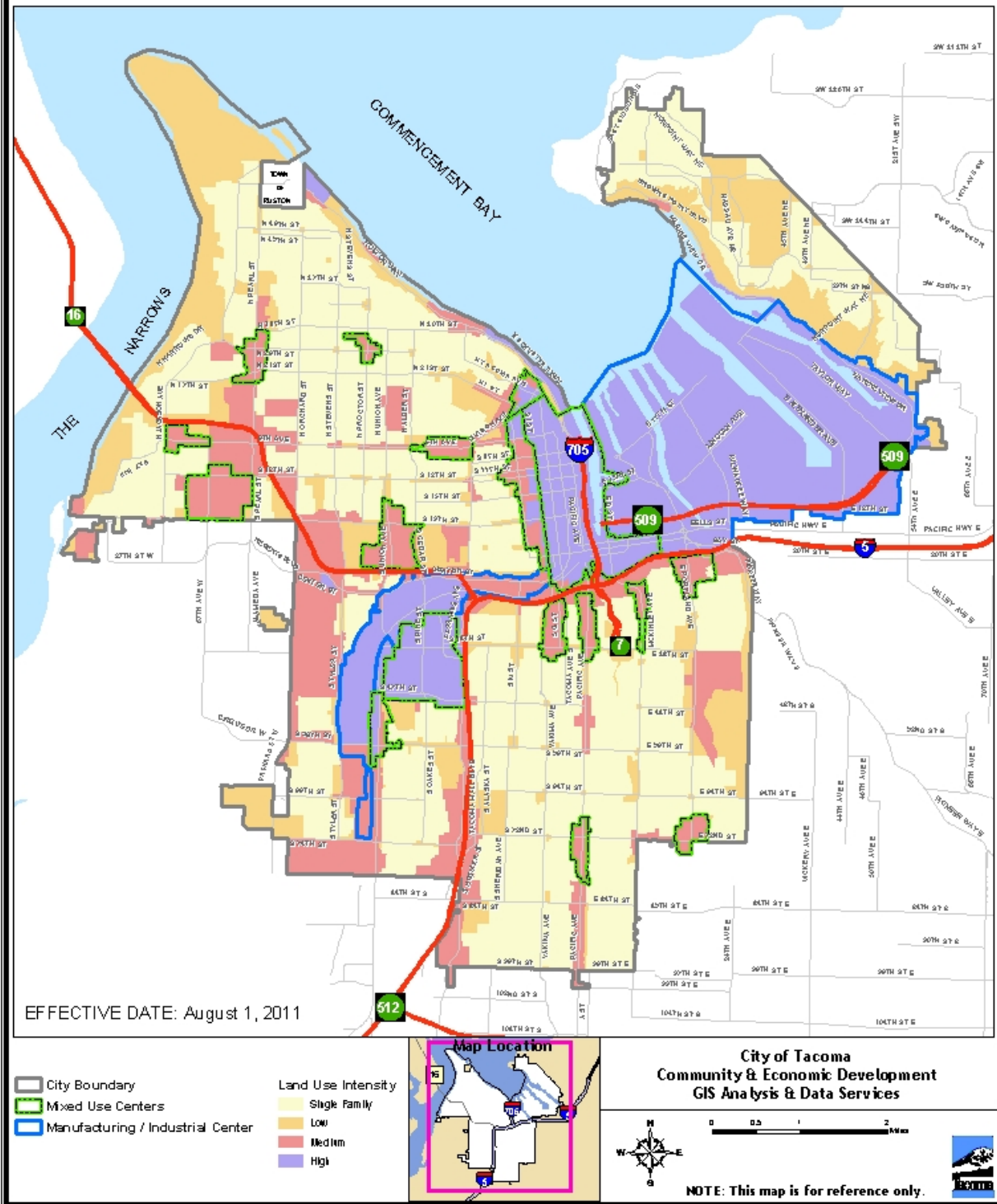
# Regional Centers



Plot Date: 7/28/2011 File Name: \\Geobase-win\\CED\\GADS\\R2011\\R230\\Regional Centers.mxd Created By: CEDD, GIS ANALYSIS & DATA SERVICES

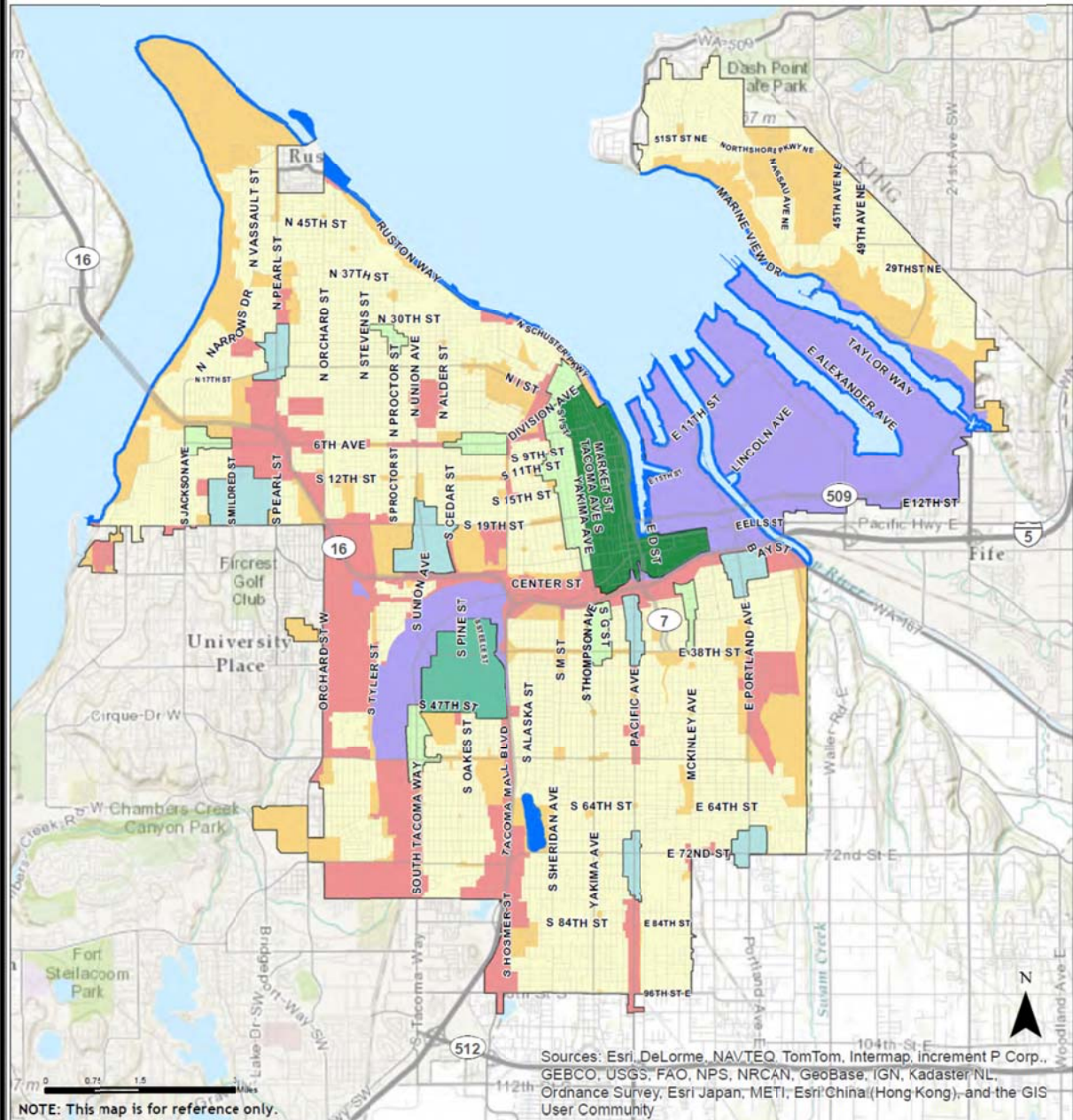
This map to be replaced with the revised one on the following page

## Generalized Land Use Plan Map





# Proposed Generalized Land Use Plan Map



City Boundary	<b>Mixed Use Centers</b>	<b>Land Use Intensity</b>
Shoreline	Neighborhood Center	Single Family
	Community Center	Low
	Urban Center	Medium
	Downtown Center	High

Plot Date: 1/30/2013

File Name: \\Geobase-win\CED\GADS\R2013\R029\GLUP.mxd

Created By: City of Tacoma | Community & Economic Development | GIS Analysis & Data Services





**EXHIBIT “C”**  
**2013 ANNUAL AMENDMENT**

---

## **Proposed Comprehensive Plan Land Use Designation Framework**

### **Existing Comprehensive Plan Land Use Designations:**

#### Basic Designations:

- Single-Family
- Low Intensity
- Medium Intensity
- High Intensity

#### Additional Designations:

- Mixed-Use Centers
- Manufacturing/Industrial Centers

### **Proposed Comprehensive Plan Land Use Designations:**

- Single-Family Residential
- Multi-Family (low-density)
- Multi-Family (high-density)
- Neighborhood Commercial
- General Commercial
- Downtown Mixed-Use Center
- Urban Mixed-Use Center
- Community Mixed-Use Center
- Neighborhood Mixed-Use Center
- Light Industrial
- Heavy Industrial
- Parks and Open Space
- Shoreline

The following chart outlines the proposed Comprehensive Plan Land Use Designation framework, along with the general intent statement for each of the proposed designations and the corresponding zoning classifications that would commonly fit within each plan designation.

<b>Comprehensive Plan Land Use Designations (proposed)</b>	<b>Corresponding Zoning</b>
<p><b>Single Family Residential</b></p> <p>Qualities associated with single-family residential neighborhoods that are desirable include: low noise levels, limited traffic, large setbacks, private yards, small scale buildings, and low-density development. Much of the city's land is strongly committed to single-family development and has been determined to be deserving of special protection from incompatible land uses. Community facilities, such as parks, schools, day cares, and religious facilities are also desirable components of single-family neighborhoods. Limited allowances for other types of residential development are also provided with additional review to ensure compatibility with the desired, overarching single-family character.</p>	<p><b>R-1</b> Single-Family Dwelling District  <b>R-2</b> Single-Family Dwelling District  <b>R-2SRD</b> Residential Special Review District</p>
<p><b>Multi-Family (low-density)</b></p> <p>This district enjoys many of the same qualities as single-family neighborhoods such as low traffic volumes and noise, larger setbacks, and small-scale development, while allowing for multi-family uses and increased density (generally up to 15 dwelling units/net acre) along with community facilities and institutions. The Multi-Family (low-density) district can often act as a buffer between the single-family designation and the greater density and higher intensity uses that can be found in the Multi-Family (high density designation) or commercial or mixed-use designations.</p>	<p><b>R-3</b> Two-Family Dwelling District  <b>R-4L</b> Low-Density Multiple-Family Dwelling District  <b>HMR-SRD</b> Historic Mixed Residential Special Review District</p>

<p><b>Multi-Family (high-density)</b></p> <p>This designation allows for a wide range of residential housing types at medium and higher density levels, along with community facilities and institutions, and some limited commercial uses and mixed-use buildings. It is characterized by taller buildings, higher traffic volumes, reduced setbacks, limited private yard space, and greater noise levels. These areas are generally found in the central city and along major transportation corridors where there is increased access to public transportation and to employment centers.</p>	<p><b>R-4</b> Multiple-Family Dwelling District  <b>R-5</b> Multiple-Family Dwelling District</p>
<p><b>Neighborhood Commercial</b></p> <p>This designation is characterized primarily by small-scale neighborhood businesses with some residential and institutional uses. Uses within these areas have low to moderate traffic generation, shorter operating hours, smaller buildings and sites, and less signage than general commercial or mixed-use areas. There is a greater emphasis on small businesses and development that is compatible with nearby, lower intensity residential areas.</p>	<p><b>C-1</b> General Neighborhood Commercial District  <b>T</b> Transitional District</p>
<p><b>General Commercial</b></p> <p>This designation encompasses areas for medium to high intensity commercial uses which serves a large community base with a broad range of larger scale uses. These areas also allow for a wide variety of residential development, community facilities, institutional uses, and some limited production and storage uses. These areas are generally located along major transportation corridors, often with reasonably direct access to a highway. This designation is characterized by larger-scale buildings, longer operating hours, and moderate to high traffic generation.</p>	<p><b>PDB</b> Planned Development Business District  <b>HM</b> Hospital Medical District  <b>C-2</b> General Community Commercial District</p>

<p><b>Downtown Mixed-Use Center</b></p> <p>The downtown center is the highest concentration of urban growth found anywhere in the city. It is the focal point for the city, the center of government, cultural, office, financial, transportation and other activities. This variety of day and night activities attracts visitors from throughout the city and region. The interstate freeway, major arterials, provides access and the center has both local and regional transit connections. Larger, often historic, buildings fronting on the sidewalk characterize the area. Pedestrian orientation is high. Parking is found along the street and within structures.</p>	<p><b>DR</b> Downtown Residential District  <b>DMU</b> Downtown Mixed-Use District  <b>WR</b> Warehouse/Residential District  <b>DCC</b> Downtown Commercial Core District  <b>UCX-TD</b> Downtown Mixed-Use District</p>
<p><b>Urban Mixed- Use Center</b></p> <p>The urban center is a highly dense self-sufficient concentration of urban development. Buildings can range from one to twelve stories and activity is greater than in most areas of the city. It is an area of regional attraction and a focus for both the local and regional transit systems. Many major city arterials connect to the urban center and nearby freeway access is present. Parking is provided both in surface lots and within structures. Internal streets and pathways provide connections among the developments within the center.</p>	<p><b>UCX</b> Urban Center Mixed-Use District  <b>RCX</b> Residential Commercial Mixed-Use District  <b>URX</b> Urban Residential Mixed-Use District</p>
<p><b>Community Mixed- Use Center</b></p> <p>The community center is a concentration of commercial and/or institutional development that serves many nearby neighborhoods and generally includes a unique attraction that draws people from throughout the city. Some residential development may already be present, and there is a goal to have more residential development. It is directly accessible by arterials and local transit. Pedestrian accessibility is important within the center, but because of its focus on larger scale commercial development, the community center continues to provide for automobile parking, preferably within structures.</p>	<p><b>CCX</b> Community Commercial Mixed-Use District  <b>RCX</b> Residential Commercial Mixed-Use District  <b>HMX</b> Hospital Medical Mixed-Use District  <b>URX</b> Urban Residential Mixed-Use District</p>

<p><b>Neighborhood Mixed- Use Center</b></p> <p>The neighborhood center is a concentrated mix of small- to medium-scale development that serves the daily needs of center residents, the immediate neighborhood, and areas beyond. Development contains a mix of residential and commercial uses, and the majority of parking is provided within structures. Buildings are generally up to six stories along the commercial corridors, up to three stories at the periphery of the centers near single-family districts, and up to four stories in areas between the core and the periphery. They are designed with a compatible character to adjacent residential neighborhoods. The design of the neighborhood center encourages pedestrians and bicyclists and its location on a major arterial makes it a convenient and frequent stop for local transit. The regional transit network also may directly serve some neighborhood centers.</p>	<p><b>NCX</b> Neighborhood Commercial Mixed-Use District  <b>RCX</b> Residential Commercial Mixed-Use District  <b>CIX</b> Commercial Industrial Mixed-Use District  <b>HMX</b> Hospital Medical Mixed-Use District  <b>URX</b> Urban Residential Mixed-Use District  <b>NRX</b> Neighborhood Residential Mixed-Use District</p>
<p><b>Light Industrial</b></p> <p>This designation allow for a variety of industrial uses that are moderate in scale and impact, with lower noise, odors and traffic generation than heavy industrial uses. This designation may include various types of light manufacturing and warehousing and newer, clean and high-tech industries, along with commercial and some limited residential uses. These areas are often utilized as a buffer or transition between heavy industrial areas and less intensive commercial and/or residential areas.</p>	<p><b>M-1</b> Light Industrial District</p>
<p><b>Heavy Industrial</b></p> <p>This designation is characterized by higher levels of noise and odors, large-scale production, large buildings and sites, extended operating hours, and heavy truck traffic. This designation requires access to major transportation corridors, often including heavy-haul truck routes and rail facilities. Commercial and institutional uses are limited and residential uses are generally prohibited.</p>	<p><b>M-2</b> Heavy Industrial District  <b>PMI</b> Port Maritime &amp; Industrial District</p>



## **Parks and Open Space**

This designation is intended to conserve and enhance open, natural and improved areas valuable for their environmental, recreational, green infrastructure and scenic character and the benefits they provide. The designation encompasses public and private parks and open space lands, with lands set aside for these purposes by the City of Tacoma and the Metropolitan Parks District forming the core of the designation. As more land is placed in conservation status by these agencies as well as other public and private entities, the extent of the designation will be expanded to include them.

The designation supports Tacoma's vision of an integrated parks and open space system that defines and enhances the built and natural environment, supports and nurtures plant and wildlife habitat, enhances and protects trees and the urban forest, preserves the capacity and water quality of the stormwater drainage system, offers recreational opportunities, and provides pedestrian and bicycle connections. Lands within this designation include both natural open space areas and active use parks and recreational areas. Natural open space is intended to be conserved and enhanced through habitat restoration and vegetation management to maximize its environmental and stormwater benefits, along with low-impact public access such as natural area trails and viewpoints, when appropriate. Parks and recreation lands are intended to provide opportunities for active recreation such as playfields and sports facilities, and urban amenities such as plazas, pocket parks and community gardens.

Additional, more specific policy direction regarding these types of areas is contained within the Open Space Habitat and Recreation Element.

This designation is appropriate in all zoning classifications.



## Shoreline

The city's shoreline areas provide great social, ecological, recreational, cultural, economic and aesthetic value, both at the local and regional level. It is the community's intent to use the full potential of these areas in a manner that is both ordered and diversified, supports the community's ability to enjoy the water and the unique setting it creates, and which integrates water and shoreline uses while achieving a net gain of ecological functions. In addition, these areas are intended to balance the overarching goals outlined in the State Shoreline Management Act:

- To ensure an adequate land supply for water-dependent uses;
- To promote and enhance the public's opportunities to access and enjoy the water; and
- To protect and preserve natural resources.

This designation includes areas that support deepwater port and industrial sites, habitat for a variety of fish and wildlife, archaeological and historical sites, open space, recreation and community activities, and some commercial and residential development. Recognizing the limited nature of this important resource, use and development of the shoreline areas must be carefully planned and regulated to ensure that these values are maintained over time.

The Shoreline Master Program has been developed to provide additional and more detailed policy direction regarding the city's shoreline areas, along with specific zoning and development standards. The Shoreline Master Program utilizes a system of "environment designations" which further guide the character, intensity and use of individual shoreline segments. These classifications include Natural, Shoreline Residential, Urban Conservancy, High Intensity, Aquatic, and Downtown Waterfront and are based on the existing development patterns, natural capabilities and goals and aspirations of the community for its shoreline areas.

## S1-S14 Shoreline Zoning Districts



## **EXHIBIT “D”**

### **2013 ANNUAL AMENDMENT**

---

### **Review of the Countywide Planning Policies for Pierce County**

The Washington State Growth Management Act (GMA) requires that the City of Tacoma's Comprehensive Plan be consistent with the Countywide Planning Policies (CPPs) for Pierce County and VISION 2040, the regional growth plan for the Puget Sound Region.

The CPPs were recently amended, to maintain the consistency with VISION 2040 and to keep current with the issues and needs of the Pierce County area. Proposed amendments to the CPPs were substantially presented in a tracked-change version, which was recommended by the Pierce County Regional Council to Pierce County Council on April 21, 2011. Subsequent to the completion of the countywide ratification and approval process, the CPPs, as amended, were adopted and became effective on August 27, 2012.

A review of the April 21, 2011 version of the CPPs and the City's Comprehensive Plan has been conducted to ensure that the Comprehensive Plan continues to be consistent with the CPPs. The review, as documented in the table below, concludes that:

1. The Comprehensive Plan is consistent with the CPPs; it contains appropriate policy provisions that correspond to the recent amendments to the CPPs.
2. There are opportunities to strengthen the Comprehensive Plan's language pertaining to such policy issues as:
  - a. Growth Targets (referring to CPPs Chapters III-2, and III-16);
  - b. Affordable housing allocations for Regional Growth Centers (Chapter III-2);
  - c. Urban design and health – either enhancing policy language or potentially adding two new elements to the Comprehensive Plan (Chapters III-6 and III-10);
  - d. Sustainability, climate change, and air quality (Chapter III-12); and
  - e. Sustainable transportation, "zero death and disabling injury", paratransit and other emerging concepts, future transit alignment, and transportation system disaster preparedness (Chapter III-15).
3. These issues should be incorporated in the scope work for the “2015 Comprehensive Plan Update”, which is the next all-encompassing review of the Comprehensive Plan and development regulations mandated by the GMA for completion by June 30, 2015 (RCW 36.70A.130(5)(a)), so that these issues and other proposed amendments are considered in a coordinated and effective manner.

Chapters	Summary of Amendments	Corresponding Provisions in Tacoma's Comprehensive Plan
I. Introduction	Updating the description for CPPs, and clarifying its relationship with GMA and VISION 2040.	VISION 2040 and CPPs are mentioned, discussed and/or addressed in several elements of the Comprehensive Plan, i.e., Introduction (pages 9-11), Growth Strategy and Development Concept (in "centers" section), Generalized Land Use (in "UGA", and policy LU-UGA-6), and Housing (in "Introduction").
II. Rules of Interpretation	Editorial changes only.	Not applicable to Tacoma's Comprehensive Plan.
III-1. Preamble to Countywide Planning Policies	Editorial changes only.	Not applicable to Tacoma's Comprehensive Plan.
III-2. Affordable Housing	<ol style="list-style-type: none"> <li>Adding relevant provisions of VISION 2040.</li> <li>Adding policies that address: <ol style="list-style-type: none"> <li>Incorporating affordable housing allocations as part of the overall housing allocations for Regional Growth Centers (AH-3.3.1).</li> <li>Providing a sufficient supply of special needs housing opportunities (AH-3.4).</li> <li>Pierce County accommodating a share of the county's overall affordable housing need (AH-5.5.1).</li> <li>Reviewing and streamlining development standards and regulations to provide flexibility and minimize costs to affordable housing (AH-7.3).</li> </ol> </li> </ol>	<ol style="list-style-type: none"> <li>VISION 2040 and CPPs regarding affordable housing are addressed in the Housing Element (in "Introduction" section).</li> <li>Regarding the four CPP policy amendments: <ol style="list-style-type: none"> <li>AH-3.3.1 is being considered as part of the proposed amendments to the Housing Element.</li> <li>AH-3.4 is addressed under Policies H-HA-1 and H-HA-4.</li> <li>AH-5.5.1 is not applicable to Tacoma.</li> <li>AH-7.3 is supported by existing Housing Element goals and policies – under the categories of Neighborhood Quality, Housing Preservation, Housing Choice, Housing Affordability, and Housing Fairness policies. Note that future amendments to the Housing Element based on AHPAG recommendations, considered for adoption in 2013 and/or 2014, would further support and increase consistency with AH-7.3.</li> </ol> </li> </ol>
III-3. Agricultural Lands	<ol style="list-style-type: none"> <li>Adding relevant provisions of VISION 2040.</li> <li>Adding policies that address the designation and preservation of agricultural lands (Ag-1 thru Ag-9).</li> </ol>	Not applicable to Tacoma, except for the policies encouraging farmer's markets (Ag-5.2) and community gardens (Ag-9). Farmer's Markets are addressed in the Open Space Habitat and Recreation Element (in "Recreation Lands" and "Urban Parks" sections). Community Gardens are encouraged in Open Space Habitat and Recreation Element (policy OS-CG-1), Urban Forestry Element (policies UF-UA-1, 3, 5, 6, 7, 10, and UF-ROW-4, 5, 6), and Neighborhood Element (C-4.1).
III-4. Amendments and Transition	<ol style="list-style-type: none"> <li>Clarifying the amendment processes for CPPs and Urban Growth Areas (AT-1.2.1).</li> <li>Adding criteria for removing properties (rural in character) from Urban Growth Areas (AT-2.4).</li> <li>Requiring Pierce County to adopt housing and employment targets for county jurisdictions (AT-3.11).</li> </ol>	Tacoma is required to participate in the amendment process for CPPs, but the changes to CPPs as listed do not prompt any corresponding changes to Tacoma's Comprehensive Plan.

Chapters	Summary of Amendments	Corresponding Provisions in Tacoma's Comprehensive Plan
III-5. Buildable Lands	<ol style="list-style-type: none"> <li>1. Restating the intent, focus and primary product of the buildable lands program (BL-1).</li> <li>2. Revising the process for jurisdictions to provide land development information to the County and for assisting the County with the periodic buildable lands inventory (BL-2 &amp; 3).</li> <li>3. Identifying Pierce County responsibilities for conducting analyses and consistency evaluations, producing reports and coordinating efforts with municipalities (BL-4 to 10).</li> </ol>	<p>The CPP amendments identify Pierce County as the lead agency for managing the Buildable Lands Program with the assistance of municipalities within the county. Tacoma is directed to follow the guidelines specified in the Buildable Lands <i>Procedures Report</i> for collecting, monitoring and analyzing development activity and potential residential/employment capacity. Buildable lands information is currently provided in the Housing Element (in the land capacity section, pages 8-9). The land capacity analysis relies on data from the 2002 Buildable Lands Report and will be updated as the report is updated.</p>
III-6. Community and Urban Design (new chapter)	<ol style="list-style-type: none"> <li>1. Adding relevant provisions of GMA and VISION 2040 concerning urban design, community context and character, and sense of place.</li> <li>2. Adding policies that address: <ol style="list-style-type: none"> <li>a. Developing high quality, compact communities that address sense of place, local character, mixed uses, choices in housing types, and walking, bicycling and transit use (CU-1).</li> <li>b. Designing public buildings and spaces that contribute to the unique sense of community (CU-2).</li> <li>c. Designing transportation projects and other infrastructure to achieve community development objectives (CU-3).</li> <li>d. Promoting context-sensitive design of transportation facilities (CU-4).</li> </ol> </li> </ol>	<ol style="list-style-type: none"> <li>1. The issues relating to urban design, community context and sense of place are emphasized or called out within various contexts in various elements of the Comprehensive Plan, such as: Growth Strategy and Development Concept (p. 5), Generalized Land Use (policies LU-UAD-1 thru 30, LU-RDD-1 thru 13, LU-CDD-1 thru 10, LU-CDL-3, LU-IDD-1 thru 6), Transportation (policies T-ES-5 and T-MS-12), Tacoma Dome Area Plan (p. 34), Thea Foss Waterway Design and Development Plan (pages 5, 22, 74), and Historic Preservation Plan (Action HP-26B: Explore context sensitive zoning).</li> <li>2. Adding an Urban Design Element to the Comprehensive Plan should be considered, when sufficient staffing resources become available.</li> </ol>
III-7. Economic Development and Employment	<ol style="list-style-type: none"> <li>1. Adding relevant provisions of GMA and VISION 2040, and modifying and strengthening the policy language throughout the chapter.</li> <li>2. Adding policy provisions that address: <ol style="list-style-type: none"> <li>a. The region as an international gateway (Ec-1.8)</li> <li>b. Environmental and social responsibilities of private and public sectors (Ec-1.9)</li> <li>c. Focusing employment growth in manufacturing and industrial centers (Ec-1.10)</li> <li>d. Business startups, small businesses, and locally owned businesses (Ec-2.12)</li> <li>e. Efficient flow of people, goods and information, especially in centers (Ec-5.8)</li> <li>f. Culturally and ethically diverse communities (Ec-6.8)</li> </ol> </li> </ol>	<p>As articulated in the Economic Development Element, Tacoma envisions itself as an internationally competitive business center in the Puget Sound region. The vision calls for coordinated and balanced economic growth; concentrating activity in the mixed-use centers; building on the traditional industrial base; taking advantage of the City's investment in technologies; and encouraging local entrepreneurs to simultaneously create new goods, services, jobs, profits, and prosperity. To achieve the economic vision, there are policies that address the following subject matters: Land Use and Development, Infrastructure and Services, Workforce and Education, Business Development, and Coordination.</p>

Chapters	Summary of Amendments	Corresponding Provisions in Tacoma's Comprehensive Plan
III-8. Education	<ol style="list-style-type: none"> <li>Adding provisions of VISION 2040 pertaining to education obtainment and the siting of education facilities.</li> <li>Adding policies that address high quality and accessible training programs (Ed-2.4) and prioritizing the location of educational facilities in urban areas (Ed-5.3).</li> </ol>	<ol style="list-style-type: none"> <li>The Generalized Land Use Element contains policy provisions pertaining to siting of essential public facilities (policies LU-GSEPF-1 thru 7), although those may not be directly applicable to educational facilities.</li> <li>Working with educational institutions and proper entities to ensure the availability of training programs is an important strategy as contained in the Economic Development Element (Action W-1).</li> </ol>
III-9. Fiscal Impact	Editorial changes only.	Policy CF-PCF-5 in the Capital Facilities Element calls for the consideration of fiscal impacts of major public projects or projects involving the expansion of capacity or service areas as a major factor in the selecting and budgeting of capital projects.
III-10. Health and Well-being (new chapter)	<ol style="list-style-type: none"> <li>Adding relevant provisions of GMA and VISION 2040.</li> <li>Adding policies that promote physical, social and mental well-being through the following measures: <ol style="list-style-type: none"> <li>Walking and bicycling environment, healthy buildings and facilities, and community plans and programs (such as community gardens and farmer's markets) (HW-1).</li> <li>Planning and decision-making processes (HW-2).</li> <li>Joint- and mixed-use developments through coordination among transportation providers, local government, and developers (HW-3).</li> <li>Safe transportation systems and improved street patterns (such as Complete Streets) (HW-4).</li> <li>Public safety services and programs, health impact assessment tools, and locating health and human service facilities near centers and transit. (HW-5).</li> </ol> </li> </ol>	<ol style="list-style-type: none"> <li>Promoting active living and healthy lifestyle is an important goal commonly addressed in various elements of the Comprehensive Plan, including, but not limited to: Generalized Land Use (policies relating to mixed use, compact development, etc.), Transportation (policies relating to multimodalism, Transit-Oriented Development, Complete Streets, active transportation, etc.), Open Space Habitat and Recreation and Urban Forestry (policies relating to community gardens, farmer's markets, recreation, health, etc.), and other elements.</li> <li>Health Impact Assessment is a tool used in the planning process for the MLK Subarea Plan that is currently underway and scheduled to be adopted as an element of the Comprehensive Plan in 2013-2014.</li> <li>The City is coordinating with the Tacoma-Pierce County Health Department to explore the feasibility of collaboratively developing a Health Element in the Comprehensive Plan.</li> </ol>
III-11. Historic, Archaeological and Cultural Preservation	<ol style="list-style-type: none"> <li>Adding relevant provisions of VISION 2040.</li> <li>Adding "Certified Local Government designation" to the list of recommended techniques for historic preservation (HAC-2.6.10).</li> <li>Adding a policy to encourage the use of urban design strategies and approaches for preserving and enhancing community's distinctive identity (HAC-4).</li> </ol>	The Certified Local Government program is addressed in the Historic Preservation Plan element (policy HP-15). The use of urban design strategies and approaches for preserving and enhancing community's distinctive identity is also addressed throughout the plan (e.g., policies HP-2, 8, 10, 11, 15 and 26).

Chapters	Summary of Amendments	Corresponding Provisions in Tacoma's Comprehensive Plan
III-12. Natural Resources, Open Space, and Protection of Environmentally-Sensitive Lands, and the Environment	<ol style="list-style-type: none"> <li>1. Adding "Environment" to the title of the chapter.</li> <li>2. Adding relevant provisions of VISION 2040.</li> <li>3. Adding policies that address: <ol style="list-style-type: none"> <li>a. Integrated and interdisciplinary approaches and best information available for environmental planning (Env-3.5 &amp; 3.6)</li> <li>b. Protection of resource lands (Env-4.9, 4.10 &amp; 4.11).</li> <li>c. Factoring in environmentally sensitive lands in siting and O&amp;M of transportation facilities (Env-8.5 &amp; 8.6)</li> <li>d. Open space and environmentally sensitive lands across jurisdictional boundaries, open space cluster design, and natural buffering (Env-10.4, 10.5 &amp; 10.6).</li> <li>e. Methods of retention of open space (Env-15.3.4 &amp; 15.4.4).</li> <li>f. Protecting and enhancing the natural ecosystems (Env-16).</li> <li>g. Assessing habitat needs for sensitive species (Env-19.3).</li> <li>h. Involvement with local drainage districts in planning process (Env-20.2).</li> <li>i. Healthy environment with minimal exposure to pollution (Env-26).</li> <li>j. Innovative environmentally sensitive development practices (Env-27).</li> <li>k. Mitigating noise (Env-28).</li> <li>l. Maintaining air pollution attainment level/standards (Env-29).</li> <li>m. Improving air quality (Env-30.1 thru 30.6).</li> <li>n. Meeting State mandates on climate change and the reduction of greenhouse gases (Env-31.1 thru 31.7)</li> </ol> </li> </ol>	<ol style="list-style-type: none"> <li>1. The key themes of the update of this chapter of CPPs are sustainability and environmental stewardship, which have been among the core policy emphases for the City as well. Relevant policies are found in various elements of the Comprehensive Plan, including, but not limited to: Generalized Land Use (LU-IDG-10), Open Space Habitat and Recreation (OS-LF-1, OS-PF-2, OS-LF-2, OS-HA-4, OS-LF-15, OS-P-1 to 3, OS-GI-1 to 9), Environmental Policy (E-E-1, E-SWR-1, E-GD-1 to 3, E-GD-5, E-ER-5, E-ER-6, E-FW-6, E-ENF-1 to 5, E-P-1 to 3, E-N-1 to 4, E-AQ-1 to 3), Transportation (T-ES-1 to 10, T-ES-2), Urban Forestry, and other elements.</li> <li>2. One cornerstone for Tacoma is our smart growth vision – Tacoma's strong commitment to accommodate growth in multi-modal, livable urban development, thus reducing per capita energy consumption and pollution and creating an attractive alternative to development in suburban and rural agricultural and resource areas. Tacoma's policies also call for a long-term vision of reclaiming our industrial waterfront and downtown areas for compact, mixed-use development and public space, and the City has delivered on this vision.</li> <li>3. In addition, the City's Climate Action Plan, adopted by Council resolution, lays out ambitious policies and actions to address climate change concerns. Consideration should be given to updating the Comprehensive Plan to reflect the policy guidance in the Climate Action Plan. Also, there may be opportunities to update the Comprehensive Plan to more fully reflect, among others, the air quality policies of the CPPs.</li> </ol>
III-13. Rural Areas (new chapter)	<ol style="list-style-type: none"> <li>1. Adding relevant provisions of GMA and VISION 2040.</li> <li>2. Adding an overarching goal (Rur-1) and policies pertaining to development patterns, economic development, environment, transportation, and public services (Rur-2 thru Rur-21).</li> </ol>	Not applicable to Tacoma since we do not have rural areas. However, the Comprehensive Plan concentrates on Tacoma's role as the location for urban development, which is consistent with smart growth principles. In addition, the Open Space Habitat and Recreation Element, among others, recognizes the connection between the City and rural areas and calls for coordination with adjacent jurisdictions to protect connected natural corridors and to develop a Transfer of Development Rights program.

Chapters	Summary of Amendments	Corresponding Provisions in Tacoma's Comprehensive Plan
III-14. Siting of Essential Public Capital Facilities of Countywide or Statewide Significance	<ol style="list-style-type: none"> <li>1. Modifying the title of the chapter by adding "Essential" and replacing "Nature" with "Significance"</li> <li>2. Adding to the siting criteria additional provisions pertaining to distribution of facilities in the region and state (EPF-3.1), natural boundaries that determine routes and connections (EPF-4.1.10), timing and location of facilities that guide growth and development (EPF-4.3.5), zoning of area around site to protect against encroachment (EPF-6.6), and sustainable development practices (EPF-7.5).</li> </ol>	The Generalized Land Use Element contains policy provisions pertaining to the siting of essential public facilities (policies LU-GSEPF-1 thru 7) that address two categories of essential public facilities and services, i.e., (a) social services facilities, and (b) services and utilities facilities. Many of such facilities are certainly of countywide or statewide significance.
III-15. Transportation Facilities and Strategies	<ol style="list-style-type: none"> <li>1. Adding a provision to the Background section pertaining to the Commute Trip Reduction (CTR) Efficiency Act of 2006.</li> <li>2. Adding relevant provisions of VISION 2040, where transportation policies are grouped into three general categories: system preservation and maintenance, supporting growth centers, and transportation choices.</li> <li>3. Adding policies that address: <ol style="list-style-type: none"> <li>a. Sustainable transportation system (Tr-1).</li> <li>b. State's "zero death and disabling injury" target (Tr-2).</li> <li>c. "Vanpool, paratransit and other emerging concepts" as part of the multimodal network (Tr-4.2).</li> <li>d. Multimodal level of service (LOS) standards and the impacts to neighboring jurisdictions' roadway facilities (Tr-5).</li> <li>e. Designation of Transit Oriented Development (TOD) sites as part of land use regulations to increase mode splits (Tr-11.4.1).</li> <li>f. Design, construction and operation of transportation facilities for all users (Tr-12).</li> <li>g. Low-impact development and environmentally appropriate practices (Tr-14).</li> <li>h. Preserving options for future transit alignments (Tr-16).</li> <li>i. Meeting freight mobility and access needs (Tr-17).</li> <li>j. Preserving transportation investments through proper O&amp;M (Tr-19).</li> <li>k. Protecting the transportation system against disaster through prevention, preparedness, response, mitigation and recovery strategies (Tr-20).</li> </ol> </li> </ol>	<ol style="list-style-type: none"> <li>1. Policies in the Transportation Element are grouped in the following categories (or subject matters): Land Use and Transportation, Transportation System Management, Multimodal System, Commute Trip Reduction, Environmental Stewardship, Financing and Funding Sources, and Intergovernmental Coordination and Citizen Participation. These policies were developed consistent with, and have continued to be aligned with, relevant provisions of GMA, CTR Act, VISION 2040, and CPPs.</li> <li>2. Consideration should be given to updating the Transportation Element, the Generalized Land Use Element, and other elements as appropriate, to strengthen the policy language in relation to some of the specific amendments to CPPs, such as those pertaining to sustainable transportation (Tr-1), "zero death and disabling injury" (Tr-2), paratransit and other emerging concepts (Tr-4.2), transit alignment (Tr-16), and disaster preparedness (Tr-20).</li> </ol>



Chapters	Summary of Amendments	Corresponding Provisions in Tacoma's Comprehensive Plan
III-16. Urban Growth Areas	<ol style="list-style-type: none"> <li>Adding relevant provisions of VISION 2040.</li> <li>Adding a new section to describe the "Growth Targets" for the Pierce County area.</li> <li>Clarifying that the designated centers in the county include: <ul style="list-style-type: none"> <li>Regional Growth Centers in Metropolitan City: <ul style="list-style-type: none"> <li>Tacoma Central Business District</li> <li>Tacoma Mall</li> </ul> </li> <li>Regional Growth Centers in Core Cities <ul style="list-style-type: none"> <li>Lakewood</li> <li>Puyallup Downtown</li> <li>Puyallup South Hill</li> </ul> </li> <li>Manufacturing/Industrial Centers: <ul style="list-style-type: none"> <li>Frederickson</li> <li>Port of Tacoma</li> </ul> </li> </ul> </li> <li>Adding policies that address: <ol style="list-style-type: none"> <li>Adopting growth targets in comprehensive plans (UGA-1.2).</li> <li>Maximizing the development potential of existing urban lands and discouraging expansion of UGAs (UGA-2.3.7 &amp; 2.3. 8).</li> <li>Land uses compatible with military uses (UGA-9).</li> <li>Prioritizing transportation, infrastructure, and economic funds for centers (UGA-14.2 &amp; 48).</li> <li>Improving transit service efficiency in centers through the development of transportation infrastructure, and design of roadway and nonmotorized networks (UGA-19.6, 25 &amp; 26).</li> <li>Metropolitan City Center (UGA-30), Regional Growth Center (UGA-32.5 &amp; 34), Countywide Center (UGA-35 &amp; 39), and M/IC (UGA-47).</li> </ol> </li> </ol>	<ol style="list-style-type: none"> <li>Regional Growth Centers and Manufacturing/Industrial Centers are referenced in the following elements: Introduction, Growth Strategy and Development Concept, and Generalized Land Use.</li> <li>Adopting Growth Targets is being considered as part of the proposed amendments to the Housing Element. There are opportunities to incorporate it in Growth Strategy and Development Concept, Generalized Land Use, and other elements as appropriate.</li> <li>Those specific amendments concerning transportation (UGA-14.2, 48, 19.6, 25 &amp; 26) are addressed in the Transportation Element (under the policy categories of Land Use and Transportation, Multimodal System, and Financing and Funding Sources) as well as the Generalized Land Use Element (policies throughout the plan applicable to mixed-use centers).</li> <li>Collaboration with the military base is referenced in the Neighborhood Element under the South Tacoma section.</li> </ol>



## ORDINANCE NO. 28159

1 AN ORDINANCE relating to the Compensation Plan; amending Chapter 1.12 of  
2 the Tacoma Municipal Code to increase rates of pay and compensation  
3 for employees represented by the United Transportation Union, Switch  
4 Crew Unit in accordance with the collective bargaining agreement  
approved by adoption of Resolution No. 36584 on July 19, 2005.

5 WHEREAS the City has, for years, adopted the policy of collective  
6 bargaining between the various labor organizations representing employees and  
7 the administration, and

8 WHEREAS, with the adoption of Resolution No. 36584 on July 19, 2005, the  
9 City Council authorized the execution of the 2002-2010 Collective Bargaining  
10 Agreement ("CBA") between the City of Tacoma, Department of Public Utilities,  
11 Belt Line Division ("Rail Division") and the United Transportation Union, Switch  
12 Crew Unit ("Union"), on behalf of the employees represented by said Union, and

13 WHEREAS the CBA covers approximately 32 budgeted, full-time  
14 equivalent ("FTE") positions, with all positions assigned to the Rail Division, and

15 WHEREAS the CBA, upon its expiration, calls for cost-of-living adjustments  
16 to be applied at 6-month intervals until a new CBA is reached, and the proposed  
17 ordinance will amend Section 1.12.355 of the Tacoma Municipal Code ("TMC") to  
18 implement the wage increase accordingly, and

19 WHEREAS said wage increase shall become effective July 1, 2013 and  
20 is equal to 90 percent of the Consumer Price Index for Urban Wage Earners &  
21



Clerical Workers ("CPI-W"), Seattle-Tacoma-Bremerton, as measured from April 2012 to April 2013, and

WHEREAS the CPI-W index for said period was 1.1 percent, which yields a 1 percent increase to base wages as calculated at 90 percent, and

WHEREAS it now appears in the best interest of the City that the proposed TMC amendments negotiated by said Union and the City be enacted; Now, Therefore,

BE IT ORDAINED BY THE CITY OF TACOMA:

Section 1. That Section 1.12.355 of the Tacoma Municipal Code is hereby amended effective July 1, 2013, to read as follows:

\* \* \* \* \*

<u>Code</u>	<u>Title</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>
<u>7105</u>	<u>Railway Switch Operator</u>	<u>24.42</u>	<u>25.83</u>	<u>28.69</u>	<u>31.60</u>
<u>7105A</u>	<u>Hired after 8/92</u>	<u>20.78</u>	<u>22.16</u>	<u>24.93</u>	<u>27.70</u>
<u>7106</u>	<u>Railway Switch Supervisor</u>	<u>25.83</u>	<u>27.36</u>	<u>30.45</u>	<u>33.51</u>
<u>7106A</u>	<u>Hired after 8/92</u>	<u>21.70</u>	<u>23.14</u>	<u>26.04</u>	<u>28.93</u>

<u>Code</u>	<u>Title</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>
<u>7105</u>	<u>Railway Switch Operator</u>	<u>24.66</u>	<u>26.09</u>	<u>28.98</u>	<u>31.92</u>
<u>7105A</u>	<u>Hired after 8/92</u>	<u>20.99</u>	<u>22.38</u>	<u>25.18</u>	<u>27.98</u>
<u>7106</u>	<u>Railway Switch Supervisor</u>	<u>26.09</u>	<u>27.63</u>	<u>30.75</u>	<u>33.85</u>
<u>7106A</u>	<u>Hired after 8/92</u>	<u>21.92</u>	<u>23.38</u>	<u>26.30</u>	<u>29.22</u>

\* \* \* \* \*



1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26

Section 2. That Section 1 of this ordinance shall become effective  
July 1, 2013.

Passed \_\_\_\_\_

\_\_\_\_\_  
Mayor

Attest:  
\_\_\_\_\_  
City Clerk

Approved as to form:  
\_\_\_\_\_  
Deputy City Attorney