

## Members

Jeremy C. Doty, Chair  
Donald Erickson, Vice-Chair  
Chris Beale  
Sean Gaffney  
Tina Lee  
Ian Morrison  
Matthew Nutsch  
Erle Thompson  
Scott Winship



# Agenda

## Tacoma Planning Commission

### Community and Economic Development Department

Ryan Petty, Director  
Peter Huffman, Assistant Director  
Charles Solverson, P.E., Building Official

### Public Works and Utilities Representatives

Kurtis Kingsolver, Interim Assistant Director/City Engineer, Public Works Department  
Heather Pennington, Resource Planning Manager, Tacoma Water  
Diane Lachel, Community and Government Relations Manager, Click! Network, Tacoma Power

747 Market Street, Room 1036  
Tacoma, WA 98402-3793  
253-591-5365 (phone) / 253-591-2002 (fax)  
[www.cityoftacoma.org/planning](http://www.cityoftacoma.org/planning)

(Agenda also posted at: [www.cityoftacoma.org/planning](http://www.cityoftacoma.org/planning) > "Planning Commission" > "Agendas-Minutes-Recordings")

**MEETING:** Regular Meeting

**TIME:** Wednesday, January 4, 2012, 4:00 p.m.

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

### A. CALL TO ORDER

### B. QUORUM CALL

### C. APPROVAL OF MINUTES – Regular Meeting and Public Hearing on December 7, 2011

### D. GENERAL BUSINESS

#### (4:05 p.m.) 1. 2012 Annual Amendment: #2012-03 Transportation Element

Description: Review the staff analysis report and the proposed amendments to the Transportation Element.

Actions Requested: Discussion; Approval and Authorization for Public Distribution

Support Information: See "Agenda Item GB-1"

Staff Contact: Diane Wiatr, 591-5380, [dwiatr@cityoftacoma.org](mailto:dwiatr@cityoftacoma.org)

#### (5:00 p.m.) 2. Large Scale Retail Moratorium

Description: Review draft Letter of Recommendation, draft Findings of Fact and Recommendations Report, and draft Proposed Code Amendments, and forward a recommendation to the City Council.

Actions Requested: Approval and Recommendation

Support Information: See "Agenda Item GB-2"

Staff Contact: Brian Boudet, 573-2389, [bboudet@cityoftacoma.org](mailto:bboudet@cityoftacoma.org)



**E. COMMUNICATION ITEMS**

1. Community Meeting: "MLK Subarea Plan & EIS", Thursday, January 5, 2012, 5:00-7:00 p.m., Evergreen State College Tacoma Campus, Lyceum Room (1210 6<sup>th</sup> Avenue) –  
*"Agenda Item C-1"*

**F. COMMENTS BY LONG-RANGE PLANNING DIVISION**

**G. COMMENTS BY PLANNING COMMISSION**

**H. ADJOURNMENT**

**Members**

Jeremy C. Doty, Chair  
Donald Erickson, Vice-Chair  
Chris Beale  
Sean Gaffney  
Tina Lee  
Ian Morrison  
Matthew Nutsch  
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Ryan Petty, Director  
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Kurtis Kingsolver, Interim Assistant Director/City Engineer, Public Works Department  
Heather Pennington, Water Distribution Engineering Manager, Tacoma Water  
Diane Lachel, Community and Government Relations Manager, Click! Network, Tacoma Power



# Minutes

## Tacoma Planning Commission

747 Market Street, Room 1036  
Tacoma, WA 98402-3793  
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[www.cityoftacoma.org/planning](http://www.cityoftacoma.org/planning)

**(Draft for Review/Approval)**

MEETING: Regular Meeting and Public Hearing

TIME: Wednesday, December 7, 2011, 4:00 p.m.

PLACE: Council Chambers, Tacoma Municipal Building  
747 Market Street, Tacoma, WA 98402

Members Present: Jeremy Doty (Chair), Donald Erickson (Vice-Chair), Sean Gaffney, Ian Morrison, Matthew Nutsch, Erle Thompson, Scott Winship

Members Excused: Chris Beale, Tina Lee

Staff Present: Elliott Barnett, Brian Boudet, Cheri Gibbons, Charla Heutinck, Jana Magoon, Lucas Shadduck, Lisa Spadoni, Lihuang Wung, Tony Vasquez (CED); Ramie Pierce, Lorna Mauren, Mike Carey, Josh Diekmann (Public Works)

Chair Doty called the meeting to order at 4:00 p.m. The minutes for the regular meetings of November 2, 2011 and November 16, 2011 were approved as submitted.

### **GENERAL BUSINESS**

#### **1. 2012 Annual Amendment: #2012-6 Urban Forestry Code Revisions**

Elliott Barnett, Associate Planner, and Ramie Pierce, Urban Forester, led the discussion. Mr. Barnett stated this is the fourth meeting on this project, with the purpose of getting direction on remaining issues needed prior to drafting the code. He stated that the intent is to enhance the landscaping code to address canopy, build in flexibility, address tree health, and extend landscaping requirements to residential areas. The canopy coverage would be integrated into the Zoning Code through using the broad zoning categories. There would be a different canopy requirement for parks and major institutions across all zoning districts. For agencies that have their own Urban Forestry Management Plan, there would be some flexibility allowed for them to meet the requirement on a different site. There would also be an allowance to lower the percentage for parks and major institutions in the Downtown area.



Chair Doty asked if the proposed goals may be aiming too low in some cases. Mr. Barnett responded that it may be easier to make changes to the percentages when we get to the draft plan stage. Vice-Chair Erickson expressed the concern that street frontage, neighborhood consistency and other issues are important as well as canopy coverage. Mr. Barnett said that location requirements can be built into the draft to ensure that trees are provided along the street. He also explained the credits and fee in lieu features of the proposal. Ms. Pierce clarified that any agency with an urban forest management plan and an urban forester could utilize this flexibility.

Mr. Barnett continued to review the following issues: the thresholds for putting in landscaping during the development process, the exemptions and their application, and the extension of canopy coverage requirement to residential areas and to industrial area parking lots.

The Commission discussed the proposed code applicability thresholds, and expressed various views on whether they are too high to capture smaller projects, how they are to be used, and whether there might be some other methods to determine if requirements are applicable. Staff responded that they would look closely at this issue when writing the draft code. Staff went over the rationale for the current thresholds and pointed out that there are issues, including consistency with other code sections and predictability for applicants, that weigh in favor of keeping the threshold system as it is. Staff recommended leaving the system in place, but considering changes to the level at which landscaping requirements fit into it. The Commission requested some historical data of the number of permits that are received at each level to inform the discussion.

The Commission also requested more information on how much the fee in lieu would be for various projects. The Commission asked if there are criteria and a timeline established for the expenditure of the fee in lieu fund account. Ms. Pierce responded that the funds would support a common fund to finance planting of trees throughout the City, but there are no guidelines developed at this time.

Other comments from the Commission included that flexibility should be built into the proposal to allow applicants to meet the requirement as much as possible within the right-of-way, and that some communities have requirements for the ratio of deciduous to evergreen trees. Staff indicated we are incentivizing evergreens through other methods, but anticipate achieving the same objective. Vice-Chair Erickson cited an example where trees were cut down and pruned in the right-of-way and asked if there was some way to have an enforcement tool in place to prevent this. Ms. Pierce stated that currently this is challenging, but that staff is working to update enforcement requirements through the future development of the proposed Title 18 (of the Tacoma Municipal Code) which would be dedicated to urban forestry.

## **2. 2012 Annual Amendment: #2012-7 Technical Amendments and Refinements**

Brian Boudet, Long-Range Planning, coordinated various staff presenters to facilitate the Commission's review and discussion of the following proposed minor amendments to the Land Use Regulatory Code:

**Nonconforming Uses and Structures** – Lucas Shadduck, Current Planning, explained that the proposed amendment addresses two issues. Currently the Code allows a nonconforming use or structure to be restored if damaged to the extent of up to 75% of the current replacement cost. The proposed amendment would change the 75% threshold to 100% (i.e., "100% burn-

down”), which is easier to administer, affords more flexibility to the property owner, is consistent with the recent changes recommended under the Shoreline Master Program Update, and is in-line with most jurisdictions. The proposed amendment would also codify specific requirements for an application of a determination of nonconforming rights, in order to provide clearer guidance for applicants/property owners in demonstrating or establishing nonconforming status.

*(At 5:02 p.m., the Commission tabled the discussion of this item and considered the public hearing item on the agenda that was scheduled to begin at approximately 5:00 p.m.)*

## **PUBLIC HEARING**

### **1. Large Scale Retail Moratorium**

At 5:03 p.m., Chair Doty called to order the public hearing on the proposed code revisions concerning large scale retail establishments. Commissioner Morrison recused himself from the discussion due to his employer’s business relationship with Walmart.

Brian Boudet, Long-Range Planning, reviewed the proposed code amendments developed in response to the City Council’s directives pursuant to Substitute Ordinance No. 28027, which was adopted on November 1, 2011. The proposed changes would establish a Conditional Use Permit (CUP) requirement for retail uses larger than 45,000 square feet in the commercial and mixed-use districts and larger than 65,000 square feet in the industrial districts. In order to allow adequate community input before a large scale retail project could proceed, the proposed CUP process would include requirements for public notice, a public hearing before the Hearing Examiner, and a pre-application community meeting. Mr. Boudet also stated that notification for this public hearing has been widely distributed and that due to the time constraints on the project the comment period for submitting written comments will be through Friday, December 9, 2011.

Chair Doty called for oral testimony. The following comments were received:

**(1) Nat Franklin** (a real estate owner) – For any existing single building with multiple tenant spaces, the CUP should be exempt for consolidating the tenant spaces into a single retail use that would exceed the current proposed square-footage threshold. Mr. Franklin noted a potential project of consolidating K-Mart and Big Lots at 72<sup>nd</sup> and Portland Avenue, where the property owner would not be increasing the footprint of the existing building, only changing functional layout of the space within the building. If this scenario is not excluded from the CUP requirement, it may be harder to fill vacant retail spaces and/or a property owner may opt to allow a building to remain vacant rather than apply for a CUP.

In response to Mr. Franklin’s comments, Chair Doty asked staff to provide clarification on the proposed amendments. Mr. Boudet explained the intent of the currently drafted regulatory requirements and how they would be carried out. He also noted that the purpose of engaging community input in the CUP process is to ensure large scale retail projects are developed consistent with the Comprehensive Plan and the community’s vision. The Commission noted that more discussion would be needed for this particular issue regarding enlargement versus multiple use.

Chair Doty concluded the public hearing at 5:17 p.m.

## GENERAL BUSINESS

*(The Commission resumed the discussion on General Business Item No. 2, concerning Annual Amendment #2012-7: Technical Amendments and Refinements.)*

**Nonconforming Uses and Structures (continued)** – The Commissioners discussed the possibility of changing the burn-down threshold to 100% for residential uses, while lowering it for commercial developments to 60% or 75%. Mr. Boudet provided the rationale for the recommended 100% burn-down as well as the administrative reality that supports the change. Discussion ensued, and the Commission concurred with the proposed amendment, as presented.

**Platting and Subdivisions** – Cheri Gibbons, Current Planning, explained that the current Code does not include provisions for vacations and alterations of binding site plans, plats and short plats. The proposed amendment would add such provisions to the Code and bring the Code in compliance with applicable Revised Code of Washington (RCW) requirements. The Commission concurred with the proposed amendment.

**Pre-Existing Conditional Uses** – Jana Magoon, Land Use Administrator, stated that the proposal would allow long standing uses that are now listed as “conditional uses” to be treated as if they had been granted a Conditional Use Permit (CUP). These conditional uses are primarily found in residential districts and include such things as churches, schools, large parks and day care centers. It is not unusual for such uses to have been in existence since before a CUP was required (or even before the code existed), and currently the Code is not clear whether they would be required to obtain a CUP for the long standing use or for any modifications or alterations. Such uses often provide a service within the community; by treating them as approved conditional uses, they would more clearly not be considered “nonconforming uses” and whether modifications require a CUP would be specifically addressed. The Commission concurred with the proposed amendment.

**Drive-Throughs in Mixed-Use Districts** – Ms. Magoon explained that currently drive-throughs with any use are permitted within most mixed-use districts, but not within the HMX Hospital Medical Mixed-Use District. The proposed amendment would permit drive-throughs within the HMX, subject to appropriate development standards. Mr. Boudet added that drive-throughs were initially associated most commonly with fast-food restaurants, and thus were considered incompatible with the medical focus when the HMX was first established, but as they are being incorporated into an expanding list of uses (such as pharmacies, banks, etc.), it seems appropriate to make them permitted in the HMX. Discussion ensued and included such issues as the possibility of allowing drive-throughs as part of a medical complex but not as stand-alone development and the relationship between drive-throughs and pedestrian oriented streets. The Commission concurred with the proposed amendment and suggested that staff ensure appropriate outreach to businesses and neighborhoods in and around the affected HMX zones.

**Parking Requirements for Eating and Drinking** – Ms. Magoon stated that the proposed amendment would reduce the parking requirements for eating and drinking establishments from 10 stalls to 4 stalls, per 1,000 square feet of gross floor area. The intent is to correct an inadvertent error when the Code was amended in 2002, in that the calculation basis for said parking requirement was changed from “patron serving area” to “gross floor area”, but the numeric value for the stalls was not changed accordingly, hence the dramatic increase in the

parking quantity requirements. Discussion ensued and included such issues as whether said parking requirements are applicable to the downtown area, whether pre-existing businesses should be exempt from said requirements, and that neighborhood and business districts that are potentially affected by the proposed amendment would need to be notified. The Commission concurred with the proposed amendment.

**Reasonable Accommodation** – Ms. Magoon explained that the current Code provisions pertaining to reasonable accommodations for persons with disabilities do not provide much guidance to applicants on how decisions are made on the requests for accommodation. The proposed amendment would clearly summarize the purpose of reasonable accommodations, the administrative requirements and required findings. Discussion ensued and included such issues as the applicability of the current regulations, how the disabilities and the need for accommodation are demonstrated, the medical confidentiality of the applicant, whether it is necessary and appropriate to require verification every 3 years, and the transferability of accommodation conditions upon the sale of the property. The Commission concurred with the proposed amendment, as presented.

**Development Regulation Agreements (DRAs)** – Ms. Magoon explained that the current Code provisions pertaining to DRAs contain a scoring system for project evaluation that limits the use of this tool to projects that include a substantial amount of Class A office space in downtown Tacoma. The proposed amendment would change the criterion regarding “60% of floor space being Class A” to “30% of floor space being office, commercial or retail”. The proposed amendment also changes the current reference to the “working definition of downtown” to “Downtown Regional Growth Center.” The Commissioners inquired about the rationale of changing 60% to 30% and the significance of changing Class A to generic commercial space. Mr. Boudet responded that the general intent is to encourage a mix of development in the Downtown and the change will allow more flexibility for the City and the developer to consider a wider range of projects through this highly discretionary process that involves review by the City Manager and approval by the City Council. The Commission concurred with the proposed amendment.

## **COMMUNICATION ITEMS**

Chair Doty acknowledged receipt of the following information:

1. The City Council adopted the proposed Shoreline Master Program and associated supplemental documents on November 29, 2011. For more information, visit [www.cityoftacoma.org/Planning](http://www.cityoftacoma.org/Planning) > “Shoreline Master Program Update”.

## **COMMENTS BY LONG-RANGE PLANNING DIVISION**

Mr. Lihuang Wung stated that former Planning Manager Donna Stenger passed away unexpectedly on November 18, 2011. He acknowledged the kind thoughts and condolences that were given to staff and Ms. Stenger’s family from the Commissioners. He announced that a celebration of life will be held in her memory on December 9, 2011, 2:00-4:00 p.m., at Philip Hall, University of Washington Tacoma (UWT).

Mr. Wung reported that the City Council adopted the Shoreline Master Program (SMP) Update on November 29, 2011. The Council also suggested that the SMP document be dedicated to

Ms. Donna Stenger. Mr. Wung indicated that Tacoma is one of the few major jurisdictions that are meeting the State mandated deadline of December 1, 2011, for the completion of the SMP update. He thanked the present and former Commissioners for providing invaluable advice and assistance in the SMP update over the past 5 years. He also stated that staff will provide a more detailed status report and discuss with the Commissioners the next steps at the following meeting on December 21, 2011.

Mr. Wung reported that the community meeting on December 1, 2011, concerning the South Downtown (Dome/Brewery District) Subarea Plan was well attended. He acknowledged that Vice-Chair Erickson and Commissioner Winship were in attendance. The meeting introduced the project to the general public and kicked off the EIS scoping process that will proceed through January 10, 2012. A scoping meeting has been scheduled for December 15, 2011, 4:00-7:00 p.m., at Carwein Auditorium, UWT, to receive testimony from interested citizens and stakeholders concerning issues that should be addressed in the EIS. He encouraged the Commissioners to attend the meeting.

### **COMMENTS BY PLANNING COMMISSION**

The Commissioners bestowed many sincere words of praise that summed up how City staff and the Planning Commissioners admired Ms. Stenger's kind and gentle personality and were appreciative of the wealth of knowledge that was so very obvious to everyone she had dealings with. The Commissioners also passed around a card for signatures and asked that it be presented to Ms. Stenger's family.

### **ADJOURNMENT**

The meeting adjourned at 6:20 p.m.





City of Tacoma  
Community and Economic Development Department

Agenda Item  
GB-1

TO: Planning Commission  
FROM: Diane Wiatr, Mobility Coordinator, Long-Range Planning Division  
SUBJECT: Annual Amendment Application #2012-3 Transportation Element  
DATE: December 28, 2011

The proposed amendment to the Transportation Element of the Comprehensive Plan was last discussed with the Planning Commission on November 16, 2011. The Commission had a number of questions and inquiries, some of which were responded to at the meeting. Attached, for your information, is a compilation of the questions and staff responses. (See Attachment 1)

At the next meeting on January 4, 2012, staff will present a complete draft of the proposed amendments, which includes a staff analysis report, the proposed changes to the Transportation Element in Section II - Mobility Master Plan and to the Unfunded Project List in Section III. (See Attachment 2)

Staff intends to seek the Commission's approval of the staff report and draft changes for the purpose of distribution for public review (along with other proposed amendments included in the 2012 Annual Amendment Package). The public review will occur in February-March 2012, prior to the public hearing, which is tentatively scheduled for March 7, 2012.

If you have any questions, please contact me at (253) 591-5380 or [dwiatr@cityoftacoma.org](mailto:dwiatr@cityoftacoma.org).

c: Peter Huffman, Assistant Director

Attachments (2)



## Planning Commission Questions and Staff Responses December 28, 2012

At the Planning Commission meeting on Wednesday, November 16, 2011, the Commissioners asked several questions concerning the proposed amendment to the Transportation Element of the Comprehensive Plan (Annual Amendment Application #2012-3). Staff provides the following responses.

### 1. What is a Road Diet?

*Staff Response: A Road Diet is a technique in transportation planning whereby a road is reduced in number of travel lanes and/or effective width in order to achieve systemic improvements, e.g. a 4 lane road may turn into a 2 lane road with bike lanes and/or wider sidewalks.*

### 2. How is funding for projects determined? Who determines which projects get funded, and for how much?

*Staff Response: City Council has historically set the allocations for transportation programs listed in the 6-Year Transportation Program, such as Arterial Streets, Bridges, Neighborhood Programs, Signals, and Street Lights. For example, the Pedestrian Safety Project has historically received \$60,000 towards the installation of school crossing beacons, which serves as grant match in partnership with the School District.*

*The main source of funding is the Motor Vehicle Fuel Tax, which has been providing approximately \$2.6 Million each year. This source of funding is allocated to each program based on previous allocations set by City Council. Each year, program funding may vary because of City Council priorities or the need for grant match dollars. A majority of City projects are largely funded by Federal or State grants. The Comprehensive Plan Transportation Element includes a Project Selection and Evaluation Criteria to assist in prioritizing projects consistent with the policies in the Transportation Element. In addition, the 6-Year Transportation Program also includes Project Selection Criteria to provide guidance in evaluating projects and determining their feasibility and applicability in the 6-Year Transportation Program.*

### 3. What is the Mildred Street project?

*Staff Response: The Mildred Street project began as an overlay/rehabilitation project. In discussions with Pierce Transit, TCC, and Mildred Center, the project is considering including complete street features, access between facilities, and future Pierce Transit improvements. A consultant was hired to evaluate feasibility of lane reductions on Mildred Street to address bicycle facilities on or along Mildred Street.*

**4. What is the McKinley Hill to Downtown project and how will it affect parking?**

*Staff Response:* Bike lanes are proposed on the uphill side of McKinley Hill and sharrows marked in the travel lane on the downhill. The intention is to connect these bicycle facilities with existing bike lanes on D St. near the Tacoma Dome. This change will likely not affect parking but there will need to be further analysis by Public Works Traffic engineers when the facility is being designed. Staff tries to accommodate pedestrians and bicycles without eliminating parking where possible.

**5. What is the Tyler St – South 56<sup>th</sup> to Center Street project and will it tear up what was already improved?**

*Staff Response:* This project has been completed and now Tyler has facilities for bicycles as well as many safety improvements for pedestrians.

**6. Will sidewalk improvements be done in coordination with Pierce Transit to provide accessible boarding areas?**

*Staff Response:* Yes. Pierce Transit is part of the Design Integration Review Team (DIRT) that reviews all City projects during the planning phase. In addition, the City ADA Coordinator has been working with Pierce Transit on a policy to make boarding areas accessible.

**7. Were cost estimates completed for the projects in the unfunded list?**

*Staff Response:* No. However, unfunded projects are generally reviewed for constructability prior to recommendation for inclusion in the Comprehensive Plan. A preliminary cost estimate will be conducted when the project is moved from the Comprehensive Plan to the 6-Year Transportation Program. The Comprehensive Plan is a long-range planning tool; whereas the 6-Year Transportation Program is more of a current planning and budgeting tool.

**8. Do Business Districts submit projects directly to the City or do they go through Neighborhood Councils?**

*Staff Response:* Business Districts have a couple of avenues to submit projects. They are encouraged to submit them through their respective Neighborhood Council, the preferred method. This ensures that the Neighborhood Councils and Business Districts are working together and coordinating efforts. Business Districts are also encouraged to submit projects through their Community and Economic Development Department Business District Program Liaisons. The Liaisons manage the projects listed in the Business District Program of the 6-Year Transportation Program.

**9. To what extent are the projects in the Unfunded List linked to the Neighborhood Grant Program?**

*Staff Response: Typically, the projects in the Comprehensive Plan are directly related to each Neighborhood Councils Action Strategies' priority projects. However, each Neighborhood Council has their own criteria to review and recommend funding for Innovative Grant projects. Staff is unaware of a Neighborhood Council that uses the Comprehensive Plan or 6-Year Transportation Program list of projects as a criteria for funding an Innovative Grant request. It is important to note that Innovative Grant projects must be completed within 2 years of award and many of the projects listed in the Comprehensive Plan would require grant funding or a substantial funding match.*

**Staff Contacts:**

- Diane Wiatr, (253) 591-5380, [dwiatr@cityoftacoma.org](mailto:dwiatr@cityoftacoma.org)
- Jennifer Kammerzell, (253) 591-5511, [jkammerzell@cityoftacoma.org](mailto:jkammerzell@cityoftacoma.org)





**2012 Annual Amendment Application No. 2012-03**  
***Transportation Element***

STAFF REPORT

<b>Application #:</b>	2012-03
<b>Applicant:</b>	Community and Economic Development Department (CEDD) and Public Works Department (PW)
<b>Contact:</b>	Diane Wiatr (CEDD) and Jennifer Kammerzell (PW)
<b>Type of Amendment:</b>	Comprehensive Plan Text Change and Map Updates
<b>Current Land Use Intensity:</b>	N/A
<b>Current Area Zoning:</b>	N/A
<b>Size of Area:</b>	Citywide
<b>Location:</b>	Citywide
<b>Neighborhood Council area:</b>	All
<b>Proposed Amendment:</b>	Amend the Transportation Element of the Comprehensive Plan to update Section II - Mobility Master Plan and update the Unfunded Project List.

**General Description of the Proposed Amendment:**

The proposed amendment includes the following two major components:

- A. Section II - Mobility Master Plan – Reprioritizing bicycle, sidewalk and intersection improvement projects; updating project-related information, such as cost, length, location, and implementation status; adding narratives pertaining to low impact access to trails; and making minor changes and corrections to text and maps for consistency. (See Exhibit A)
- B. Unfunded Project List – Updating the “Long-Term Transportation Improvement Projects List – Unfunded” (commonly referred to as the “Unfunded Project List”) by revising 2 projects and adding 24 new projects in the Neighborhood Action Strategies (NAS) category. (See Exhibit B)

**Additional Information:**

Section II - Mobility Master Plan:

The Mobility Master Plan section of the Transportation Element, approved by City Council on June 15, 2010, provides a vision, policies and an implementation strategy for how the City of Tacoma can improve conditions for bicycling and walking citywide over the next fifteen years. It moves the City towards social, economic and environmental sustainability and serves as a cornerstone for Tacoma’s climate action goals. It is critical that the information contained in the Mobility Master Plan section is kept current and the recommended projects are adequately prioritized for implementation.

Unfunded Project List:

The Unfunded Project List of the Transportation Element reflects the desires of the community and

exemplifies the City's intent to maintain the service level of the transportation system citywide and meet the concurrency requirements of the Growth Management Act. Projects included in the Unfunded Project List are eligible for funding from local, regional, state or federal resources, subject to the respective application processes where appropriate. When funding becomes available, unfunded projects may be selected and moved to the Six-Year Comprehensive Transportation Program for detailed budgeting and implementation.

**Public Outreach:**

Section II - Mobility Master Plan:

The proposed amendments to this section are at the request of the Bicycle and Pedestrian Action Committee (BPAC), which is a citizen-based group established to assist the City in implementing the Mobility Master Plan. The BPAC is made up of 15 residents from the pedestrian and bicycling community and has met at least monthly over the past year to oversee the implementation of the Mobility Master Plan and to plan and analyze future projects. The BPAC is very familiar with active transportation issues as well as Tacoma's street network and has pedaled and walked the proposed routes and intersections that are part of this amendment. They have worked cohesively and have come to consensus on the proposed changes to the Mobility Master Plan.

Unfunded Project List:

The 26 unfunded projects were among the project ideas submitted by various Neighborhood Councils and individuals in the spring of 2011, in response to the Public Works Department's community outreach efforts for the annual update of the 2011-2017 Six-Year Comprehensive Transportation Program ("Six-Year Program"). An initial screening of the project ideas suggested that these projects did not meet the selection criteria for inclusion in the Six-Year Program, but should be considered for inclusion in the Unfunded Project List to gain eligibility for future funding. The Community Council consisting of representatives from the 8 Neighborhood Councils was briefed of the proposed changes to the Unfunded Project List at their May 2011 meeting.

**Applicable Provisions of the Growth Management Act (and other state laws):**

The Growth Management Act (GMA) requires that the transportation element of local comprehensive plans shall include a number of sub-elements. Two of the subelements are:

- "Facilities and services needs, including ..... identification of state and local system needs to meet current and future demands." (RCW 36.70A.070(6)(a)(iii)(F))
- "Pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles." (RCW 36.70A.070(6)(a)(vii))

The proposed changes to the Section II - Mobility Master Plan are consistent with these GMA provisions. The proposed changes to the Unfunded Project List include a variety of projects addressing the needs of vehicular traffic, pedestrians and bicyclists, and are also consistent with these GMA provisions.

**Applicable Provisions of the Comprehensive Plan:**

Both the proposed changes to Section II - Mobility Master Plan and the Unfunded Project List are essentially the updates of existing transportation improvement projects and identification of new ones that



address multimodal transportation facilities and services. The proposals are consistent with, at a minimum, the following provisions in the Transportation Element of the Comprehensive Plan:

- “The Short Term Bike Project as well as the Medium and Long Term Project Lists should be reviewed annually to ensure they reflect current realities on the ground.” (*Transportation Element, page T-19*)
- T-ICCP-4 Citizen Participation – Ensure citizen participation in all transportation planning to accommodate their needs and desires
- “T-NT-1 Identification of Projects – Assign high priority to pedestrian and bicycle projects that serve the following objectives: address safety issues; provide access to designated centers; encourage safe and active routes to schools; provide linkages to the transit, ferry, and school bus systems; complete planned pedestrian or bicycle facilities or trails; and provide system connectivity.”
- “T-NT-2 Potential Corridors – Recognize, encourage, and support street systems, rail corridors, rights-of-way, off-road trail systems, easements, utility corridors, state highway systems, greenbelts, and other corridors as potential links to the bicycle and pedestrian system.”
- T-NT-8 Safety – Consider pedestrian and bicycle safety in all infrastructure decisions, particularly at crosswalks and intersections.”
- T-TSM-1 Street Classifications – Adhere to nationally recognized arterial functional class standards to help differentiate roads designed to carry high volumes of traffic and those designed for residential use.

#### **Amendment Criteria:**

*Applications for amendments to the Comprehensive Plan and Land Use Regulatory Code are subject to review based on the adoption and amendment procedures and the review criteria contained in TMC 13.02.045.G. Proposed amendments are required to be consistent with or achieve consistency with the Comprehensive Plan and meet at least one of the eleven review criteria to be considered by the Planning Commission. The following section provides a review of each of these criteria with respect to the proposal. Each of the criteria is provided, followed by staff analysis of the criterion as it relates to this proposal.*

#### **1. There exists an obvious technical error in the pertinent Comprehensive Plan or regulatory code provisions.**

Staff Analysis: It has come to staff’s attention that there are some inconsistencies between Mobility Master Plan text, the bikeways project lists, and the maps. This amendment will address those inconsistencies.

#### **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.**

Staff Analysis: The Mobility Master Plan Section was last reviewed by the Planning Commission in 2010 and subsequently adopted by the City Council in the same year. Since then, the Bicycle and Pedestrian Action Committee (BPAC) has worked diligently and indentified the need for amendments based on changed circumstances including the implementation of several bikeways projects, bike lane striping as part of other Public Works roadway improvements, the construction of pedestrian

enhancements, as well as considerable discussion and analysis among the BPAC regarding filling gaps equitably across the city. The needed amendments are:

1. Prioritize Pedestrian Improvements:

There is currently a list of Pedestrian Improvements in the Mobility Master Plan section of the Transportation Element but the list has not been prioritized for implementation. The Bicycle and Pedestrian Action Committee (BPAC) has requested this prioritization so ranking is clear and the City knows which projects are of the highest importance for safety, mobility and grant and funding opportunities. Prioritization was accomplished first by analysis of recent crash data between vehicles and pedestrians and after numerous site visits to the proposed intersections by staff and the BPAC.

2. Update Short Term Bicycle Project Priority List

The Top 4 Bikeways Corridor Project which includes 13 miles of pedestrian and bicycle facilities improvements across Tacoma has been funded and is in the planning and design phase. Construction of the new facilities will begin in Summer 2012. With these projects off the list, the Short Term Bicycle Project Priority List needs to be re-prioritized. Initial analysis and review of the projects will be done by the Bicycle and Pedestrian Action Committee who are intimately familiar with the Mobility Master Plan document as well as the network of Tacoma streets. Public Works has also added a couple projects to the list that are on their schedule for near term road improvements. It is most efficient and financially effective to create bikeways on roadways that are already planned for enhancements. In addition, staff proposes adding a couple bikeways projects that have been recommended by the residents and supported by the Bicycle and Pedestrian Action Committee.

This criterion is not applicable to the proposed changes to the Unfunded Project List.

**3. The needs of the City have changed, which support an amendment.**

Staff Analysis: The bicycle and pedestrian project lists are continually evolving as some projects get built and other projects need to be reprioritized. See #2 above.

**4. The amendment is compatible with existing or planned land uses and the surrounding development pattern.**

Staff Analysis: Not applicable.

**5. Growth and development, as envisioned in the Plan, is occurring faster, slower, or is failing to materialize.**

Staff Analysis: Not applicable.

**6. The capacity to provide adequate services is diminished or increased.**

Staff Analysis: Not applicable.

**7. Plan objectives are not being met as specified, and/or the assumptions upon which the plan is based are found to be invalid.**

Staff Analysis: Not Applicable.

**8. Transportation and and/or other capital improvements are not being made as expected.**

Staff Analysis: Not Applicable.

**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.**

Staff Analysis: Not applicable.

**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.**

Staff Analysis: Not applicable.

**Economic Impact Assessment:**

The proposed projects in the Mobility Master Plan Section and the Unfunded Project List, when funded and implemented, are expected to generate positive economic effects to the community by improving the transportation system and hence increasing development opportunities. However, the impacts to the City's transportation budget are unknown until funding sources are determined and projects are designed and ready to proceed.

**Staff Recommendation:**

Staff recommends that the proposed amendment be forwarded for public review and comment.

**Exhibits:**

- A. Proposed Changes to the Mobility Master Plan Section
- B. Proposed Changes to the Unfunded Project List



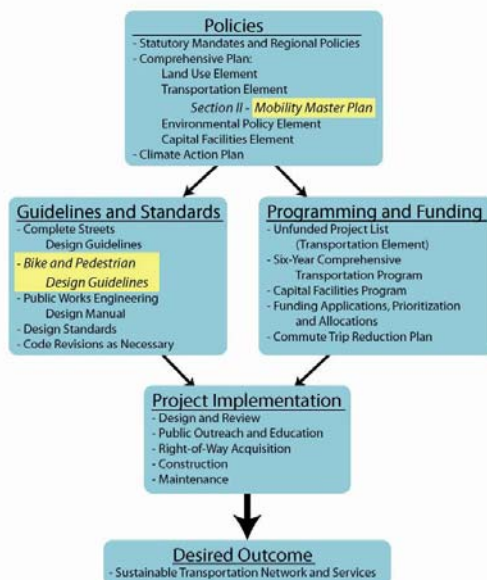
## Section II– Mobility Master Plan

### 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.

The implementation of a new set of mobility policies will improve Tacoma residents' health, enhance their quality of life, help protect the City's natural resources and be a source of pride to the community. It will also lead toward the goal of achieving "Bicycle Friendly Community" status by the League of American Bicyclists.

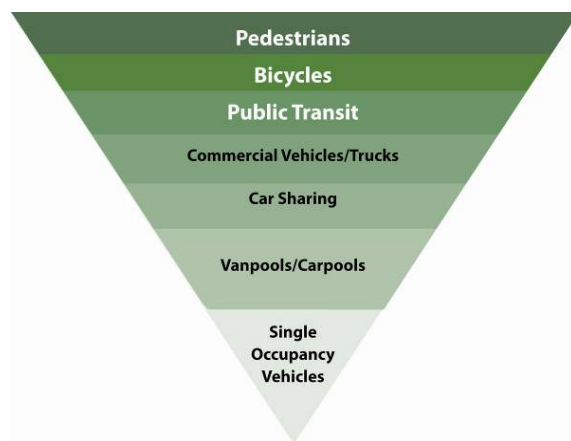


Mobility Master Plan Integration with City Policies

The Mobility Master Plan Section is consistent with the City's Complete Streets policy and its associated design guidelines. The Mobility Master Plan Design Guidelines (Appendix E of the 2010 Mobility Master Plan Study) provide a comprehensive set of tools for designing and implementing pedestrian and bicycle infrastructure. Tacoma's streets vary significantly in width, speed and usage and the Design Guidelines provide a wide array of options to make them more user-friendly.

### Prioritizing Transportation Investment

The 'Green Transportation Hierarchy' is a recent movement that recognizes transportation modes that have the least environmental impact and greatest contribution to livability. Intended as a prioritization strategy, the Green Transportation Hierarchy promotes funding and development of facilities for modes that affordably enhance access for the majority of Tacoma residents, rather than using level of service standards focused on vehicle movement. The hierarchy gives precedence to pedestrians, then to bicyclists and public transit. Commercial vehicles and trucks are also recognized as having priority over passenger vehicles.



This hierarchy defines pedestrians as including individuals using assistive devices for mobility and sensory disabilities including walkers, wheelchairs, scooters, service animals, and canes. Throughout the Mobility Master Plan, the term "pedestrian" refers to a person moving from place to place, on foot and/or with the use of an

assistive mobility device (when that person has a disability and/or medical condition). “Walking” or “to walk” are the terms used to describe this movement of a pedestrian.

The City of Tacoma will use this model as a conceptual tool for elevating pedestrians, bicycles and public transit in the planning and design of streets in a manner that is consistent with the City’s Complete Streets policy and Climate Action Plan. It gives recognition to the most vulnerable users of the streets: pedestrians and bicyclists of all ages and abilities.

## Guiding Principles

The guiding principles were established by the Mobility Master Plan Steering Committee to serve as a statement of values and to convey the impact they want this Plan to have on Tacoma’s future. The principles stand as a guide for policy, development and implementation of this plan – addressing the questions of what we do, why we do it, and how we do it.

- **Accessibility** - Incorporate the needs of people with disabilities into planning, design, construction and maintenance of the transportation system.
- **Connectivity** - Prioritize projects that connect multi-use residential centers, transportation hubs and activity districts and downtown.
- **People** - Prioritize movement of people as a measure of mobility over movement of cars.
- **Equity** - Establish geographic and modal equity across Tacoma.
- **Safety** – Prioritize the safety and comfort of pedestrians and bicyclists on all Tacoma streets
- **Sustainability** – Develop a comprehensive pedestrian and bicycle network as a critical step in realizing a sustainable and livable Tacoma.
- **Multimodal** - Make multiple travel modes safe and available to all users.



REI Bike Basics Class at the 2010 Bike Swap



2010 Zeit Bike by Eric Holdener  
Tacoma Art Museum



Pierce Transit Security Officers at the 2010 Bike Swap

## 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 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 Es: Engineering, Education, Evaluation, Enforcement, and Encouragement.
- 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 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 a ~~nonmotorized-active transportation~~ network that reduces auto travel, increases the number of nonmotorized 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 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 mobility 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) 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.

### **T-MMP-10 Enforcement**

Enhance safety for all road users through increased traffic enforcement on city streets, walkways, and bikeways.

### **T-MMP-11 Evaluation**

Establish benchmarking measurements and monitor the effectiveness of the Mobility Master Plan on an annual basis.

### **T-MMP-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 Plan Study*.



## Definitions

### Pedestrians

Throughout this document, the term “pedestrian” refers to a person moving from place to place, on foot and/or with the use of an assistive mobility device (when that person has a disability and/or medical condition). “Walking” or “to walk” are the terms used to describe this movement of a pedestrian.

### Facility Types

Depending on their location and context, the recommended facility types for Tacoma’s bicycle network would include the following facilities:

### Bicycle Boulevards

Bicycle Boulevards are shared roadways that use a combination of traffic calming measures and other streetscape treatments to slow vehicle traffic while facilitating safe and convenient bicycle travel. Bicycle boulevards should provide safe, efficient, and pleasant travel for bicyclists by using engineering techniques to reduce vehicular traffic speeds and to facilitate bicycle travel



[Tacoma's Bike Boulevard Symbol](#)

through intersections (e.g. stop signs for cross-traffic or bicycle-actuated signals at arterial streets). Appropriate treatments depend on several factors including traffic volumes, vehicle and bicycle circulation patterns, street connectivity, street width, physical constraints, and other parameters. Treatments can include pavement markings, signage, traffic calming (e.g. speed bumps, chicanes, curb extensions, etc.), and traffic diversion.

### Bike Lanes

Designated exclusively for bicycle travel, bike lanes are separated from vehicle travel lanes with striping and also include pavement stencils and signage. Bike lanes are appropriate on

streets where traffic volumes and speeds indicate a need for modal separation, rather than on roadways where bicyclists can comfortably share the lane with drivers, due to lower vehicle speeds and volumes that allow drivers to safely pass cyclists.

### Shared Lane Markings

Shared lane markings (also known as “sharrows”) are high-visibility pavement markings that help position bicyclists within a shared vehicle/bicycle travel lane. These markings are typically used on streets where dedicated bike lanes are desirable but are not possible due to physical or other constraints.

### Cycle Tracks

A cycle track is a hybrid type bicycle facility combining the experience of a separated path with the on-street infrastructure of a conventional bike lane. Cycle tracks provide exclusive space for bicycles that is physically separated from pedestrians and cars. Cycle tracks are appropriate on streets with higher traffic volumes where greater separation is needed, and where cross-traffic is limited.

### Shared-Use Paths

The Revised Code of Washington 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. 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). 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.



Shared Lane Marking

## Definitions (continued)

### 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.

### Streetcars

Streetcars operate on rails on city roadways and often share a travel lane with automobiles. Streetcars were a basic mode of travel in Tacoma from 1888 to 1938 and helped spur the development of many of Tacoma's commercial districts. The streetcar network linked neighborhoods and business districts to downtown and other noteworthy destinations including Pt. Defiance Park. The network also included a cable car system that looped up and down the steep slopes of downtown on South 11th and South 13th Streets so people could avoid the strenuous hill climb on foot. By 1912 Tacoma had developed a comprehensive streetcar line with 125 miles of track in the city and additional electric rail connecting Tacoma to Seattle. But as automobiles began to dominate the streets, streetcars became less financially feasible and the streetcar line closed in 1938.

Tacoma hopes to regain some of the efficiency of its historic rail system with a new streetcar line. Tacoma's 1.6 mile LINK light rail opened in 2003 and connects the Tacoma Dome area to the downtown theater district. The City is currently planning for expansion of the LINK with streetcars. Tacoma envisions an efficient and sustainable streetcar network that will serve to enhance both the non-motorized and motorized transportation systems. As the streetcar line is developed and designed, access for pedestrians and bicycles will be evaluated and planned simultaneously so users have many mode options for arriving at the station and their destination. Streetcars will be pivotal in creating a more fully integrated multimodal transportation system for Tacoma's future.



Tacoma LINK Light Rail



Pierce Transit SHUTTLE



Bikes and Transit Coexist

## Implementation

The recommended pedestrian and bicycle network improvements were developed with a thorough analysis of existing conditions utilizing a variety of methodologies, including the Pedestrian Zone Analysis, Pedestrian Crash Analysis, Bikeway Quality Index and Cycle Zone Analysis. Detailed descriptions of existing conditions analyses can be found in Appendix D of the *2010 Mobility Master Study*. The recommended pedestrian network improvements should be consistent with the City of Tacoma's *2008 ADA Transition Plan*. This Plan outlines the City's strategic priorities for curb ramp and sidewalk improvements.

The following table lists the criteria used to evaluate potential projects for the pedestrian and bicycle networks. These criteria, listed in the order of importance, were developed with input from public workshops and the Steering Committee.

**Table 1. Infrastructure Project Evaluation Criteria**

Criterion	Measurement
<b>Enhances system connectivity/Closure of critical gap</b>	To what degree does the project fill a missing gap in the bicycle and/or pedestrian system? How well does the project overcome a barrier in the current bicycle and pedestrian network?
<b>Interface with other transportation modes (e.g., transit)</b>	To what degree does the project connect to transit facilities?
<b>Geographic distribution of City coverage</b>	To what degree does the project offer potential benefits to the wider, regional community by offering opportunities for increased connectivity to surrounding communities, other regional walkways/bikeways etc.?
<b>Cost Effectiveness</b>	How difficult will it be to implement the project? This criterion takes into account constraints like topography, existing development, presence or lack of available right-of-way, and environmental and political issues.
<b>Suitability for bicycling and/or walking with improvements</b>	Does the route have potential to be safe and/or comfortable for bicycling after improvements have been made?
<b>Destinations served</b>	Does the project provide connectivity to key destinations, including schools, parks, employment, commercial centers, and civic centers?
<b>Improvement that serves an immediate safety need</b>	Can the project potentially improve bicycling and walking at locations with perceived or documented safety issues? This criterion takes into account available crash data as well as feedback from the Steering Committee and Tacoma residents.
<b>Integration into the existing local and regional bikeway/walkway system</b>	How many user generators does the project connect to within reasonable walking or bicycling distance, such as schools, parks, Downtown, colleges and universities, etc.?
<b>Projected reduction in vehicle trips and vehicle miles traveled</b>	To what degree will the project likely generate transportation or recreational usage based on population, corridor aesthetics, etc.? Does the project serve transportation needs, reducing the need for drive-alone trips, and promoting bicycling as a viable alternative to driving?

After careful evaluation of all potential bicycle projects through the lens of the criteria shown in Table 1 and with comments from the public and Steering Committee expertise, Short Term, Medium Term and Long Term Project Lists were created and are shown in Tables 8, 9 and 10 and Maps 2, 3, 4.

### Short Term Bike Project Priority List

The selection of initial bicycle infrastructure projects will be critical to the Plan's acceptance, implementation and eventual use by the community. To this end, the Short Term Bike Project Priority List (Table 2; Map 2) suggests a recommended order of building the Short Term Bicycle Plan (projects 1-~~1025~~). Projects ~~26-34~~ 11-28 offer direction for engineering and planning purposes. Sequential implementation of this Short Term Bike Project Priority List will best enable Tacoma to quickly and efficiently realize an equitable City-wide system that attracts experienced cyclists as well as the interested but concerned new riders. The creation of bike boulevards wherever practical is favored over bike lanes on heavily traveled arterials.

While the quality and integrity of these recommendations are believed sound, implementation of projects of this scope are complex. The Short, Medium and Long Term Bicycle and Pedestrian Project Lists may change according to available funds, new roadway projects, new development, evolving best practices, changing land use patterns, and other factors. The Short Term Bike Project Priority List as well as the Medium and Long Term Project Lists should be reviewed annually to ensure they reflect current realities on the ground.



Bike to a Better Tacoma at the Hub  
May 2008



Bike Commuters from UW-Tacoma  
Summer 2008



Mobility Master Plan Public Workshop at South Park  
September 2009

**Table 2. Short Term Bicycle Project Priority List<sup>1</sup>**

Priority	Street	From-To	Length (miles)	Cost Estimate	Facility Type
<b>Completed and Underway Projects</b>					
<del>6</del> Complete	Tyler St	S 60th St - S Manitou Wy	1.46	\$275,000	Bike Lane
<del>5</del> Construction Phase	S Park Ave	S 48th St - E 96th St	3.66	\$177,000	Bicycle Boulevard
Construction Phase	<u>S 40th St</u>	<u>S Park Ave - S G St</u>	<u>0.06</u>	<u>\$11,000</u>	<u>Bike Lane</u>
<del>3</del> Construction Phase	Delin St/S G St/S 36th St/Tacoma/S 38th St	S 25th St - S 48th St	1.73	<del>\$84,000</del> <u>\$312,000</u>	Bike Lane
<del>3</del> Construction Phase	Fawcett Ave/S 25th St	6th Ave - Tacoma	1.51	\$84,000	Bicycle Boulevard
Construction Phase	<u>6th Ave</u>	<u>S G St - Fawcett Ave</u>	<u>0.1</u>	<u>\$4,000</u>	<u>SLM</u>
<del>2</del> Construction Phase	S G St	Division Ave - 6th St	0.39	\$19,000	Bicycle Boulevard
<del>2</del> Construction Phase	Division Ave	Yakima Ave - N G St	0.07	\$20,000	<u>Cycle Track</u> <u>Shared-Use Path</u>
<del>2</del> Construction Phase	N <del>26</del> <sup>3</sup> th/N 24th/Yakima Ave	<del>Pearl St</del> <u>Highland</u> - Division Ave	3.39	\$164,000	Bicycle Boulevard
<del>2</del> Construction Phase	N Highland St	N 23rd St - N 21st St	0.11	\$5,000	Bicycle Boulevard
Construction Phase	<u>N 26th St</u>	<u>N Stevens St - Pearl St</u>	<u>0.79</u>	<u>\$143,000</u>	<u>Bike Lane</u>
Construction Phase	<u>N 26th St</u>	<u>N Proctor - Alder</u>	<u>0.5</u>	<u>\$90,000</u>	<u>SLM/Bike Lane</u>
<del>4</del> Construction Phase	S 37th St/S Alaska St	A St - S Hosmer St	1.55	\$75,000	Bicycle Boulevard
Construction Phase	<u>S Alaska St</u>	<u>S 38th St - S 37th St</u>	<u>0.1</u>	<u>\$19,000</u>	<u>Bike Lane</u>
Medium-Term Construction Phase	N 30 <sup>th</sup> St	Alder St – McCarver St	0.59	\$110,000	Bike Lane/ <u>SLM</u>
<del>4</del> <sup>2</sup> Construction Phase	Historic Water Ditch Trail-- <u>S of 55th</u> Phase 2	<del>S 47<sup>th</sup> – Pacific Ave</del> <u>S 72<sup>nd</sup> – S Tacoma Way and S 55th – S 60th</u>	1.82	\$488,000	Shared-Use Path
<b>Total Completed and Underway:</b>			<b><u>17.83</u></b>	<b><u>\$1,996,000</u></b>	
<b>Short Term</b>					
<del>6</del> <sup>1</sup>	N Stevens St	N 46th St - N 37th	0.62	\$118,000	Bike Lane
<del>6</del> <sup>1</sup>	Stephens/ Tyler St	6th Ave - S Wright Ave	1.76	\$332,000	Bike Lane
<del>7</del> <sup>2</sup>	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
<del>9</del> <sup>3</sup>	Puyallup Ave <sup>2</sup>	Pacific Ave - City Line	1.71	\$322,000	Bike Lane
<del>4</del>	<u>Orchard</u>	<u>S19th – N 26<sup>th</sup></u>	<u>1.7</u>	<u>\$307,000</u>	<u>Bike Lane</u>
<del>8</del> <sup>5</sup>	N 1st St/Broadway	N Tacoma Ave – Prairie Line Trail	1.43	\$69,000	Bicycle Boulevard
<del>4</del> <sup>0</sup> <sub>6</sub>	NE Nassau Ave	Browns Pt Blvd – NE Northshore Pkwy	1.06	\$200,000	Bike Lane
<del>4</del> <sup>4</sup> <sub>7</sub>	S 11th St	Ferry St- Pacific Ave	1.25	\$236,000	Bike Lane
<del>4</del> <sup>4</sup> <sub>8</sub>	S 12th St	S Jackson Ave - S Union Ave	2.51	\$473,000	Bike Lane
<del>4</del> <sup>3</sup> <sub>9</sub>	6th Ave	Ainsworth Ave – E Broadway	0.87	\$165,000	Bike Lane
<del>4</del> <sup>3</sup> <sub>9</sub>	Ainsworth Ave	N Steele St - 6th Ave	0.49	\$24,000	Bicycle Boulevard

<del>439</del>	N 11th St	N Pearl St - N Steele St	2.25	\$109,000	Bicycle Boulevard
<del>4510</del>	N Alder/N Cedar St	N 22nd St - SR 16*	2.79	\$527,000	Bike Lane
<del>4510</del>	S Oakes St/S Pine St	SR16 - S 74th St	3.11	\$587,000	Bike Lane
<del>4411</del>	Historic Water Ditch Trail	North	2.78	\$745,000	Shared-Use Path
<del>4612</del>	Pipeline Road Trail	E 40th St - Waller Rd	2.31	\$618,000	Shared-Use Path
<del>4612</del>	<del>E I St/E K St/E Wright Ave /Pipeline Rd</del>	McKinley Park – Pipeline Road Trail	1.20	\$58,000	Bicycle Boulevard
<del>4713</del>	Sheridan Ave	6th St - S 25th St	1.37	\$66,000	Bicycle Boulevard
<del>4713</del>	S 25th St	S State St/Scott Pierson Trail - Sheridan Ave	0.21	\$40,000	Bike Lane
<del>4814</del>	Prairie Line Trail	Pacific Ave to Water Ditch Trail	0.80	\$214,000	Shared-Use Path
<del>4915</del>	S 64 <sup>th</sup> St	S Alaska Way – Waller Rd	3.31	\$160,000	Bicycle Boulevard
<del>4915</del>	S 66 <sup>th</sup> St	Orchard St – Tacoma Mall Blvd	2.14	\$103,000	Bicycle Boulevard
<del>2016</del>	S 43 <sup>rd</sup> St/E E St/E 40 <sup>th</sup> St	A St – Portland Ave	1.90	\$92,000	Bicycle Boulevard
<del>2417</del>	S 37 <sup>th</sup> St/Sprague Ave	Water Ditch Trail – S Steele St	0.87	\$165,000	Bike Lane
<del>2218</del>	NE 51 <sup>st</sup> St/NE Northshore Pkwy	NE Harbor View Dr –Hoyt Rd	2.07	\$391,000	Bike Lane
<del>2218</del>	NE Slayden Rd	NE Marine View Dr – NE Harbor View Dr	0.41	\$15,000	SLM
<del>2319</del>	N Baltimore St	N 46 <sup>th</sup> – N 26 <sup>th</sup> St	1.67	\$81,000	Bicycle Boulevard
<del>2420</del>	N Pearl St/Ferry Landing	N 51 <sup>st</sup> St – Ferry Station	0.50	\$18,000	SLM
<del>2521</del>	S 80 <sup>th</sup> /82 <sup>nd</sup> St	S Hosmer – McKinley Ave	2.07	\$100,000	Bicycle Boulevard
<del>2622</del>	S Alaska St	S 56 <sup>th</sup> – 96 <sup>th</sup> St S	2.51	\$473,000	Bike Lane
<del>2723</del>	S Mildred St	S 12 <sup>th</sup> St – S 19 <sup>th</sup> St	0.50	\$94,000	Bike Lane
<del>2824</del>	Dock St	S Schuster Pkwy – E D St	1.62	\$59,000	SLM
<del>2824</del>	N 51 <sup>st</sup> St/Gallagher Dr	N Vassault St – Ruston Way	1.15	\$218,000	Bike Lane
<del>2824</del>	Ruston Way	N 49 <sup>th</sup> St – Schuster Parkway	2.37	\$87,000	SLM
<del>2925</del>	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
<del>3026</del>	N 37 <sup>th</sup> St	N Shirley St – N Orchard St	0.27	\$73,000	Shared-Use Path
<del>3427</del>	<del>E Side Foss (D Street)E-D St. — Urban Waters</del>	Murray Morgan <u>Bridge</u> to E 3 <sup>rd</sup> St	0.42	\$113,000	Shared-Use Path
<del>428</del>	S A St	E 96th St - E 37th St	3.78	\$183,000	Bicycle Boulevard
<del>29</del>	<u>Pearl St</u>	<u>N 11<sup>th</sup> – N 9<sup>th</sup> (Scott Pierson)</u>	<u>0.2</u>	<u>\$53,000</u>	<u>Shared-Use Path</u>
<del>30</del>	<u>Jackson St</u>	<u>N 10<sup>th</sup> St - Scott Pierson Trail</u>	<u>0.1</u>	<u>\$18,000</u>	<u>Bike Lanes</u>
<b>Total Short Term:</b>			<b>62.43</b>	<b>\$8,365,000</b>	

<sup>1</sup> All improvements to a WSDOT facility must be coordinated with and approved by WSDOT Olympic Region Development Services (Dale Severson, 360-357-2736 or [SeversD@wsdot.wa.gov](mailto:SeversD@wsdot.wa.gov))

<sup>2</sup> Cost does not include construction on the Puyallup bridge, only the bike lane

## 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 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** 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.
- 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.
- 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.

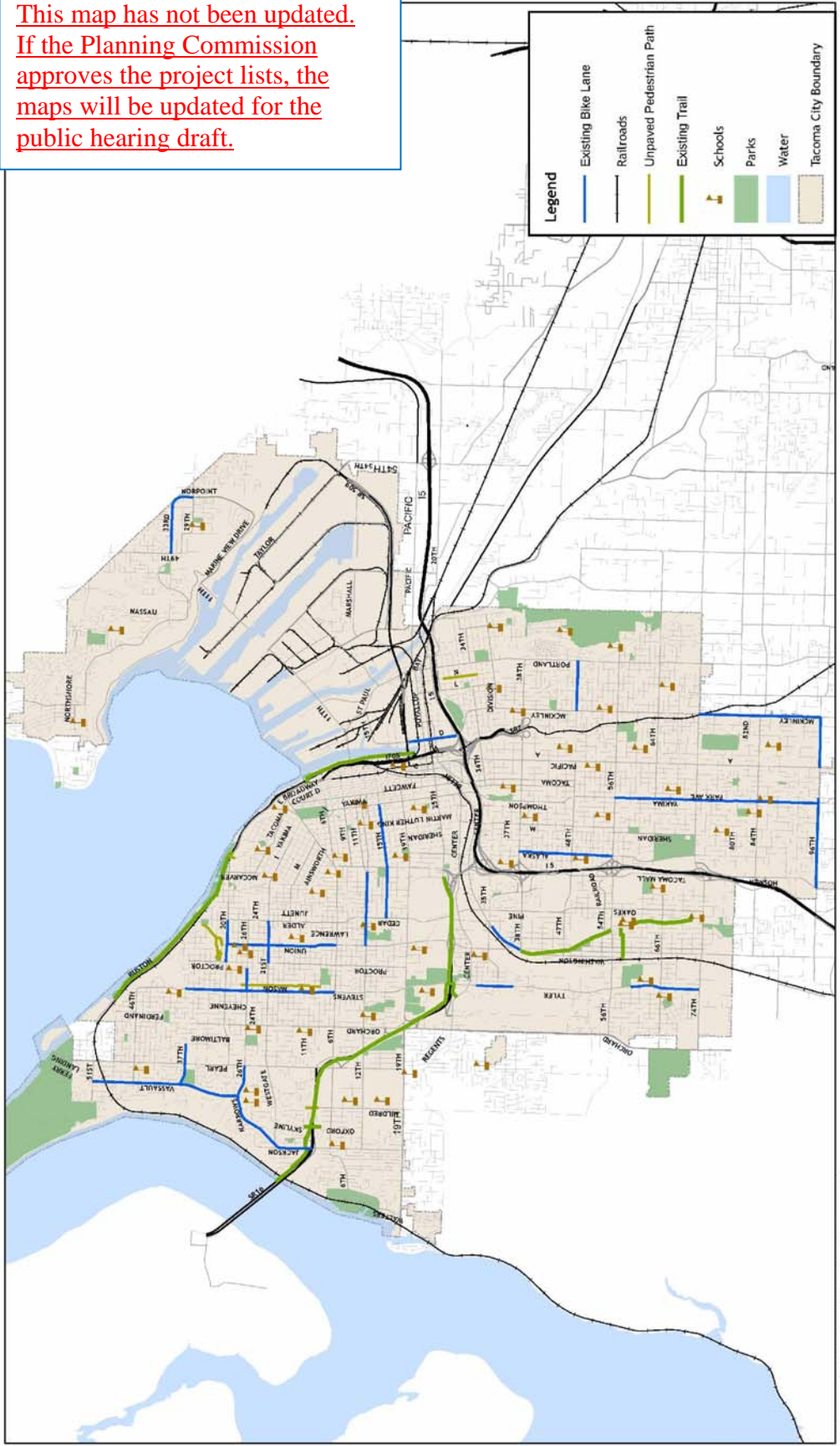
Maps 2-4 outline the improved bicycling network.

**It is important to note that bicycles are permitted on all public roads in the State of Washington, except where prohibited, such as on interstates in urban areas like Tacoma. As such, Tacoma's entire street network is effectively the community's bicycle network, regardless of whether or not a bikeway stripe, stencil, or sign is present on a given street. The designation of certain roads as bike routes is not intended to imply that these are the only roadways intended for bicycle use, or that bicyclists should not be riding on other streets. Rather, the designation of a network of on-street bikeways recognizes that certain roadways are preferred bicycle routes for most users, for reasons such as directness or access to significant destinations, and allows Tacoma to then focus resources on building and maintaining this primary network.**



Tacoma Bike Month Participants, May 2009

This map has not been updated. If the Planning Commission approves the project lists, the maps will be updated for the public hearing draft.



**Map 1. Existing Bicycle Network**

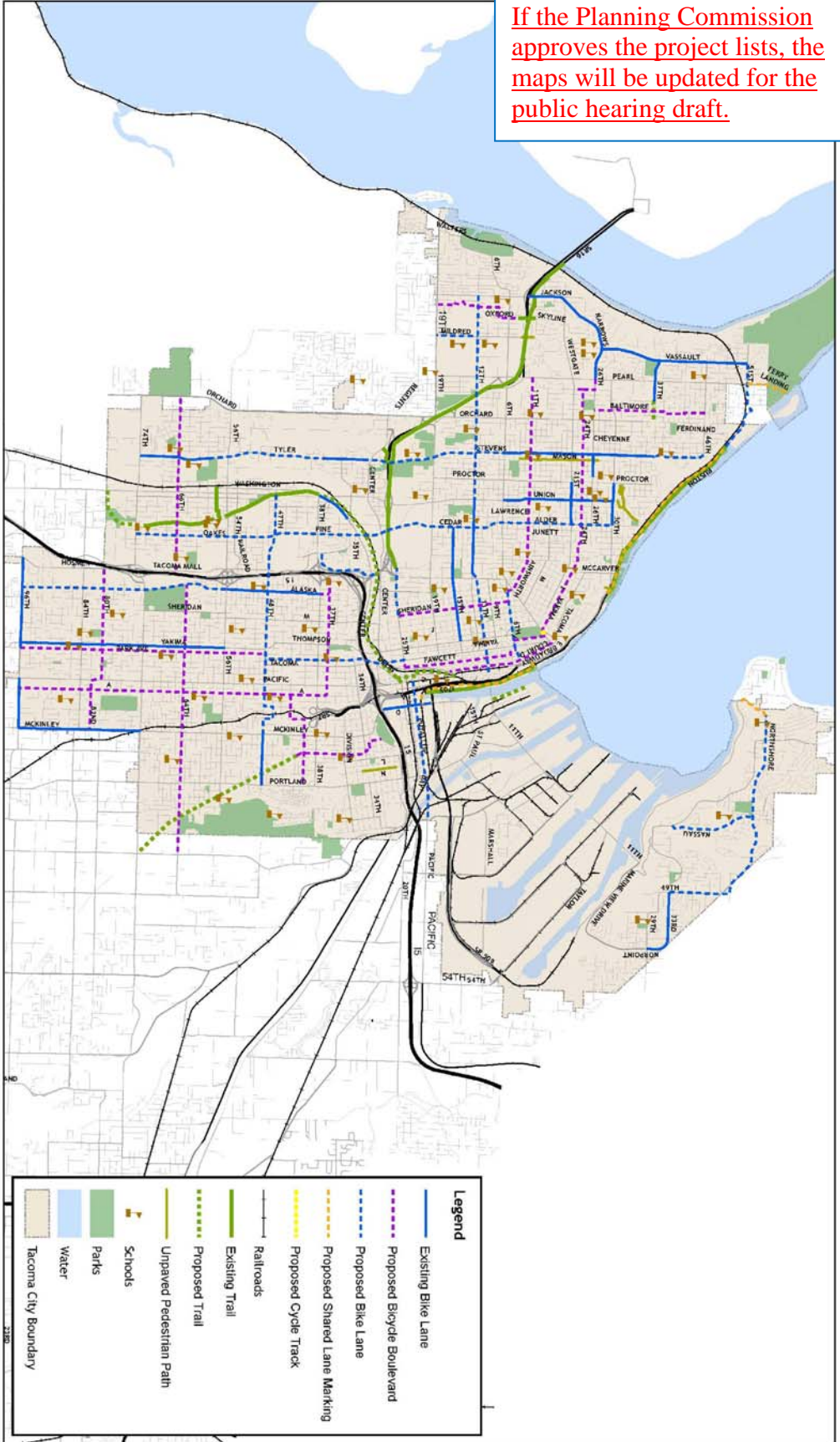
City of Tacoma  
 Mobility Master Plan  
 Source: Data obtained from City of Tacoma and PSRC  
 Author: IBC

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- Bike Lane:** separated from vehicle travel lanes with striping, pavement stencils and signage
- Shared Lane Marking:** high-visibility pavement markings that position bicyclists within a shared vehicle/bicycle travel lane
- Bicycle Boulevard:** shared roadways with slow vehicle traffic
- Cycle Track:** exclusive space for bicycles that is physically separated from pedestrians and cars
- Trail:** separated from vehicular traffic, shared facility for bicyclists and pedestrians



This map has not been updated. If the Planning Commission approves the project lists, the maps will be updated for the public hearing draft.



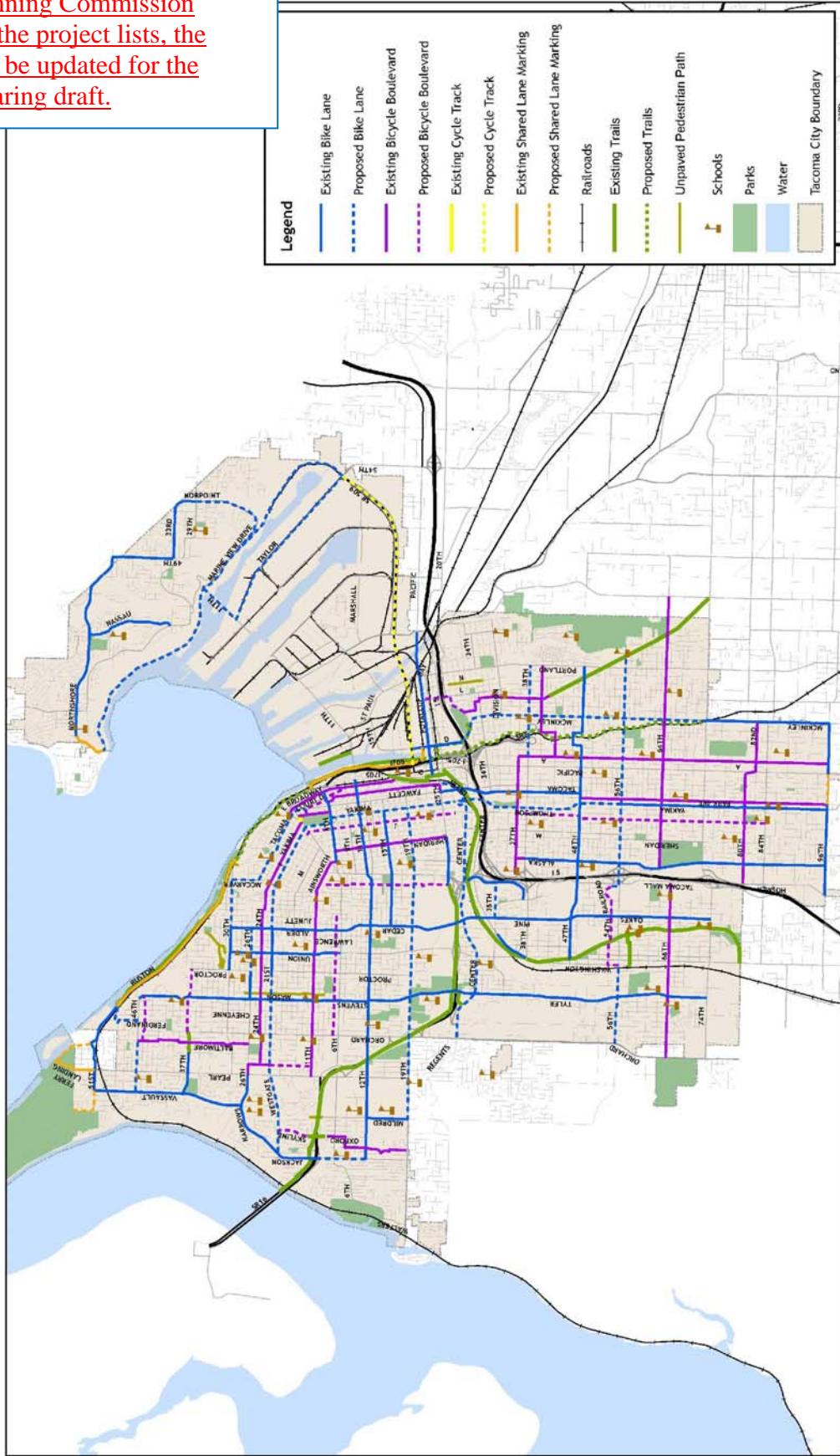
Map 2. Short Term Bicycle Network Recommendations

City of Tacoma  
 Mobility Master Plan  
 Senior Transportation Coordinator, City of Tacoma and TRAC  
 Author: TRAC  
 Date: May 2019



- Bike Lane:** separated from vehicle travel lanes with striping, pavement stencils and signage
- Shared Lane Marking:** high-visibility pavement markings that position bicyclists within a shared vehicle/bicycle travel lane
- Bicycle Boulevard:** shared roadways with slow vehicle traffic
- Cycle Track:** exclusive space for bicycles that is physically separated from pedestrians and cars
- Trail:** separated from vehicular traffic, shared facility for bicyclists and pedestrians

This map has not been updated. If the Planning Commission approves the project lists, the maps will be updated for the public hearing draft.



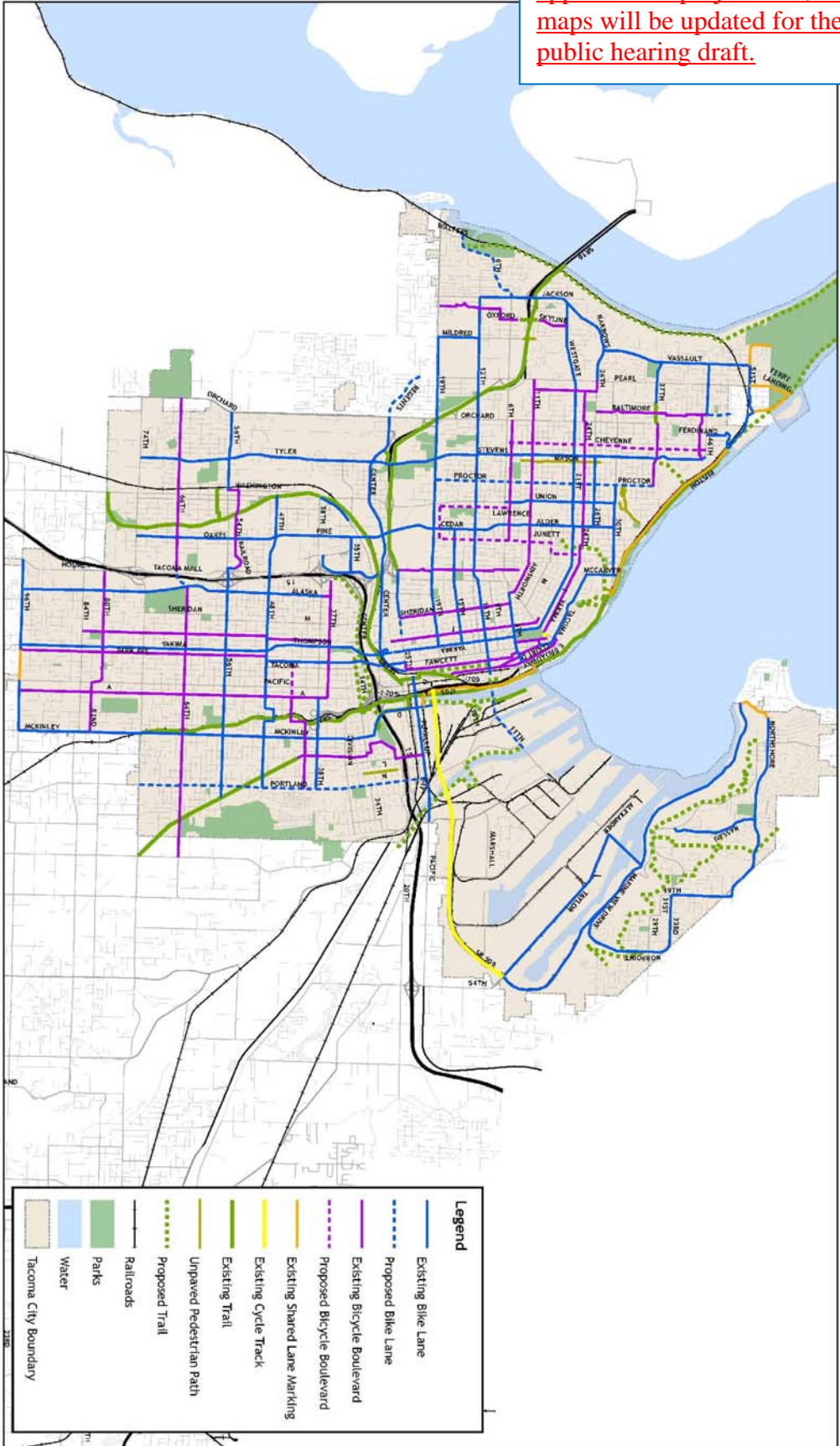
**Map 3. Medium Term Bicycle Network Recommendations**

City of Tacoma  
 Mobility Master Plan  
 Sources: Data Adapted from City of Tacoma and PSRC  
 Author: WSP  
 Date: June 2012



- Bike Lane:** separated from vehicle travel lanes with striping, pavement stencils and signage
- Shared Lane Marking:** high-visibility pavement markings that position bicyclists within a shared vehicle/bicycle travel lane
- Bicycle Boulevard:** shared roadways with slow vehicle traffic
- Cycle Track:** exclusive space for bicycles that is physically separated from pedestrians and cars
- Trail:** separated from vehicular traffic, shared facility for bicyclists and pedestrians

This map has not been updated. If the Planning Commission approves the project lists, the maps will be updated for the public hearing draft.



**Map 4. Long Term Bicycle Network Recommendations**

City of Tacoma  
 Mobility Master Plan  
 Second Interim Draft for Review and Public  
 Comment



- Bike Lane:** separated from vehicle travel lanes with striping, pavement stencils and signage
- Shared Lane Marking:** high-visibility pavement markings that position bicyclists within a shared vehicle/bicycle travel lane
- Bicycle Boulevard:** shared roadways with slow vehicle traffic
- Cycle Track:** exclusive space for bicycles that is physically separated from pedestrians and cars
- Trail:** separated from vehicular traffic, shared facility for bicyclists and pedestrians

## Sidewalk Recommendations

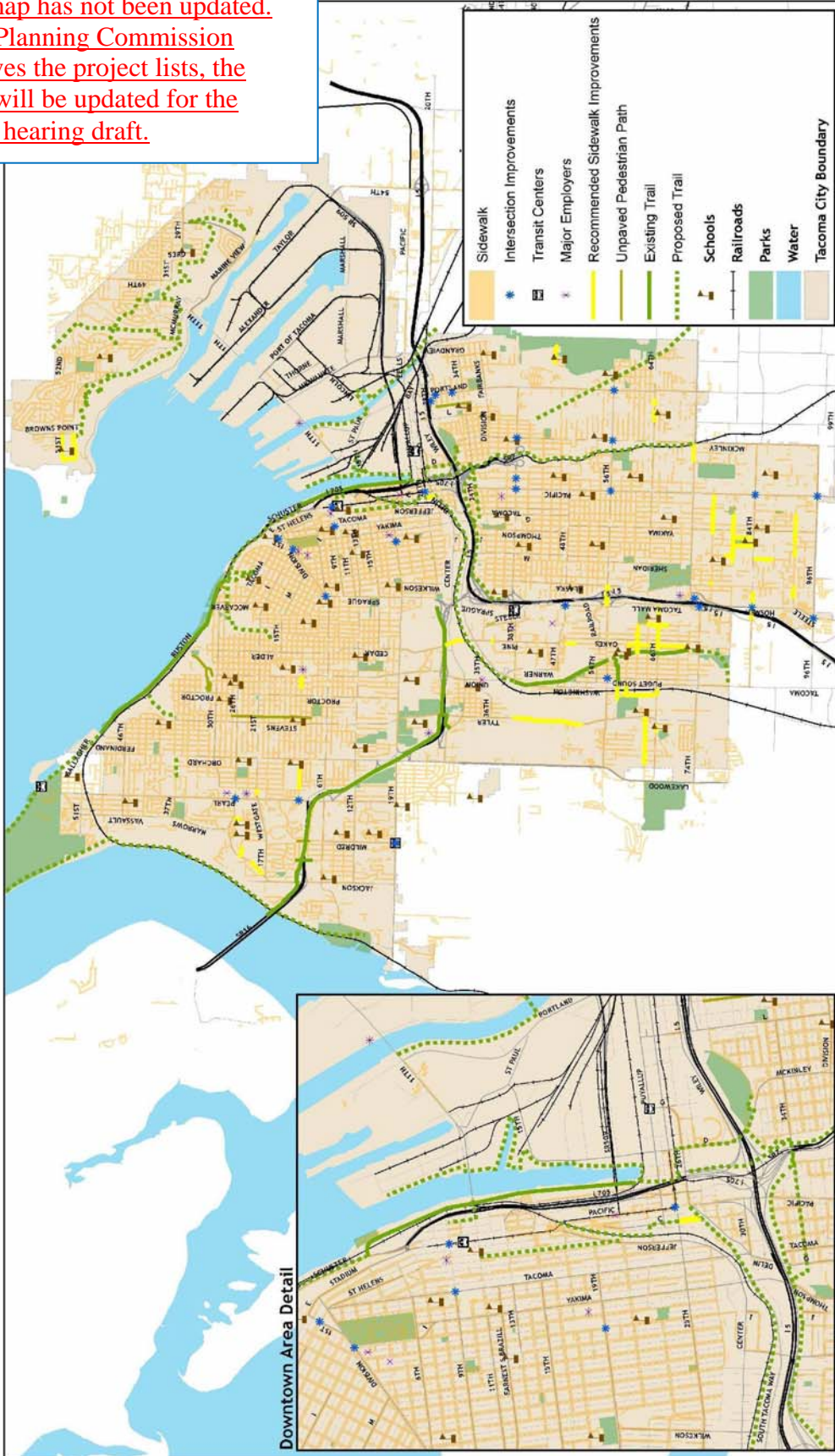
Locations identified as high priority for sidewalk development and pedestrian intersection treatments are areas with higher densities of pedestrian attracting land uses, particularly schools, employment centers, parks and transit centers. Streets recommended for sidewalk improvements are shown in [Pedestrian Map 5](#).

**Table 3. Proposed Sidewalk Improvements\***

Priority	Street	From-To	Length (miles)
<b>Completed and Underway Projects</b>			
<a href="#">Complete</a>	S I St	S 80th St - S 84th St	0.40
<a href="#">Complete</a>	E 72nd St	E D St - McKinley Ave	0.22
<a href="#">Complete</a>	S Tyler St	S 38th St - S 52nd St	1.55
<a href="#">Complete</a>	N Narrows Dr	N Narrows <del>St</del> Dr-- Bridgeview Dr	0.22
<a href="#">Complete</a>	E 44th St	E Portland Ave - Swan Creek Park	0.22
<a href="#">Construction Phase</a>	S J St	S 80th St - S 84th St	0.49
<a href="#">Construction Phase</a>	S 60th St	S Adams St - South Tacoma Way	0.25
<a href="#">Construction Phase</a>	S C St	S 25th St - S Tacoma Wy	0.20
<b>Total Completed and Underway:</b>			<b><a href="#">3.55</a></b>
<b>Short Term:</b>			
<a href="#">1</a>	S 76th St	Alaska Ave - Pacific Ave	0.89
<a href="#">2</a>	NE 51st St	Slayden Rd - Browns Point Blvd	0.35
<a href="#">3</a>	S 66th St	S Verde St Aly - South Tacoma Wy	<del>0.23</del> <a href="#">0.36</a>
<a href="#">4</a>	S 64th St	E J St - E N St	0.42
<a href="#">5</a>	S 66th St	S Junett St - <del>Tacoma Mall Blvd</del> <a href="#">Wapato</a>	<del>1.06</del> <a href="#">0.3</a>
<a href="#">6</a>	S 84th St	Tacoma Mall Blvd - S Alaska St	0.41
<a href="#">7</a>	N Vassault, E	N 26th St - N 24th St	0.09
<a href="#">8</a>	S 92nd Ave	S Hosmer - S D St	0.91
<a href="#">9</a>	S L St	South End Neighborhood Center - S 80th St	0.18
<a href="#">10</a>	N 24th St	N Narrows Dr - Lenore Dr	0.22
<a href="#">11</a>	NE Harbor View Dr/NE 49th St	NE 51st St - Browns Point Blvd	0.90
<a href="#">12</a>	S Wapato	S 64th St - S 68th St	0.51
<a href="#">13</a>	S 64th St	S Orchard St - Tyler St	1.16
<a href="#">14</a>	S 80th St	S Sheridan Ave - S Tacoma Ave	1.09
<b>Total Short Term:</b>			<b><a href="#">8.03</a></b>
<b>Medium Term:</b>			
<a href="#">15</a>	S 58th St	S Durango St - South Tacoma Way Aly	0.43
<a href="#">16</a>	S Adams St	S 56th St - S 66th St	0.80
<a href="#">17</a>	N 21st St	W of N Pearl St- Highland St	0.07
<a href="#">18</a>	<a href="#">Union Ave</a>	<a href="#">Center – Hwy 16</a>	<a href="#">0.2</a>
<a href="#">19</a>	<a href="#">S Pine St/S Cedar St</a>	<a href="#">S 19th – Hood St</a>	<a href="#">0.8</a>
<a href="#">20</a>	N 11th St	N Highland St - N Orchard St	0.32
<a href="#">21</a>	S 62nd St	S Clement Ave - S Wapato St	0.61
<a href="#">22</a>	N 11th St	N Adams St - N Union Ave	0.27
<a href="#">23</a>	S M St	S 84th St - S 88th St	0.34
<a href="#">24</a>	S 56th St	Tacoma Mall Blvd - S Alaska St	0.49
<b>Total Sidewalk Improvements Total Medium Term:</b>			<b><a href="#">15.433</a></b>

\*The projects in this table are recommended in addition to projects recommended in the City's *ADA Transition Plan*.

This map has not been updated. If the Planning Commission approves the project lists, the maps will be updated for the public hearing draft.



**Map 5. Pedestrian Network Improvements**

City of Tacoma

Mobility Master Plan

Sources: Data obtained from City of Tacoma and PSRC

Author: HK

Date: May 2010



## Intersection Improvement Recommendations

Intersection improvements are recommended for locations that previously experienced pedestrian crashes or that were identified by members of the public as needing improvement. Intersection improvements include high-visibility crossings, curb extensions, ADA-compliant curb ramps, and other treatments as outlined in the Design Guidelines (Appendix E of the 2010 Mobility Master Plan Study). Priority locations for intersection improvements include:

**Table 4. Proposed Intersection Improvements**

Priority	Intersection	Original Prioritization*
<b>Completed/Underway:</b>		
Complete	N 26th St & N Proctor St	NC
Complete	E Portland Ave & E 56th St	M
Construction Phase	S Commerce St & S 9th St	S
Construction Phase	S 25th St & Pacific Ave	S
Planning Phase	S Mildred St & S 19th St	L
<b>Short-Term:</b>		
1	Tacoma Ave S & S 9th St	S
2	S I St & Division Ave	S
3	Division St & Sprague & 6th Ave	NC
4	Tacoma Mall Blvd & S 48th St	L
5	S J St & S 19th St	L
<b>Medium-Term:</b>		
6	E 56th & E McKinley Ave	M
7	A St & S 38th St	M
8	Tacoma Ave & N 1st St	M
9	<del>I-5 SB ramp termini at</del> S 74th St and Tacoma Mall Blvd.	M
10	<del>I-5 NB ramp termini at</del> S 72nd St and Hosmer	M
11	I-5 NB off-ramp terminus at Portland Ave/E 28th St**	M
12	S Puget Sound Ave & S 56th St	M
13	S 84th & Pacific Ave	M
14	S 96th St & Pacific Ave	M
15	S Steele St & S 96th St	M
16	S 38th & McKinley Ave	NC
17	E Portland Ave & E 32nd St	NC
18	N 11th St & N Pearl St	NC
19	S Hosmer St & S 84th St	M
20	S 38th St & Pacific Ave	M
21	E Portland Ave & E 29th St	M
22	S 54th and Tacoma Mall Blvd	New
<b>Long-Term:</b>		
23	N 26th & N Pearl St	L
24	S 56th St & Pacific Ave	L

\*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.

\*\* 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>.

- ~~Portland Ave & E 56th St~~
- ~~S J St & S 19th St~~
- ~~S 38th St & Pacific Ave~~
- ~~S 84th & Pacific Ave~~
- ~~E 56th & E McKinley Ave~~
- ~~E Portland Ave & E 29th St~~
- ~~Tacoma Mall Blvd & S 48th St~~
- ~~S 56th St & Pacific Ave~~
- ~~S 38th & McKinley Ave~~
- ~~S Hosmer St & S 84th St~~
- ~~S Steele St & S 96th St~~
- ~~S 96th St & Pacific Ave~~
- ~~S Puget Sound Ave & S 56th St~~
- ~~A St & S 38th St~~
- ~~N 26th & N Pearl St~~
- ~~Tacoma Ave S & S 9th St~~
- ~~S Commerce St & S 9th St~~
- ~~S Mildred St & S 19th St~~
- ~~N 11th St & N Pearl St~~
- ~~S 25th St & Pacific Ave~~
- ~~E Portland Ave & E 32nd St~~
- ~~N 26th St & N Proctor St~~
- ~~S I St & Division Ave~~
- ~~Tacoma Ave & N 1st St~~
- ~~Division St & Spruce & 6th Ave~~
- ~~I-5 SB ramp termini at S 74th St/Tacoma Mall Blvd.~~
- ~~I-5 NB ramp termini at S 72nd St~~
- ~~I-5 NB off-ramp terminus at Portland Ave/E 28th St~~

Walking Audit of St. Helens with Dan Burden

Multiple transportation options downtown

## 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 non-motorized active transportation routes and access:

- Tacoma Mall
- NE Tacoma
- Tacoma Community College – and its associated transit hub
- Downtown – Comprehensive Transportation Vision
- Tideflats (Port)

## Low Impact Pedestrian Trails

The City of Tacoma has a number of low-impact 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 . These trails include:

- Garfield Gulch
- Julia's Gulch
- Bayside Trails
- Puget Gulch

## 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 miles sage ferof 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 \$38.441.77 -million, as shown in Table 6. Approximately 9% (\$4.6 million) of the total build out is in planning/construction phase or has been completed. Short-term recommendations account for approximately \$13.7 \$14.8 -million.



Bicycles parked at the 2008  
"Bike to a Better Tacoma" event



2009 City Council and Planning Commission  
Bike Ride on the Scott Pierson Trail



**Table 45. Tiered Facility Lengths**

Facility Type	<u>Completed/ Underway</u>	Short Term	Medium Term	Long Term	Total
Bicycle Boulevards	<u>10.61</u>	<del>33.58</del> <u>22.76</u>	<del>12.19</del> <u>12.18</u>	<del>5.59</del> <u>5.57</u>	<del>51.35</del> <u>51.12</u>
Bike Lanes	<u>5.23</u>	<del>29.16</del> <u>27.99</u>	<del>32.43</del> <u>31.83</u>	<del>10.19</del> <u>10.18</u>	<del>71.78</del> <u>75.23</u>
Shared Lane Markings	<u>0.1</u>	4.90	1.38	0.00	<del>6.28</del> <u>6.38</u>
Cycle Tracks	<u>0</u>	<del>0.07</del> <u>0</u>	3.84	0.00	<del>3.91</del> <u>3.84</u>
Sidewalks	<u>3.3</u>	<del>8.30</del> <u>8.03</u>	<del>8.30</del> <u>4.33</u>	0.00	<del>16.60</del> <u>15.66</u>
Shared-Use Paths	<u>1.89</u>	<del>8.40</del> <u>6.78</u>	5.66	<del>27.56</del> <u>25.92</u>	<del>41.61</del> <u>40.25</u>
<b>Total</b>	<b><u>21.13</u></b>	<b><del>84.42</del> <u>70.46</u></b>	<b><del>63.80</del> <u>59.22</u></b>	<b><del>43.33</del> <u>41.67</u></b>	<b><del>191.54</del> <u>192.48</u></b>

**Table 56. Summary of Construction Costs for Recommended Projects**

Facility Type	<u>Completed/ Underway</u>	Short Term	Medium Term	Long Term	Total
Bicycle Boulevards	<u>\$524,000</u>	<del>\$1,625,000</del> <u>\$1,101,000</u>	\$590,000	\$270,000	<b>\$2,485,000</b>
Bike Lanes	<u>\$960,000</u>	<del>\$5,505,000</del> <u>\$5,269,000</u>	<del>\$5,950,000</del> <u>\$5,840,000</u>	\$1,835,000	<del>\$13,290,000</del> <b>\$13,904,000</b>
Shared Lane Markings	<u>\$4000</u>	\$179,000	\$51,000	\$0	<del>\$230,000</del> <b>\$234,000</b>
Cycle Tracks	<u>\$0</u>	<del>\$20,000</del> <u>\$0</u>	\$1,029,000	\$0	<del>\$1,049,000</del> <b>\$1,029,000</b>
Sidewalks	<u>\$2,384,000</u>	<del>\$5,995,000</del> <u>\$6,237,000</u>	<del>\$5,995,000</del> <u>\$3,381,000</u>	\$0	<del>\$11,990,000</del> <b>\$12,002,000</b>
Intersection Improvements	<u>\$210,000</u>	<del>\$4,000</del> <u>\$210,000</u>	<del>\$95,000</del> <u>\$714,000</u>	<del>\$37,000</del> <u>\$84,000</u>	<del>\$136,000</del> <b>\$1,218,000</b>
Shared Use Paths*	<u>\$508,000</u>	<del>\$400,000</del> <u>\$1,816,000</u>	\$1,517,000	<del>\$7,384,000</del> <u>\$7,055,000</u>	<del>\$9,301,000</del> <b>\$10,896,000</b>
<b>Total</b>	<b><u>\$4,590,000</u></b>	<b><del>\$13,728,000</del> <u>\$14,812,000</u></b>	<b><del>\$15,227,000</del> <u>\$13,122,000</u></b>	<b><del>\$9,526,000</del> <u>\$9,244,000</u></b>	<b><del>\$38,481,000</del> <u>\$41,768,000</u></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.

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 6 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 67. Summary of Maintenance Costs for Recommended Projects**

<b>Facility Type</b>	<b><u>Completed/ Underway</u></b>	<b>Short Term</b>	<b>Medium Term</b>	<b>Long Term</b>	<b>Total</b>
Bicycle Boulevards	<u>\$4,700</u>	<del>\$15,000</del> <u>\$10,200</u>	\$5,500	\$2,500	<b>\$23,000</b>
Bike Lanes	<u>\$128,700</u>	<del>\$717,400</del> <u>\$646,900</u>	<del>\$768,600</del> <u>\$754,200</u>	\$250,700	<b>\$1,736,700</b>
Shared Lane Markings	<u>\$100</u>	\$4,100	\$1,100	\$0	<b>\$5,200</b>
Cycle Tracks	<u>N/A</u>	<del>\$2,500</del> <u>\$0</u>	\$130,000	\$0	<b>\$132,500</b>
Shared Use Paths	<u>\$64,000</u>	<del>\$284,200</del> <u>\$229,400</u>	\$191,600	<del>\$932,800</del> <u>\$891,300</u>	<b>\$1,408,600</b>
<b>Total</b>	<b><u>\$197,500</u></b>	<del><b>\$1,023,200</b></del> <b><u>\$890,000</u></b>	<del><b>\$1,096,800</b></del> <b><u>\$1,082,400</u></b>	<del><b>\$1,186,000</b></del> <b><u>\$1,144,500</u></b>	<b>\$3,306,000</b>

**Table 7. Construction Costs for Proposed Sidewalk Projects**

<b>Street</b>	<b>From-To</b>	<b>Length (miles)</b>	<b>Cost Estimate</b>
E 44th St	E Portland Ave – Swan Creek Park	0.22	\$172,000
E 72nd St	E D St – McKinley Ave	0.22	\$172,000
N 11th St	N Highland St – N Orchard St	0.32	\$251,000
N 11th St	N Adams St – N Union Ave	0.27	\$212,000
N 21st St	W of N Pearl St – Highland St	0.07	\$55,000
N 24th St	N Narrows Dr – Lenore Dr	0.22	\$172,000
N Narrows Dr	N Narrows St – Bridgeview Dr	0.22	\$172,000
N Vassault, E	N 26th St – N 24th St	0.09	\$71,000
NE 51st St	Slayden Rd – Browns Point Blvd	0.35	\$274,000
NE Harbor View Dr/NE 49th St	NE 51st St – Browns Point Blvd	0.90	\$705,000
S 56th St	Tacoma Mall Blvd – S Alaska St	0.49	\$384,000
S 58th St	S Durango St – South Tacoma Way Aly	0.43	\$337,000
S 60th St	S Adams St – South Tacoma Way	0.25	\$196,000
S 62nd St	S Clement Ave – S Wapato St	0.64	\$478,000
S 64th St	S Orchard St – Tyler St	1.16	\$909,000
S 64th St	E J St – E N St	0.42	\$329,000
S 66th St	S Junett St – Tacoma Mall Blvd	1.06	\$831,000
S 66th St	S Verde St Aly – South Tacoma Wy	0.23	\$180,000
S 76th St	Alaska Ave – Pacific Ave	0.89	\$698,000
S 80th St	S Sheridan Ave – S Tacoma Ave	1.09	\$854,000
S 84th St	Tacoma Mall Blvd – S Alaska St	0.41	\$321,000
S 92nd Ave	S Hosmer – S D St	0.91	\$713,000
S Adams St	S 56th St – S 66th St	0.80	\$627,000
S C St	S 25th St – S Tacoma Wy	0.20	\$157,000
S I St	S 80th St – S 84th St	0.40	\$314,000
S J St	S 80th St – S 84th St	0.49	\$384,000
S L St	South End Neighborhood Center – S 80th St	0.18	\$141,000
S M St	S 84th St – S 88th St	0.34	\$266,000
S Tyler St	S 38th St – S 52nd St	1.55	\$1,215,000
S Wapato	S 64th St – S 68th St	0.51	\$400,000
Total Sidewalk Improvements		15	\$11,990,000

Note: Projects in red-line are being removed from this list because they have been completed or are in planning or construction phase. Except I Street, which was a double-entry and is correctly listed in the medium term.

Table 8. 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
<del>Delin St/S G St/S 36th St/Tacoma/S 38th St</del>	<del>S 25th St - S 48th St</del>	<del>1.73</del>	<del>\$84,000</del>	<del>\$800</del>
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
<del>N 26th/N 24th/Yakima Ave</del>	<del>Pearl St - Division Ave</del>	<del>3.39</del>	<del>\$164,000</del>	<del>\$1,500</del>
N Baltimore	N 46th - N 26th St	1.67	\$81,000	\$800
<del>N Highland St</del>	<del>N 23rd St - N 21st St</del>	<del>0.11</del>	<del>\$5,000</del>	<del>\$0</del>
<del>S 37th St/S Alaska St</del>	<del>A St - S Hosmer St</del>	<del>1.55</del>	<del>\$75,000</del>	<del>\$700</del>
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
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
<del>S G St</del>	<del>Division Ave - 6th St</del>	<del>0.39</del>	<del>\$19,000</del>	<del>\$200</del>
S Oxford St/S 8th St/S Meyers St/S 15th St	N Skyline Dr - S 19th St	1.15	\$56,000	\$500
<del>S Park Ave</del>	<del>S 38th St - E 96th St</del>	<del>3.66</del>	<del>\$177,000</del>	<del>\$1,600</del>
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
<del>Fawcett Ave/S 25th St</del>	<del>6th Ave - Delin St</del>	<del>1.51</del>	<del>\$284,000</del>	<del>\$37,100</del>
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
<u>Orchard</u>	<u>S 19<sup>th</sup> - N 26<sup>th</sup></u>	<u>1.7</u>	<u>\$307,000</u>	<u>Bike Lane</u>
Puyallup Ave	Pacific Ave - City Line <sup>2</sup>	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

Street	From - To	Length (Miles)	Construction Cost	Maintenance Estimate <sup>1</sup>
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 Oakes St/SPine St	SR16 - S 74th St	3.11	\$587,000	\$76,500
Stephens/ Tyler St	6th Ave - S Wright Ave	1.76	\$332,000	\$43,200
<u>Jackson St</u>	<u>N 10<sup>th</sup> - Scott Pierson Trail</u>	<u>0.1</u>	<u>\$18,000</u>	<u>\$2,500</u>
<u>Tyler St</u>	<u>S 60th St - S Manitou Wy</u>	<u>1.46</u>	<u>\$275,000</u>	<u>\$35,800</u>
<b>Shared Lane Markings<sup>3</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>Cycle Tracks</b>				
<u>Division Ave</u>	<u>Yakima Ave - N G St</u>	<u>0.07</u>	<u>\$20,000</u>	<u>\$2,500</u>
<u>I St. along Wright Park</u>	<u>6<sup>th</sup> St. to Division</u>	<u>0.03</u>	<u>\$10,000</u>	<u>\$1,250</u>
<b>Sidewalks</b>				
<b>Total Short-Term Sidewalks</b>		<b>8.3</b>	<b>\$5,995,000</b>	
<u>S 76th St</u>	<u>Alaska Ave - Pacific Ave</u>	<u>0.89</u>	<u>\$698,000</u>	
<u>NE 51st St</u>	<u>Slayden Rd - Browns Point Blvd</u>	<u>0.35</u>	<u>\$274,000</u>	
<u>S 66th St</u>	<u>S Verde St Aly - South Tacoma Wy</u>	<u>0.6</u>	<u>\$433,000</u>	
<u>S 64th St</u>	<u>E J St - E N St</u>	<u>0.42</u>	<u>\$329,000</u>	
<u>S 66th St</u>	<u>S Junett St - Wapato</u>	<u>0.3</u>	<u>\$217,000</u>	
<u>S 84th St</u>	<u>Tacoma Mall Blvd - S Alaska St</u>	<u>0.41</u>	<u>\$321,000</u>	
<u>N Vassault, E</u>	<u>N 26th St - N 24th St</u>	<u>0.09</u>	<u>\$71,000</u>	
<u>S 92nd Ave</u>	<u>S Hosmer - S D St</u>	<u>0.91</u>	<u>\$713,000</u>	
<u>S L St</u>	<u>South End Neighborhood Center - S 80th St</u>	<u>0.18</u>	<u>\$141,000</u>	
<u>N 24th St</u>	<u>N Narrows Dr - Lenore Dr</u>	<u>0.22</u>	<u>\$172,000</u>	
<u>NE Harbor View Dr/NE 49th St</u>	<u>NE 51st St - Browns Point Blvd</u>	<u>0.90</u>	<u>\$705,000</u>	
<u>S Wapato</u>	<u>S 64th St - S 68th St</u>	<u>0.51</u>	<u>\$400,000</u>	
<u>S 64th St</u>	<u>S Orchard St - Tyler St</u>	<u>1.16</u>	<u>\$909,000</u>	
<u>S 80th St</u>	<u>S Sheridan Ave - S Tacoma Ave</u>	<u>1.09</u>	<u>\$854,000</u>	
<b>Intersection Project Improvements</b>				

Street	From - To	Length (Miles)	Construction Cost	Maintenance Estimate <sup>1</sup>
<del>S 25th St &amp; Pacific Ave</del>			<del>\$1,000</del>	
<del>S Commerce St &amp; S 9th St</del>			<del>\$1,000</del>	
S I St & Division Ave			<del>\$42,000</del> <del>\$1,000</del>	
Tacoma Ave S & S 9th St			<del>\$42,000</del> <del>\$1,000</del>	
<del>Division St &amp; Sprague &amp; 6th Ave</del>			<del>\$42,000</del>	
<del>Tacoma Mall Blvd &amp; S 48th St</del>			<del>\$42,000</del>	
<del>S J St &amp; S 19th St</del>			<del>\$42,000</del>	
<b>Shared-Use Paths<sup>4</sup></b>				
E Side <del>Canal Foss (D Street)</del>	<del>North of 11th St Bridge</del> <del>Murray Morgan Bridge – E 3<sup>rd</sup> St</del>	0.42	\$113,000	\$14,200
<del>Pearl Street</del>	<del>N 11<sup>th</sup> – N 9<sup>th</sup> (Scott Pierson)</del>	<del>0.2</del>	<del>\$53,000</del>	<del>\$6800</del>
Historic Water Ditch Trail <sup>4</sup>	North	2.78	\$745,000	\$94,100
<del>Historic Water Ditch Trail<sup>4</sup></del>	<del>S of S 55th St</del>	<del>4.82</del>	<del>\$488,000</del>	<del>\$61,600</del>
N 37th St	N Shirley St - N Orchard St	0.27	\$73,000	\$9,200
Pipeline Road Trail <sup>4</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>		<del>84.33</del> <del>70.46</del>	<del>\$13,738,000</del> <del>\$14,812,000</del>	<del>\$1,021,450</del> <del>\$890,600</del>

<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.

<sup>2</sup> Cost does not include construction on the Puyallup bridge, only the bike lane

<sup>3</sup> Shared Lane Markings, or sharrows, 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.

<sup>4</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.

Note: Projects in red-line are being removed from this list because they have been completed, are in planning or construction phase, or were moved to the short-term list.

**Table 9. 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	Puyallup Ave – McKinley Park	0.63	\$30,000	\$300
<b>Bike Lanes</b>				
Center St	S Orchard St – S 25 <sup>th</sup> St	3.44	\$649,000	\$84,600
E 11 <sup>th</sup> St/Taylor Way	SR 509 – Marine View Dr	2.76	\$521,000	\$67,900
E 38 <sup>th</sup> St	A St – Portland Ave	1.11	\$210,000	\$27,400
E McKinley Ave	S 72 <sup>nd</sup> St – E D St	3.17	\$598,000	\$78,000
Jackson Ave	SR 16 – S 12 <sup>th</sup> 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 17 <sup>th</sup> St/Westgate Blvd/N 21 <sup>st</sup> St	N Narrows Dr – N Proctor St	2.23	\$420,000	\$54,800
N 21 <sup>st</sup> St/N I St/S I St	N Alder St – Division Ave	1.66	\$313,000	\$40,800
N 26 <sup>th</sup>	Madison – Alder	0.59	\$112,000	\$14,600
<del>N 30<sup>th</sup> St</del>	<del>Alder St – McCarver St</del>	<del>0.59</del>	<del>\$110,000</del>	<del>\$14,400</del>
N 46 <sup>th</sup> St	N Vassault St – N Baltimore St	0.61	\$116,000	\$15,100
N Ferdinand St	Ruston Way – N 46 <sup>th</sup> St	0.49	\$93,000	\$12,100
NE Norpoint Way	Marine View Dr – NE 29 <sup>th</sup> St	1.20	\$58,000	\$500
Puyallup Ave	Holgate – Pacific Ave	0.10	\$18,000	\$2,300
S 19 <sup>th</sup> St	Mildred – Yakima Ave	3.80	\$716,000	\$93,400
S 35 <sup>th</sup> St	S Pine St – S Sprague St	0.43	\$82,000	\$10,700
S 56 <sup>th</sup> St	S State St – Pipeline Trail	2.90	\$547,000	\$71,300
S 56 <sup>th</sup> St	S Orchard St – S Washington St	0.96	\$181,000	\$23,600
S Yakima Ave/Thompson Ave	S 27 <sup>th</sup> St - S 56 <sup>th</sup> St	2.28	\$430,000	\$56,100
Yakima Ave	Wright Park - S 27th St	1.49	\$282,000	\$36,700
<b>Shared Lane Markings<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

Street	From - To	Length (mile)	Construction Cost	Maintenance Estimate <sup>1</sup>
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>				
<del>Total Medium-Term Sidewalks</del>		<del>8.3</del>	<del>\$5,995,000</del>	
<u>S 58th St</u>	<u>S Durango St - South Tacoma Way Aly</u>	<u>0.43</u>	<u>\$337,000</u>	
<u>S Adams St</u>	<u>S 56th St - S 66th St</u>	<u>0.80</u>	<u>\$627,000</u>	
<u>N 21st St</u>	<u>W of N Pearl St- Highland St</u>	<u>0.07</u>	<u>\$55,000</u>	
<u>Union Ave</u>	<u>Center – Hwy 16</u>	<u>0.20</u>	<u>\$144,000</u>	
<u>S Pine St/S Cedar St</u>	<u>S 19th – Hood St</u>	<u>0.80</u>	<u>\$627,000</u>	
<u>N 11th St</u>	<u>N Highland St - N Orchard St</u>	<u>0.32</u>	<u>\$251,000</u>	
<u>S 62nd St</u>	<u>S Clement Ave - S Wapato St</u>	<u>0.61</u>	<u>\$478,000</u>	
<u>N 11th St</u>	<u>N Adams St - N Union Ave</u>	<u>0.27</u>	<u>\$212,000</u>	
<u>S M St</u>	<u>S 84th St - S 88th St</u>	<u>0.34</u>	<u>\$266,000</u>	
<u>S 56th St</u>	<u>Tacoma Mall Blvd - S Alaska St</u>	<u>0.49</u>	<u>\$384,000</u>	
<b>Intersection Improvements</b>				
A St & S 38th St			<u>\$7,000</u> <u>\$42,000</u>	
E 56th & E McKinley Ave			<u>\$7,000</u> <u>\$42,000</u>	
E Portland Ave & E 29th St			<u>\$7,000</u> <u>\$42,000</u>	
<del>E Portland Ave &amp; E 56th St</del>			<del>\$7,000</del>	
<del>I-5 SB ramp termini at S 74th St &amp; /Tacoma Mall Blvd</del>			<del>\$8,000</del> <u>\$42,000</u>	
<del>I-5 NB ramp termini at S 72nd St &amp; Hosmer</del>			<del>\$6,000</del> <u>\$42,000</u>	
I-5 NB off-ramp terminus at Portland Ave/E 28th St			<del>\$10,000</del> <u>\$42,000</u>	
S 38th St & Pacific Ave			<u>\$7,000</u> <u>\$42,000</u>	
<u>S 38<sup>th</sup> &amp; McKinley Ave</u>			<u>\$42,000</u>	
<u>E Portland Ave &amp; E 32<sup>nd</sup> St</u>			<u>\$42,000</u>	
<u>N 11<sup>th</sup> &amp; N Pearl</u>			<u>\$42,000</u>	
S 84th & Pacific Ave			<u>\$7,000</u> <u>\$42,000</u>	
S 96th St & Pacific Ave			<u>\$7,000</u> <u>\$42,000</u>	
S Hosmer St & S 84th St			<u>\$7,000</u> <u>\$42,000</u>	
S Puget Sound Ave & S 56th St			<u>\$7,000</u> <u>\$42,000</u>	
S Steele St & S 96th St			<u>\$7,000</u> <u>\$42,000</u>	
Tacoma Ave & N 1st St			<u>\$1,000</u> <u>\$42,000</u>	
<u>S 54<sup>th</sup> &amp; Tacoma Mall Boulevard</u>			<u>\$42,000</u>	
<b>Shared-Use Paths</b>				
Pipeline Trail Connection		0.97	\$260,000	\$32,900
Norm Dicks Trail		3.39	\$908,000	\$114,700



Street	From - To	Length (mile)	Construction Cost	Maintenance Estimate <sup>1</sup>
Schuster Parkway Trail		1.30	\$349,000	\$44,000
<b>Total Medium-Term Projects:</b>		<b>64.59</b> <u>59.22</u>	<b>\$13,834,000</b> <u>\$13,122,000</u>	<b>\$868,100</b> <u>\$1,082,400</u>

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.

<sup>2</sup> Shared Lane Markings, or sharrows, 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.



First Annual Tacoma Bike Swap, May 2009

**Table 10. 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 St	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 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	N37th 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 Wy	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			<del>\$7,000</del> \$42,000	
S 56th St & Pacific Ave			<del>\$7,000</del> \$42,000	
<del>S J St &amp; S 19th St</del>			<del>\$6,000</del>	
<del>S Mildred St &amp; S 19th St</del>			<del>\$7,000</del>	
<del>Tacoma Mall Blvd &amp; S 48th St</del>			<del>\$10,000</del>	
<b>Shared-Use Paths</b>				
<del>Cummings/Ruston Way Connection</del>		<del>0.51</del>	<del>\$136,000</del>	<del>\$17,100</del>
E Side <del>Canal Foss</del>	<u>S 11<sup>th</sup> - Waterway Park</u>	1.65	\$443,000	\$56,000
Garfield/Ruston Way Connection	<u>Garfield Gulch - Ruston</u>	0.76	\$204,000	\$25,800
Hill Climb Access	<u>Stadium Way - Schuster</u>	0.23	\$63,000	\$8,000
<del>Market Street Trail</del>		<del>0.72</del>	<del>\$193,000</del>	<del>\$24,400</del>
<del>NE Tacoma Trail Network</del>	<del>Slayden Road - Norpoint Way</del>	<del>6.09</del>	<del>\$1,631,000</del>	<del>\$206,000</del>
<del>NE Trail East Wing</del>		<del>0.72</del>	<del>\$194,000</del>	<del>\$24,500</del>
<del>NE Trail Plateau</del>		<del>1.33</del>	<del>\$356,000</del>	<del>\$44,900</del>
<del>NE Trail Plateau Connection</del>		<del>0.41</del>	<del>\$111,000</del>	<del>\$14,000</del>
<del>NE Trail West Wing</del>		<del>0.24</del>	<del>\$65,000</del>	<del>\$8,300</del>
<del>North Puyallup River Levee Road Trail</del>	<u>Puyallup River - A Street</u>	<del>2.50</del> 2.1	\$670,000	\$84,600
Old Town/Ruston Way Connection	<u>City Limits - 11<sup>th</sup> St</u>	1.15	\$307,000	\$38,800
Point Defiance Trail <u>(Metro Parks)</u>	<u>Point Ruston - Vashon Ferry</u>	2.26	\$605,000	\$76,500
PresRidge Trail	<u>SR 509 - Jennier Reed</u>	2.31	\$620,000	\$78,300
PresRidge Trail <u>34<sup>th</sup> St Detour</u>	<u>34<sup>th</sup> St Detour</u>	0.64	\$170,000	\$21,500
West Slope Trail	<u>Point Defiance - Titlow</u>	6.03	\$1,616,000	\$204,100
<b>Total Long Term Projects</b>		<b>46.30</b> <b>41.67</b>	<b>\$10,087,000</b> <b>\$9,244,000</b>	<b>\$1,259,100</b> <b>\$1,144,500</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 a ~~nonmotorized~~ **active transportation** network that reduces auto travel, increases the number of nonmotorized 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 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.

#### Action 1.8: End of Trip Facilities

Install bike racks, accessible parking and other support infrastructure at destinations citywide, including transit stations, retail area, parks, public facilities, and other high-traffic areas.

#### Action 1.9: Implementation Committee

Commence a Mobility Master Plan Implementation Committee to provide oversight and direction for the implementation of the Plan.

#### Action 1.10: Bicycle and Pedestrian Coordinator

Create a full time position in Public Works for a bicycle and pedestrian engineering coordinator to assist in implementation of the Mobility Master Plan.

#### Action 1.11: Network Prioritization Timeline

Implement short (1-5 years), medium (6 – 10 years) and long-term (11 – 15 years) bicycle networks in prioritized order to build a solid foundation of connectivity.

#### Action 1.12: Network Prioritization Criteria

When prioritizing projects within the medium and long term networks or evaluating new future projects the following guidance should be used:

1. Projects that provide the greatest connectivity to the greatest number of people or neighborhoods
2. Projects that provide connections to transit
3. Projects that provide safe routes to school
4. Projects that connect major employers or employment areas to residential areas in order to increase commute trips by bike or walking
5. Projects that connect residential areas to local retail, business and community services so residents can access daily goods and services by walking or biking
6. Projects that complete the trail system and access key recreational and

transportation destinations including adjacent communities

7. Projects that are easily implemented and improve connectivity, expand coverage, and maximize motor vehicle separation

### **Action 1.13 Develop Partnerships**

Collaborate with neighboring jurisdictions, transit agencies and community groups to implement the Mobility Master Plan and to encourage active transportation.

## **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.

### **Action 2.1: Local Retail and Services**

Coordinate with local business associations, Tacoma-Pierce County Chamber, neighborhood groups and other active associations to encourage and support local retail and services for residents.

### **Action 2.2: 20-Minute Neighborhoods**

Encourage and support the development of “20-minute neighborhoods” where goods and services can be obtained within short distances via active transportation modes, thereby reducing the need for automobile trips.

### **Action 2.3: Commercial Nodes**

Identify opportunities to encourage and support the development and re-development of businesses and urban spaces in Tacoma into bicycle and pedestrian accessible commercial nodes.

### **Action 2.4: Residential Connections**

Ensure that bicycle and pedestrian facilities connect residential areas to urban, commercial and employment centers.

### **Action 2.5: Development Incentives for Promoting Walkability**

Provide height bonuses and other incentives to developments that promote walkability and that provide amenities such as weather protection, seating and improved pedestrian connectivity.

### **Action 2.6 ADA Accessibility**

Ensure that all new facilities are ADA-compliant to provide access for pedestrians of all abilities.

## **3. Environmental Sustainability**

Encourage and improve the appeal 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.

### **Action 3.1 Climate Action Plan**

Support Tacoma’s Climate Action Plan by developing a comprehensive pedestrian and bicycle network. Assist in realizing the goal of reducing Tacoma’s greenhouse gas emission levels to fifteen percent below 1990 levels by 2012, 40 percent below 1990 levels by 2020, and 80 percent below 1990 levels by 2050.

### **Action 3.2 Parking Strategies to Reduce Driving**

Support changing parking policies to discourage single occupancy vehicle driving, while recognizing the need to provide accessible parking.

### **Action 3.3 End of Trip Facilities for Active Commuting**

Give incentives for bicycle storage, locker rooms and shower facilities for all major office building construction and remodeling projects in the downtown core.

### **Action 3.4 Establish Vehicle Miles Traveled Goals**

Work with the City’s Commute Trip Reduction Coordinator, Puget Sound Clean Air Agency, Puget Sound Regional Council or other relevant agencies to set annual per-capita vehicle-miles-traveled goals that will encourage residents to drive less.

## **4. Transit and Streetcar Integration**

Coordinate with Sound Transit and Pierce Transit to expand nonmotorized 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.

#### **Action 4.2: Incorporating Bikeways into Transit Projects**

Consider incorporating bikeways in transit projects that include exclusive transit use of a right-of-way, such as bus mall, bus rapid transit or streetcar.

#### **Action 4.3: Support Bus, Rail, and Streetcar Network**

Support a frequent and convenient bus, rail, and streetcar network to magnify the impact of planning for movement as-by pedestrians and bicyclists.

#### **Action 4.4: Routes to Transit**

Provide safe and accessible routes and intersections to transit for pedestrians of all abilities.

#### **Action 4.5: Bicycle Facilities at Transit Hubs**

Provide safe end-of-trip facilities (bike parking, bike lockers, etc) at all streetcar stations and transit facilities served by four or more routes.

### **5. Connectivity and Access**

Plan new development on a grid pattern for good street connectivity and access for pedestrians and bicyclists.

#### **Action 5.1: Cul-de-Sac Connectivity**

Enhance mobility in existing cul-de-sac development with shared-use paths for through access for pedestrians and bicyclists to adjacent street corridors.

#### **Action Item 5.2: Regional Connectivity**

Work cooperatively with adjoining jurisdictions on bicycle and pedestrian connections and trail projects to ensure regional links for commuters and recreational users in and outside of Tacoma

### **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 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 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.

**Action 7.5: Education on Laws and Regulations**

Educate the general public on bicycle and pedestrian laws and regulations via the City's website and other educational programs.

**Action 7.6: Education for Drivers**

Educate drivers (transit drivers, delivery drivers, etc.) on bicyclist rights and safe motoring behavior around bicyclists. Provide appropriate materials to pedestrians, motorists and cyclists convicted of specified violations

**Action 7.7: Safe Routes to Schools**

Establish Safe Routes to School Programs in collaboration with Tacoma schools. Apply for Safe Routes to School grants through the Washington State Department of Transportation.

**Action 7.8: Proper and Safe Behavior**

Educate bicyclists and pedestrians on proper and safe behavior for biking and walking via the City's website and other education programs.

**Action 7.9: Awareness of Pedestrians with Disabilities**

Improve the general public's awareness of the transportation needs and requirements of people with a variety of mobility and sensory disabilities via the City's website and other education programs.

**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 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 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 nonmotorized travel.

**Action 9.4: Separated Bicycle Facilities**

Install separated bicycle facilities where bike lane striping does not provide appropriate riding conditions.

**Action 9.5: Design Guidelines**

Adopt and adhere to facility standards which support the Pedestrian and Bicycle Design Guidelines as presented in the *2010 Mobility Master Study*, *2008 ADA Transition Plan*, and *Complete Streets Design Guidelines*.

**10. Enforcement**

Enhance safety for all road users through increased traffic enforcement on city streets, walkways and bikeways.

**Action 10.1: Traffic Law Enforcement**

Enforce traffic laws consistently for all users through collaboration with the Tacoma Police Department.

**Action 10.2: Traffic Skills Course**

Collaborate with law enforcement and the court system on the development of a traffic skills education course aimed to reduce aggressive and/or negligent behavior among drivers, bicyclists and pedestrians by providing the option of taking a traffic skills education course in lieu of fines for traffic violations.

**Action 10.3: Obstruction Prevention**

Prevent the obstruction of dedicated bikeways and walkways.

**Action 10.4: Violation Reporting**

Develop and promote efficient mechanisms for reporting behaviors and conditions that endanger cyclists and pedestrians to law enforcement.

**11. Evaluation**

Establish benchmarks measurements and monitor the effectiveness of the Mobility Master Plan on an annual basis.

**Action 11.1: Bicycle Tracking**

Track citywide trends in bicycle usage through the use of Census data, annual user surveys, annual bicycle counts, and PierceTrips.com.

**Action 11.2: Bicycle Collision Data**

Monitor bicycle collision data with the goal of reducing bicycle-related collisions.

**Action 11.3: Pedestrian/Bicycle Report Card**

Produce a regular report card tracking pedestrian and bicycle trends in Tacoma including percent of the system that has been completed, funds invested, identification of ongoing problems, public feelings of safety, status of reaching Health and Safety goals, and educational outreach efforts.

**Action 11.4: Track Implementation**

Track citywide implementation of improved and increased walkway and bikeway facilities, ADA accessible features, and amenities with supervision of the Implementation Committee.

**Action 11.5: Collaboration**

Collaborate with state, regional and federal partners to reform system performance measures and mobility standards in order to reflect the movement of persons rather than vehicles and to favor green transportation.

**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 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 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 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





## Exhibit B

### Proposed Changes to the Transportation Element's Unfunded Project List

Proposed Project	Requested by (Neighborhood Council) <sup>(a)</sup>	Proposed Change to the Transportation Element
1. Browns Point Blvd – 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.	Northeast	Add as a new NAS <sup>(b)</sup> project
2. SR509 and Slayden Road Intersection – Install traffic control devices on all legs of the intersection to improve access and intersection movements.	Northeast	Add as a new NAS project
3. Northshore Parkway from Nassau to Norpoint Way - 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	Northeast	Amend the current NAS project "Northshore Parkway from Nassau to Norpoint Way"
4. McMurray Road from Marine View Drive to Browns Point Blvd – Install streetlights and sidewalk on at least one side	Northeast	Add as a new NAS project
5. 45 <sup>th</sup> Street NE from Nassau Ave NE to Norpoint Way – Install pedestrian protected crosswalk	Northeast	Add as a new NAS project
6. Jackson Ave from S 19 <sup>th</sup> St to SR 16 – Install traffic calming devices	West End	Add as a new NAS project
7. 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	West End	Add as a new NAS project
8. South Tacoma Gateways – Install streetscape improvements at all arterial entryways to the South Tacoma Neighborhood Council area	South Tacoma	Add as a new NAS project
9. S 60 <sup>th</sup> from Oakes to Pine Street – Install sidewalk	South Tacoma	Add as a new NAS project
10. 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	Add as a new NAS project
11. 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	South Tacoma	Add as a new NAS project
12. S 68 <sup>th</sup> St between S Mullen and S Gove St – Install sidewalks on the north side	South Tacoma	Add as a new NAS project

Proposed Project	Requested by (Neighborhood Council) <sup>(a)</sup>	Proposed Change to the Transportation Element
13. S 60 <sup>th</sup> at Lawrence, Montgomery, and Alder St – Install ADA ramps at each intersection.	South Tacoma	Add as a new NAS project
14. McKinley Hill to downtown Tacoma – Complete sidewalks	Eastside	Add as a new NAS project
15. 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	Eastside	Add as a new NAS project
16. E 54 <sup>th</sup> St from Pacific Ave to Bell St – Street improvements	Eastside	Add as a new NAS project
17. Railroad Crossings at E 48 <sup>th</sup> and E 52 <sup>nd</sup> – Improve roadway over railroad tracks	Eastside	Add as a new NAS project
18. N 21 <sup>st</sup> from Proctor to Pearl St – Complete sidewalk network	North End	Replace the current NAS project “N 21 <sup>st</sup> (Orchard to Huson, Bennett; Baltimore to Villard; Highland alley)
19. Pedestrian overpass between Old Town Business District and Ruston Way – Grade separated pedestrian link over the rail lines	North End	Add as a new NAS project
20. N 29 <sup>th</sup> Crossing between White and Carr St – Install pedestrian crossing/connection between Ursich Park and Old Town Park	North End	Add as a new NAS project
21. North 9 <sup>th</sup> and North 11 <sup>th</sup> St – Rehabilitate cobblestone streets	North End	Add as a new NAS project
22. N Steele and M St – Install historic style streetlights	North End	Add as a new NAS project
23. Sprague Ave from SR 16 to S 19 <sup>th</sup> St – Install streetscape improvements at entryway	Central	Add as a new NAS project
24. 6 <sup>th</sup> Avenue from Sprague to Alder St – Complete sidewalk network and provide crosswalks	Central	Add as a new NAS project
25. Union Ave between SR 16 and S 23 <sup>rd</sup> St – Complete sidewalk network and provide crosswalk between shopping center and Senior Center	Central	Add as a new NAS project
26. S 15 <sup>th</sup> , S 19 <sup>th</sup> , Prospect, and Trafton St – Provide street improvements to unimproved streets in this area.	Central	Add as a new NAS project

**Notes:**

(a) NAS = “Neighborhood Action Strategies” project category

(b) The New Tacoma and South End Neighborhood Councils had no changes to the previous Transportation Action Strategies.



City of Tacoma  
Community and Economic Development Department

Agenda Item  
GB-2

TO: Planning Commission  
FROM: Brian Boudet, Urban Planner, Long-Range Planning Division  
SUBJECT: Large Scale Retail – Proposed Code Amendments  
DATE: December 28, 2011

At the next Planning Commission meeting on January 4, you are scheduled to make your recommendation to the City Council on the proposed code amendments relative to large scale retail uses. Based on previous discussions and your direction, the following documents have been provided for your review and consideration: the draft recommendation letter, the draft Findings and Recommendations Report, and the proposed Regulatory Code amendments.

The attached recommendation letter summarizes your review and analysis, and the existing policies that informed your decisions. The draft Findings and Recommendations Report is also attached and is intended as a record of the required steps taken to develop the proposed amendment, the direction provided to you by the Council, the public review process, and the rationale for your recommendation. Lastly, the proposed revisions to the draft code are attached for your review, including new language regarding the applicability and criteria for expansions of large scale retail uses and expanded noticing requirements, as discussed at the last Commission meeting, along with a map highlighting the areas of the City affected by the proposed code changes.

If you have any questions, please contact me at (253) 573-2389 or [bboudet@cityoftacoma.org](mailto:bboudet@cityoftacoma.org).

c: Peter Huffman, Assistant Director

Attachments





**City of Tacoma  
Planning Commission**

DRAFT

January 4, 2012

Honorable Mayor and Members of the City Council:

On August 30, 2011, the Council adopted Ordinance No. 28014, enacting a city-wide moratorium on the acceptance and processing of development applications for large scale retail establishments. The purpose of the moratorium was, in part, to review and update the zoning code to better implement the policies and goals of the Comprehensive Plan regarding large scale retail uses. The City Council's request was to address inconsistencies with the Comprehensive Plan policies and the concerns that were brought forward from the community with code amendments that could be achieved by the moratorium expiration date of February 29, 2012.

The Planning Commission acknowledges that the City Council, through the moratoria process, directed the Commission to focus its review of large scale retail businesses on utilizing size limits for such developments. The Planning Commission, however, recommends a more refined approach which recognizes that large retail developments are not inherently inconsistent with the Comprehensive Plan but that how and where they are developed is critical, and that ensuring community input on such significant developments is appropriate and needed.

While the Commission is recommending a minor expansion of the City's existing large scale retail limitations, our primary recommendation is to institute a Conditional Use Permit requirement for large scale retail uses in most of the areas of the city where they are allowed. This approach will better align the Land Use Regulatory Code with existing Comprehensive Plan policies that specifically support a discretionary land use permit requirement for large scale retail development, particularly within the Mixed-Use Centers. Not only will this approach bolster the City's ability to review these projects and ensure consistency with the Comprehensive Plan and planned character of the area, but will open up these significant projects to substantial community outreach and input. This proposed review would include expansive public notice and a public hearing, as well as a unique requirement – a pre-application community meeting between the developer and the neighborhood. This special meeting will help provide early and open dialogue between the applicant and the neighborhood surrounding the proposed development and allow for an exchange of information about the project and the community.

During the moratorium review, one of the most repeated questions from the community was how projects of this scale could be allowed without community notification and input. We agree with the community – that public input is critical for projects of this scale, which can both significantly impact an area and dramatically affect the ability for the community and the particular neighborhood to achieve its long-term vision and goals. The proposed Conditional Use Permit review provides a mechanism to better ensure that new large scale retail development does not detract from this community's vision but can act as a catalyst for achieving it.

While these recommended amendments will significantly enhance the review of such projects, the Commission's brief analysis under this moratorium also highlighted that further work with the Zoning Code's design and development standards is warranted, particularly as they relate to our important Mixed-Use Centers. As noted in our October 19, 2011 recommendation, the Commission and Council led a multi-year effort, which concluded in 2009, to analyze and update the policies and regulations for

**Mayor and Members of the City Council**

Large Scale Retail Moratorium

January 4, 2012

Page 2

the Mixed-Use Centers. That review focused largely on the Neighborhood Mixed-Use Centers (such as Stadium, Proctor, 6<sup>th</sup> & Pine, McKinley and 56<sup>th</sup> & South Tacoma Way) and less so on the Community and Urban Mixed-Use Centers (such as Tacoma Central/Allenmore, Westgate, 72<sup>nd</sup> and Pacific, and the Tacoma Mall area). Ensuring that the centers develop in a manner that is consistent with the community's vision is critical to achieving our long-term land use and economic goals. We look forward to our continued work to more completely integrate the Comprehensive Plan's policies and the implementing regulations and the community's desires for development in these areas.

Therefore, on behalf of the Planning Commission, I am forwarding our findings and recommendations in response to the large scale retail moratorium. Enclosed you will find a copy of our Findings of Fact and Recommendations report that summarizes the public review process and the Commission's actions. The Planning Commission respectfully recommends that the City Council adopt the amended large scale retail regulations, as set forth in Exhibit A to our Findings and Recommendations Report.

Sincerely,

JEREMY C. DOTY  
Chair, Planning Commission

Enclosures



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## LARGE SCALE RETAIL MORATORIUM PROPOSED CODE AMENDMENTS

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### FINDINGS AND RECOMMENDATIONS

#### TACOMA PLANNING COMMISSION

January 4, 2012

#### A. SUBJECT:

Amending the Land Use Regulatory Code to add a requirement that all large scale retail uses located within certain zoning districts that exceed specific size thresholds secure a Conditional Use Permit (CUP). Under this amendment, a Conditional Use Permit would be required for new or significantly modified retail businesses that exceed 45,000 square feet in size within the C-2, CCX, UCX, UCX-TD, and CIX Districts. Likewise, a CUP would be required for those retail businesses that exceed 65,000 square feet in size that are located within the M-1 and M-2 Districts and are located outside of the South Tacoma Manufacturing and Industrial Center (where large scale retail uses are already prohibited).

In addition, the draft code changes would:

- Create specific Conditional Use Permit decision criteria for large scale retail uses, with an enhanced focus on ensuring projects are designed to be compatible with the Comprehensive Plan policies for the area (particularly in Mixed-Use Centers), mitigate potential impacts to the surrounding area, and ensure the feasibility of future building reuse.
- Conditional Use Permits for large scale retail uses would require a pre-application community meeting, a public hearing, and be subject to approval by the Hearing Examiner.
- Revise the “RCX” Residential Commercial Mixed-Use District to limit large scale retail development to 30,000 square feet in size per business and 45,000 square feet in size for full service grocery stores (similar to the existing limitations in the NCX and C-1 Districts).

#### B. BACKGROUND:

This amendment is being proposed to better align Comprehensive Plan policy guidance with the Land Use Regulatory Code with respect to how the City regulates large scale retail businesses. This effort is the result of the Planning Commission and City Council’s review under a six-month city-wide moratorium on large scale retail businesses enacted on August 30, 2011 (Ordinance No. 28014).

The City Council’s direction through the moratorium process was to address the Comprehensive Plan policies and the concerns that were brought forward from the community during the first two months of the moratorium by identifying an appropriate regulatory path based on size limitations for retail uses. The City Council found that this narrow scope could be achieved by the moratorium expiration date of February 29, 2012.

### C. FINDINGS OF FACT:

- 1) On August 30, 2011, the City Council adopted Ordinance No. 28014, enacting an emergency moratorium on all permitting for large scale retail uses (those with a floor area greater than 65,000 square feet) and referred the moratorium to the Planning Commission to hold a public hearing and develop findings of fact and a recommendation addressing, at a minimum, the need for and appropriate duration of the moratorium.
- 2) As noted in the moratorium ordinance, the purpose of the moratorium is to allow time for the Planning Commission and City Council to assess the impacts associated with large retail establishments, including economic, environmental, health, traffic and public safety, and to review and consider changes to the City's regulations and standards for these types of uses.
- 3) The moratorium applies City-wide and is in effect for six months (until February 29, 2012).
- 4) RCW 35A.63.220 and Tacoma Municipal Code (TMC) 13.02.055 permit the establishment of moratoria when it is found to be necessary as a protective measure to prevent vesting under current regulations or to maintain the status quo.
- 5) With regards to the duration of moratoria, the Code provides:

“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.” [Excerpt from TMC 13.02.055.D.]
- 6) With the adoption of Ordinance No. 28014, the City Council declared that an emergency existed and that immediate adoption of a moratorium was necessary to prevent the continued permitting of large scale retail establishments that might be inconsistent with the general public welfare and undermine the policies and intent of the Comprehensive Plan.
- 7) The emergency moratorium adopted by the City Council, which was the impetus for these proposed amendments, garnered substantial community interest and public input. The Planning Commission held a public hearing on the moratorium on October 5, 2011. Due to the substantial community interest in this issue, the two other moratoria in effect at the time, and numerous other work program items, the Commission recommended that the City Council extend the timeline associated with the emergency moratorium to August 30, 2012, a one-year period.
- 8) The City Council held a public hearing on October 25, 2011. Following the City Council's public hearing, they elected to retain the moratorium with its original 6-month timeline and citywide geographic scope, but modify its effect by clearly exempting reuse, minor alterations, minor additions, and boundary line adjustments (Substitute Ordinance No. 28027, adopted November 1, 2011). The Council also directed the Commission to focus its review during this limited timeframe on limiting the size of new retail businesses.
- 9) The Comprehensive Plan, adopted in 1993 by Ordinance No. 25360 and amended by ordinance once every year thereafter, is the City's comprehensive plan as required by the *State Growth Management Act (GMA)* and consists of several plan and program elements.
- 10) The GMA requires that any amendments to the Comprehensive Plan and/or development regulations conform to the requirements of the GMA.
- 11) The GMA allows counties and cities to amend their comprehensive land use plans and/or development regulations generally only once each year, except that amendments may be considered more frequently for a limited set of circumstances.



- 12) One of these “limited set of circumstances” covers this proposed amendment, namely a change to the City’s Development Regulations that is designed to implement the Comprehensive Plan.
- 13) The GMA goes beyond this procedural “designed to implement” standard and imposes a substantive requirement that any such change to the Development Regulations shall be demonstrably consistent with and implement the Comprehensive Plan.
- 14) Development Regulations are defined to include, but are not limited to, zoning controls, critical area ordinances, shoreline master programs, official controls, planned unit development ordinances, subdivision ordinances, and binding site plan ordinances.
- 15) The proposed amendments to address large scale retail businesses fit within this definition of Development Regulations.
- 16) The procedures and criteria for amending Development Regulations are set forth in Chapter 13.02 of the *Tacoma Municipal Code*.
- 17) It is important to note that the moratorium ordinance and the community, particularly during the review of the moratorium, expressed concerns about large retail establishments that extend well beyond land use issues and the Planning Commission’s purview (e.g., living wages and employment conditions, unionized labor, crime, corporate conduct, international trade and labor practices, and other significant but very far-reaching socio-economic concerns associated with large retail establishments).
- 18) Based on staff research, the City receives requests for approximately one new large retail establishment or a significant remodel of an existing establishment each year. Just over the past few of months the City has received one building permit application for a new large retailer and an inquiry about construction of another one. Updating the City’s regulations for these types of projects is important to ensure that future projects are developed consistent with the City’s Comprehensive Plan.
- 19) Large retail uses are currently allowed in many areas of the city. The zoning districts that allow large retail uses include the C-2 General Community Commercial District, CCX Community Commercial Mixed-Use District, UCX Urban Center Mixed-Use District, UCX-TD Urban Center Mixed-Use Tacoma Dome District, CIX Commercial Industrial Mixed-Use District, RCX Residential Commercial Mixed-Use District, portions of the M-1 Light Industrial District, portions of the M-2 Heavy Industrial District, all of the Downtown zoning districts and some of the Shoreline zoning districts. It is worth noting that all of the existing large scale retail uses are located within the districts which allow such uses.
- 20) The intent statements for many of these districts recognize that they are areas appropriate for large scale uses that will attract people from throughout the city and beyond. However, many of these districts, particularly the Mixed-Use Center Districts, are also intended to incorporate a dense and compact mix of uses and a development pattern and form that encourages and supports pedestrian activity and multi-modal transportation choices.
- 21) The existing large retail establishments in the city generally represent significant portions of the districts in which they are located, often occupying large properties at major intersections or other key locations in the center of their districts. The manner in which these types of projects are developed has a substantial impact on whether these areas can and will meet the applicable Plan policies and goals and vision of the community.
- 22) The Mixed-Use Centers are a key part of the City’s growth strategy and how it intends to accommodate new population and employment growth as required by state law and regional and local growth management policies. The centers are supposed to incorporate a dense and varied mix of uses that provide opportunities to live, work, play, learn and recreate and are to be

designed to support pedestrian activity and multi-modal transportation options. The Plan specifically provides the following objectives for the centers (pages GD-9 – GD-10):

- 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.

23) The Planning Commission and City Council recently conducted a substantial update to the Comprehensive Plan policies, zoning and development regulations for the Mixed-Use Centers. That effort resulted in expanded policy guidance and the creation of three new centers in 2007 and the adoption of revised zoning and design and development regulations in 2009. However, while that project resulted in significant improvements, it was largely focused on the Neighborhood Mixed-Use Centers and the Urban and Community Centers did not receive sufficient attention. The eight Community and Urban Centers are:

MIXED-USE CENTER	CENTER TYPE
Tacoma Mall Area	Urban
East 72nd and Portland Avenue	Community
James Center/TCC	Community
Lower Portland Avenue	Community
South 34th and Pacific Avenue	Community
South 72nd and Pacific Avenue	Community
Tacoma Central Plaza/Allenmore	Community
Westgate	Community

24) Of particular note, the Comprehensive Plan policies adopted in 2007 specifically call for the creation of a special permit process for large developments within the Community and Urban Mixed-Use Centers. Implementing regulations for these policies have not yet been developed.

25) Based on the Commission’s review of the Comprehensive Plan and development regulations, there are discrepancies between the current Plan policies and the associated code requirements, particularly as they relate to large retail establishments. While the current regulations applicable to large retail developments in many areas of the city include provisions to promote plan goals they still allow for a basically suburban-style of development with large single-use buildings, surrounded by expansive parking. That style of development could thwart the ability for the community to achieve its long-range vision for these areas as described in the Comprehensive Plan goals and policies, particularly within the Community and Urban Mixed-Use Centers.

26) Based on the moratorium ordinance adopted by the City Council, the public testimony provided, and a review of the associated Comprehensive Plan policies and associated development regulations, the Commission has identified the following items that are in need of review:

- a) Creation of a discretionary permit process for large developments, particularly within Community and Urban Mixed-Use Centers, that would allow for community input as well as a more comprehensive review of large projects to ensure they are consistent with the intent and goals of the Comprehensive Plan and development regulations.
  - b) Modify the design and development standards applicable to large scale retail uses, particularly within Community and Urban Mixed-Use Centers. This could include exploration of new or modified standards addressing business size limitations, building mass and design details, maximum setbacks and site layout, required mix of uses, parking requirements, and pedestrian orientation and amenities.
  - c) Review and assess the existing environmental review processes and standards to ensure that they provide the appropriate guidance and authority to address environmental impacts associated with large scale retail uses, with a particular focus on traffic impacts.
- 27) In response to the moratorium ordinance and the City Council's direction, the Planning Commission, along with staff from the Community and Economic Development Department, reviewed the existing Comprehensive Plan policies, existing Land Use Regulatory Code provisions, and recent development trends and assembled draft code amendments to address the community and Council concerns. These issues were presented to and discussed by the Planning Commission at their meetings on September 21, October 5, October 19, November 2, November 16, December 7, and December 21, 2011, as well as on January 4, 2012, all of which were open to the public.
- 28) The proposed code amendments regarding large scale retail businesses were prepared under the auspices of the Planning Commission with public participation consistent with GMA requirements and the procedures of Chapter 13.02 of the *Tacoma Municipal Code*.
- 29) The Planning Commission held a public hearing on Wednesday, December 7, 2011 at 5:00 pm, to receive written comments and oral testimony on the proposed code amendments for large scale retail businesses.
- 30) Notice of the public hearing and public comment period was distributed to approximately 6,500 stakeholders including taxpayers, as listed in the records of the Pierce County Assessor-Treasurer, located within and within 100 feet of the areas affected by the proposed changes, Neighborhood Council board members, other neighborhood groups, business district associations, civic organizations, environmental groups, development interests, adjacent jurisdictions, the Puyallup Tribal Nation, major employers and institutions, City and State departments, Joint Base Lewis-McChord, individuals who testified during the moratorium process, and other known interested individuals or groups. The notice included general information regarding the time and place of the public hearing, a description of the purpose of the public hearing, where additional information could be obtained and how to submit public comment.
- 31) The notice was also posted on the Planning Division's website ([www.cityoftacoma.org/planning](http://www.cityoftacoma.org/planning)), at all branches of the Tacoma Library, at the office of the Community and Economic Development Department, and on the public information bulletin boards on the first and second floors of the Tacoma Municipal Building.
- 32) Advertisement of the public hearing was published in *The News Tribune* on November 30, 2011.
- 33) Pursuant to WAC 197-11 and Tacoma's SEPA procedures, a Preliminary Determination of Environmental Non-Significance was issued on November 17, 2011. This preliminary determination (SEPA File Number: SEP2011-40000172738) was made based upon a review of a completed environmental checklist. No comments were received and the preliminary determination became final on December 12, 2011.

- 34) The environmental checklist and Preliminary Determination of Non-Significance were provided to the Planning Commission, Department of Ecology, Tacoma's Neighborhood Councils, City departments, adjacent jurisdictions, State and federal agencies, the Puyallup Tribe, and other appropriate entities.
- 35) Pursuant to RCW 36.70A.370 and following the guidelines prepared by the Washington State Attorney General pursuant to RCW 36.70A.370, the draft large scale retail amendment was reviewed by the City Attorney to assure that adoption of the changes will not result in an unconstitutional taking of property.
- 36) In accordance with RCW 36.70A.106, the Community and Economic Development Department, on November 17, 2011, notified the State Department of Commerce and other required State agencies of its intent to adopt amendments to its development regulations with respect to large scale retail businesses. The notice included transmittal of the proposed amendment language. On November 21, 2011 the state confirmed that the City had met the requirement of RCW 36.70A.106 as to notice to State agencies. No comments from state agencies have been received to date.
- 37) The Planning Commission reviewed all testimony offered at the December 7, 2011 public hearing and all written testimony submitted to the Commission prior to the comment deadline on Friday, December 9, 2011.
- 38) One person provided oral testimony at the public hearing and also submitted a letter. This gentleman's oral testimony and letter requested the proposed amendments exempt from the CUP requirement those sites that wish to consolidate tenant spaces within an existing building footprint, where the consolidation would create a tenant space that exceeds the proposed square-footage for a CUP requirement.
- 39) Three additional written comments were received by the close of comment period. Two of the written comments were in favor of the draft regulations for large scale retail businesses. One anonymous person provided a general comment displaying his/her extreme disappointment with development within the City.
- 40) On December 21, 2011 a copy of all comment letters and e-mails were provided to the Planning Commission for their consideration, together with a summary of the oral testimony.
- 41) In response to the public comments received and based on subsequent discussions, the Planning Commission revised the draft code amendments as follows:
  - a) Included a 1,000-foot public notice radius for large scale retail CUPs, and that this radius be required for the notice of the pre-application community meeting and for the public hearing;
  - b) That public information signs advising the pre-application community meeting be posted at the site prior to the pre-application community meeting;
  - c) Revised the CUP criteria to further encourage limiting the amount of parking provided and low-impact development techniques; and
  - d) Clarified that the CUP requirement would not apply to the expansion of large scale retail uses that don't involve building expansions (expanding into another part of an existing building) unless the expansion is substantial.
- 42) A staff report and analysis of the proposed Code amendment was prepared by the Long Range Planning Division of the Community and Economic Development Department. The report provided a general description of the proposed changes and discussed applicable provisions of the State Growth Management Act, the City Comprehensive Plan, and the City's Land Use Regulatory Code. The proposed amendment was analyzed using the ten criteria found in Chapter

13.02 of the Tacoma Municipal Code pertaining to proposed amendments to the Comprehensive Plan or Development Regulations.

- 43) The Planning Commission finds that the Comprehensive Plan policies recognizes that large scale retail developments can be an important and positive part of our community as long as they are well done and appropriately located.
- 44) The Planning Commission acknowledges that the City Council, through the moratoria process, directed the Planning Commission to limit its review of large scale retail businesses to using size limitations to identify appropriate zoning district locations for such developments.
- 45) The Planning Commission supports a more refined approach that is based on amending the Land Use Regulatory Code to align with existing Comprehensive Plan policies that support a discretionary land use permit for large scale retail development.
- 46) While the Comprehensive Plan policies specifically address large scale retail developments in the Community and Urban Mixed-Use Centers, the Planning Commission found that the potential impacts of such developments should be addressed in additional zoning districts where there are often adjacent residential neighborhoods and/or lower intensity commercial development patterns. Such zoning districts include the C-2, CCX, UCX, UCX-TD, RCX, CIX, M-1, and M-2 Districts.
- 47) Large scale retail development should be subject to the approval of a Conditional Use Permit in most of these districts. "Large scale" should be defined as 45,000 square feet in the C-2, CCX, UCX, UCX-TD, and CIX Districts, and 65,000 square feet in the M-1 and M-2 Districts. These thresholds are based on the moratorium ordinance adopted by the City Council, the existing Comprehensive Plan policies, and staff research regarding the common size of retail establishments.
- 48) Large scale retail development (in a suburban manner) is less likely within the Downtown Tacoma and Shoreline Districts. As such, the proposed amendment does not add similar square-footage thresholds and permit requirements to these areas.
- 49) The smaller scale neighborhood commercial uses and development pattern within the NCX and C-1 Districts is similar to that of the RCX District. As such, large scale retail development should be limited in the same manner within the RCX District.
- 50) The Conditional Use Permit is a discretionary land use permit that can be appropriately applied to large scale retail development to recognize that such businesses may be appropriately located in selected zoning districts while providing a process to allow the City and neighbors to review the potential impacts of such developments to the surrounding neighborhood and if such impacts can be reasonably mitigated, condition the use to address those impacts.
- 51) The potential land use impacts of a large scale retail business are typically a combination of building design, site circulation, pedestrian and bicycle conflicts, traffic congestion, and off-street parking layout, location and quantities. The existing design and development regulations do not, in many cases, sufficiently address these types of large scale development. As such, it is appropriate to establish an enhanced CUP process for large scale retail development.
- 52) Considering the size and scale of such projects, they can both significantly impact an area and dramatically affect the ability for the community and the particular neighborhood to achieve its long-term vision and goals. Recognizing this and the community's concern about the potential for such large projects to be permitted without any significant public input, the Commission also finds that the CUP process should be enhanced for these types of projects. These enhancements should include a pre-application community meeting, and increased public notice range from 400 feet to 1,000 feet, and a requirement for a public hearing before the Hearing Examiner makes a

decision on the proposal. These enhancements will make the CUP requirement a more effective and responsive tool to allow for neighborhood participation and discretionary City review of new and substantially altered large scale retail businesses.

**D. CONCLUSIONS:**

On August 30, 2011, the City Council declared an emergency and adopted an immediate, six-month, city-wide moratorium on the acceptance or processing of development permit applications for large scale retail establishments.

Based on a review of the Comprehensive Plan and development regulations, the Commission concludes that there are areas where the current land use regulations do not sufficiently implement the Comprehensive Plan policies and goals, particularly as they relate to Community and Urban Mixed-Use Centers, and the potential development of large retail establishments in these important districts.

After a review of the findings in the moratorium, a review of the extensive public comments provided at the Planning Commission public hearings, and recognizing direction from the City Council to limit the Commission's scope of work to that which could be achieved within the 6-month moratorium, the Commission presents proposed Land Use Regulatory Code amendments which seek to substantially improve the City's ability to address the potential impacts of large scale retail businesses on their surrounding residential and commercial neighborhoods.

The Commission understands that there needs to be a balance of economic growth and protection of existing neighborhoods from the potential impacts of new and altered large scale retail businesses. Discretionary permit review, such as the enhanced Conditional Use Permit proposed, will provide an invaluable land use tool to help strike this balance.

**E. RECOMMENDATION:**

The Planning Commission recommends that the City Council adopt the amended large scale retail regulations set forth in Exhibit A to these "Findings and Recommendations."

**F. EXHIBITS:**

- A. Proposed Land Use Regulatory Code Amendments
- B. Map of the areas affected by the proposed changes (the three different colors reflect the areas affected by the two different proposed thresholds and the proposed size limitation)



DRAFT

## Large Scale Retail Moratorium

PROPOSED LAND USE REGULATORY CODE AMENDMENTS  
December 28, 2011

Note – These amendments show all of the changes to the *existing* land use regulations. The sections included are only those portions of the code that are associated with these amendments. New text is underlined and text that is deleted is shown in ~~strikethrough~~. The changes that are **highlighted** represent modifications, based largely on the Commission’s input, to the draft regulations discussed at the December 21, 2011 meeting.

### Chapter 13.05

#### LAND USE PERMIT PROCEDURES

\* \* \*

#### 13.05.020 Notice process.

\* \* \*

C. Process II – Administrative Decisions Requiring an Environmental Determination and Height Variances, Shoreline Permits, Conditional Use (except for large scale retail uses), Special Development Permits, Wetland/Stream/Fish & Wildlife Habitat Conservation Area (FWHCA) Development Permits, Wetland/Stream/FWHCA Assessments, and Wetland Delineation Verifications.

\* \* \*

D. 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.E, 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.G. 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.G 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 G of this section.

\* \* \*

G. Notice and Comment Period for Specified Permit Applications. Table G 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 G – 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
* * *									
Plats 10+ lots	Required	400 feet	Yes	Yes	21 days SEPA**	Hearing Examiner	Yes	Final Plat	5 years***
Plats 5-9 lots	Required	400 feet	Yes	Yes	20 days	LUA	No*	Final Plat	5 years***
Rezones	Required	400 feet	No	Yes	21 days SEPA**	Hearing Examiner	Yes	Yes	None
Shoreline/CUP/ variance	Required	400 feet	No	Yes	30 days*** **	LUA	No*	No	2 years/ maximum 6
Short plat	Required	No	No	No	No	LUA	No	No	5 years***
Site approval	Optional	400 feet	No	Yes	30 days*** **	LUA	No*	No	5 years
Conditional use	Required	400 feet	No	Yes	30 days*** **	LUA	No*	No	5 years****
<u>Conditional use, large-scale retail</u>	<u>Required</u>	<u>1,000 feet</u>	<u>Yes</u>	<u>Yes</u>	<u>30 days**</u>	<u>Hearing Examiner</u>	<u>Yes</u>	<u>No</u>	<u>5 years</u>
Variance	Optional	100 feet	No	Yes	14 days	LUA	No*	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 Land Use Administrator’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.

\* \* \*



**Chapter 13.06**  
**ZONING**

\* \* \*

**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.

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)
* * *						
Residential care facility for youth	P	P	P	P	P	See Section 13.06.535. See definition for bed limit.
Residential chemical dependency treatment facility	P	P	P	P	P	See Section 13.06.535.
Retail	N	P	P/CU~	P*	P*	~A conditional use permit is required for retail uses exceeding 45,000 square feet within the C-2 District. See Section 13.06.640.J. *Limited to 7,000 square feet of floor area, per business, in the HM and PDB Districts.
Retirement home	P	P	P	P	P	See Section 13.06.535.
* * *						

D. Building envelope standards.

	<b>T</b>	<b>C-1</b>	<b>C-2</b>	<b>HM</b>	<b>PDB</b>
Minimum Lot Area	0 non-residential; 1,500 square feet per residential unit	0	0	0	0
Minimum Lot Width	0	0	0	0	0
Maximum Lot Coverage	None	None	None	None	None
Minimum Front Setback	In all districts listed above, 0 feet, unless abutting a residential zoning, then equal to the residential zoning district for the first 100 feet from that side. Maximum setbacks (Section 13.06.200.E) supersede this requirement where applicable. Animal sales and service: shall be setback from residential uses or residential zoning district boundaries at least 20 feet.				
Minimum Side Setback	In all districts listed above, 0 feet, unless created by requirements in Section 13.06.502. Animal sales and service: shall be setback from residential uses or residential zoning district boundaries at least 20 feet.				
Minimum Rear Setback	In all districts listed above, 0 feet, unless created by requirements in Section 13.06.502. Animal sales and service: shall be setback from residential uses or residential zoning district boundaries at least 20 feet.				
Maximum Setback from Designated Streets	See Section 13.06.200.E for application with any district listed above on designated segments of North 30th Street and 6th Avenue.				
Maximum Height Limit	35 feet	35 feet	45 feet	150 feet	45 feet
	Height will be measured consistent with Building Code, Height of Building, unless a View Sensitive Overlay District applies. Height may be further restricted in View-Sensitive Overlay Districts, per Section 13.06.555. Certain specified uses and structures are allowed to extend above height limits, per Section 13.06.602.				
Maximum Floor Area	20,000 square feet per building	30,000 square feet per building	<u>45,000 square feet per business for retail uses, unless approved with a conditional use permit. See Section 13.06.640.J.</u> <del>None</del>	7,000 square feet per business for eating and drinking, retail and personal services uses	7,000 square feet per business for eating and drinking, retail and personal services uses

\* \* \*

**13.06.300 Mixed-Use Center Districts.**

\* \* \*

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)
* * *										
Research and development industry	N	N	N	N	N	P	N	N	N	
Residential care facility for youth	P	P	P	P	P	P	P	P	P	See Section 13.06.535. See definition for bed limit. In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. <sup>2</sup> Not subject to minimum densities found in Section 13.06.300.E.
Residential chemical dependency treatment facility	P	P	P	P	P	P	P	P	P	See Section 13.06.535. In CCX and NCX Districts, prohibited at street level along frontage of designated core pedestrian streets. <sup>2</sup>
Retail	P	<u>P/CU~</u>	<u>P/CU~</u>	<u>P/CU~</u>	P	<u>P/CU~</u>	P*	N	N	<u>~A conditional use permit is required for retail uses exceeding 45,000 square feet. See Section 13.06.640.J.</u> *Limited to 7,000 square feet of floor area, per business, in the HMX District.
* * *										

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
* * *										
Upper story setback	See Section 501.C.2 for stepback standards along pedestrian streets.	See Section 501.C.2 for stepback standards along pedestrian streets.	None	10 feet from adjacent lot line for portion over 50 feet in height.	None	None	None	None	None	See Section 13.06.503; residential transition standards may also apply.
Maximum floor area	30,000 square feet per business; 45,000 square feet for full service grocery stores only; offices shall be exempt from these limits.	<u>45,000 square feet per business for retail uses, unless approved with a conditional use permit. See Section 13.06.640.J.</u> None	<u>45,000 square feet per business for retail uses, unless approved with a conditional use permit. See Section 13.06.640.J.</u> None	<u>45,000 square feet per business for retail uses, unless approved with a conditional use permit. See Section 13.06.640.J.</u> None	<u>30,000 square feet per business; 45,000 square feet for full service grocery stores only.</u> None	<u>45,000 square feet per business for retail uses, unless approved with a conditional use permit. See Section 13.06.640.J.</u> None	7,000 SF per business for eating and drinking, retail and personal services uses	None	None	See Section 13.06.300.D for limitations on the amount of non-residential space allowed in developments in RCX Districts.
* * *										

**13.06.400 Industrial Districts.**

\* \* \*

**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>
* * *				
Residential chemical dependency treatment facility	P/N*	N	N	See Section 13.06.535. *Not permitted within the South Tacoma M/IC Overlay District.
Retail	P~	P~	P*	*Limited to 7,000 square feet of floor area, per development site, in the PMI District. ~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. <u>Outside of the South Tacoma M/IC Overlay District, limited to 65,000 square feet per use, unless approved with a conditional use permit. See Section 13.06.640.J.</u>
* * *				

### 13.06.640 Conditional use permit.

A. Purpose. In many zones there are uses that may be compatible but because of their size, operating characteristics, potential off-site impacts and/or other similar reasons warrant special review on a case-by-case basis. The purpose of the conditional use permit review process is to determine if such a use is appropriate at the proposed location and, if appropriate, to identify any additional conditions of approval necessary to mitigate potential adverse impacts and ensure compatibility between the conditional use and other existing and allowed uses in the same zoning district and in the vicinity of the subject property. The zoning district use tables identify which uses require a conditional use permit (see Sections 13.06.100, -.200, -.300, and -.400). These uses may be authorized by the Land Use Administrator or Hearing Examiner in accordance with the procedures established in TMC 13.05 and the applicable criteria outlined below.

\* \* \*

C. Criteria. A conditional use permit shall be subject to the following criteria:

1. There shall be a demonstrated need for the use within the community at large which shall not be contrary to the public interest.
2. The use shall be consistent with the goals and policies of the Comprehensive Plan, any adopted neighborhood or community plan, and applicable ordinances of the City of Tacoma.
3. The use shall be located, planned, and developed in such a manner that it is not inconsistent with the health, safety, convenience, or general welfare of persons residing or working in the community. The following shall be considered in making a decision on a conditional property use:
  - a. The generation of noise, noxious or offensive emissions, light, glare, traffic, or other nuisances which may be injurious or to the detriment of a significant portion of the community.
  - b. Availability of public services which may be necessary or desirable for the support of the use. These may include, but shall not be limited to, availability of utilities, transportation systems (including vehicular, pedestrian, and public transportation systems), education, police and fire facilities, and social and health services.
  - c. The adequacy of landscaping, screening, yard setbacks, open spaces, or other development characteristics necessary to mitigate the impact of the use upon neighboring properties.

An application for a conditional use permit shall be processed in accordance with the provisions of Chapter 13.05.

\* \* \*

#### J. Large Scale Retail.

1. Purpose. The purpose of the conditional use permit review process for large scale retail uses is to determine if the proposal is appropriate in the location and manner proposed and, recognizing the size and scale of such developments and their significant impact on the ability for the community to achieve its long-term vision and goals, to ensure that such developments represent an exceptional effort to support the intent and policies of the Comprehensive Plan and respond to the vision, issues and concerns of the specific neighborhood. It is critical to ensure that such proposals incorporate design strategies beyond the typical design and development standards that will ensure such projects represent a positive contribution to the community and mitigate their size, scale, traffic volumes and other potential impacts that are typically associated with large scale retail developments.

2. Applicability. This section shall apply to the development of large scale retail uses that exceed the applicable size thresholds for the zoning district in which the proposal is located (as noted in the use tables found in Sections 13.06.200, -.300, and -.400). This section shall not apply to existing large scale retail uses or the reuse of existing buildings, unless such project involves additions to the existing building(s) that exceed the minor modification thresholds in Section 13.05.080 or expansions to an existing large retail use that exceeds 50% of its existing square footage.

3. Criteria. Where allowed, a conditional use permit for a large scale retail use shall only be approved upon a finding that such development is consistent with all of the standard decision criteria for conditional use permits, as outlined above under Subsection C, and the following additional decision criteria. For projects that involve expansions to an existing large retail use but do not involve significant building expansion (as outlined above under Subsection J.2) these additional decision criteria shall be applied as deemed appropriate by the Hearing Examiner.

recognizing the limitations of incorporating significant site design modifications as part of such a remodel/expansion project.

a. The proposed development is designed in a manner that allows for future reuse of the building(s) by multiple tenants. This may be accomplished by incorporating a variety of different design elements, including provision of several tenant spaces of varying sizes within buildings or the ability to practicably modify the buildings in the future with building separations and modifications to access, mechanical systems and other components that would accommodate multi-tenant reuse.

b. The design of off-street parking areas represent a substantial effort to ensure enhanced pedestrian safety and comfort. Appropriate parking lot design strategies include segmenting surface parking areas into smaller groupings with interspersed buildings, pedestrian features, frequent pedestrian pathways, landscaping, and other focal points, limiting the quantity of off-street parking provided, and/or provision of structured parking for a portion of the on-site parking provided.

c. The type and volume of traffic and existing and proposed traffic patterns allows for accessibility for persons and various modes of transportation. Adequate landscaping, screening, open spaces, and/or other development characteristics are provided as necessary to mitigate the traffic impact upon neighboring properties. In addition, pedestrian-oriented design is further emphasized within Mixed-Use Centers to maintain connectivity between uses and all modes of transportation, including bicycle, pedestrian and mass transit options.

d. Business activity, including delivery and hours of operation, are limited to avoid unnecessary noise and light impacts to surrounding residential uses. Outdoor storage or garden areas are appropriately screened from view or contained within a building.

e. In Mixed-Use Centers, the design of the overall development represents an exceptional effort to positively contribute to the desired and planned character of the district, as outlined in the Comprehensive Plan. This may be accomplished through incorporation of enhanced development features, such as incorporating a variety of uses, structured parking, multiple floors to allow for a smaller building footprints, incorporation of residential units within the building or overall development site, smaller-scale storefront design along the street level, low-impact development techniques, and a diverse array of public spaces, including indoor and outdoor spaces, active and passive spaces, and plazas and garden spaces.

f. For projects on sites along a designated pedestrian street or core pedestrian street (see Sections 13.06.200.E and 13.06.300.C) the site and building design provides a significant emphasis on pedestrian-orientation over vehicular-orientation. This may be accomplished through encouraging direct, continuous and regular pedestrian access, incorporating an internal pedestrian circulation system that provides connections between buildings, through parking areas, to the street and transit linkages, and to surrounding properties and neighborhoods, incorporating continuous and active uses and spaces along pedestrian street frontages and internal pedestrian pathways, and limiting conflicts between pedestrians and vehicles, particularly along the designated street.

An application for a conditional use permit for large scale retail uses shall be processed in accordance with the provisions of Chapter 13.05, except with the following additional requirement:

Pre-application community meeting. Prior to submitting an application to the City for a conditional use permit for a large scale retail use, 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 development. The meeting should acquaint the neighbors of the proposed development with the applicant and/or developers and provide for an exchange of information about the proposal and the community, including the characteristics of the proposed development and of the surrounding area and any particular issues or concerns of which the applicant should be made aware. The applicant shall provide written notification of the meeting, at least 30 calendar days prior to the meeting date, to the appropriate neighborhood council, qualified neighborhood and community organizations, and to the owners of property located within 1,000 feet of the project site. In addition, for at least 14 days prior to the pre-application community meeting the applicant shall post and maintain one notice sign per street frontage at the site, in locations that are clearly visible from the public street, which shall indicate the site address, the time and place of the meeting, a general description of the proposal, and name and contact information for the applicant or applicant's agent. The meeting shall be held at a location and time of day that is convenient for community members (i.e. after regular business hours if scheduled on a weekday). Subsequently, as part of the conditional use permit application, the applicant shall provide written

confirmation that the required pre-application community meeting was held, the general substance of the community input, and whether, and if so how, the project was modified in response to the community input.

Upon issuance, the Hearing Examiner's decision may be appealed subject to procedures contained in Chapter 1.23.

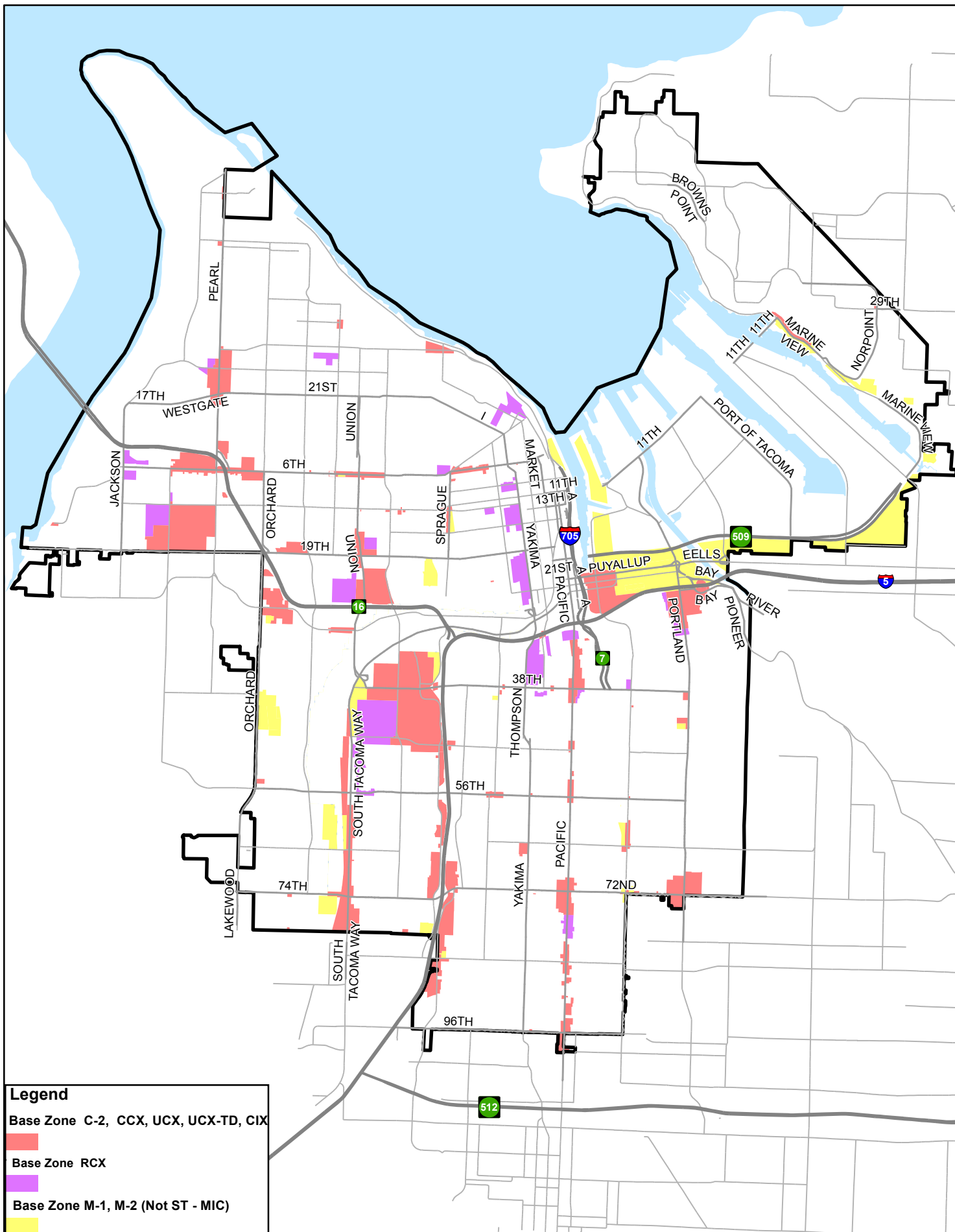
\* \* \*



# Large Scale Retail Moratorium

Exhibit B

## Area Affected By Proposed Changes





# Community Meeting: Help Us Plan the Future of the MLK District



**Date:** Thursday, January 5, 2012  
**Time:** 5:00 p.m. to 7:00 p.m.  
**Location:** Evergreen State College Tacoma Campus  
Lyceum Room, 1210 6th Avenue  
**Contact:** Chelsea Levy  
(253) 591-5393 or [clevy@cityoftacoma.org](mailto:clevy@cityoftacoma.org)

For more information visit the project website:  
[www.cityoftacoma.org/MLKPlan](http://www.cityoftacoma.org/MLKPlan)



This is the first major opportunity to learn about and participate in the planning and environmental review process. Additional opportunities to participate in the plan development will be provided in the future. However, once the plan and environmental review process is completed, future appeals of proposed developments that are consistent with the plan will be limited.

## Community Meeting: Help Us Plan the Future of the MLK District

**Date:** Thursday, January 5, 2012

**Time:** 5:00 p.m. to 7:00 p.m.

**Location:** Evergreen Tacoma Campus  
Lyceum Room, 1210 6th Avenue

**Contact:** Chelsea Levy  
(253) 591-5393 or [clevy@cityoftacoma.org](mailto:clevy@cityoftacoma.org)



# Help Us Plan the Future of THE MLK DISTRICT

Join your fellow residents, businesses, property owners and City leaders to discuss how to encourage development and economic revitalization in the Martin Luther King Jr. (MLK) District. The City is beginning a planning and environmental review process in the MLK District called the MLK Subarea Plan and Environmental Impact Statement (EIS). Over the next 12-18 months this project will establish a vision for future public and private investments in the MLK District, and will integrate these investments with the needs of current residents, businesses and property owners. **Join us on January 5 to:**

Hear about the overall plan for the project moving forward

Learn about the upcoming EIS scoping period and how you can contribute

Review existing plans and strategies that will serve as a foundation for this effort

Sign up to participate in future planning activities

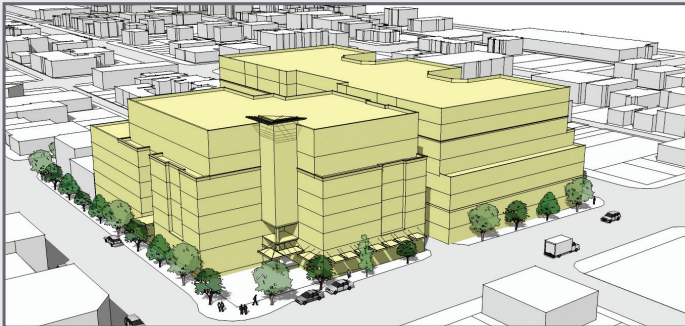
## What might the future look like?

For more information visit the project website: [www.cityoftacoma.org/MLKPlan](http://www.cityoftacoma.org/MLKPlan)

The City of Tacoma is required to plan for 60,000 new jobs and 70,000 additional people in Tacoma by 2030\*. If this growth occurs as projected, it could mean up to 10 million square feet of new floor space in the MLK District that will bring additional housing, employment opportunities, new infrastructure, open spaces, and transportation options. What might this look like?

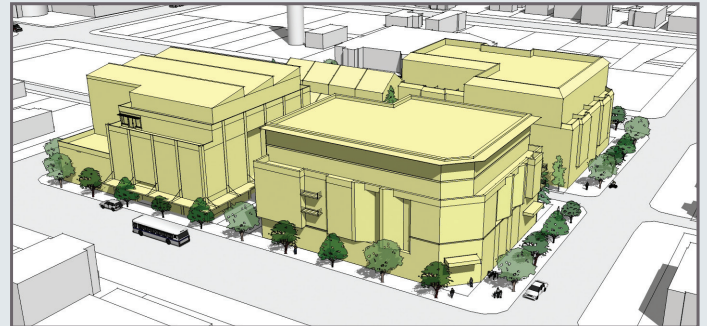
\*Puget Sound Regional Council Vision 2040

### MLK Business District Core Area



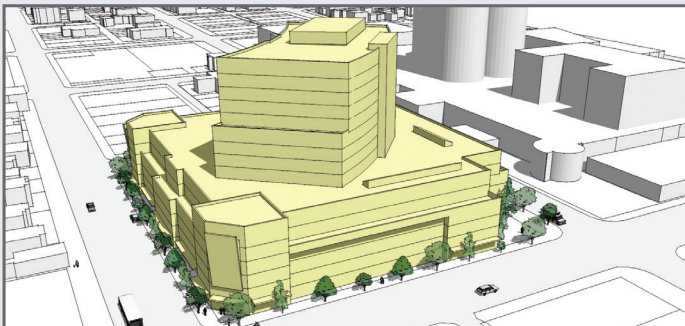
Conceptual illustration of the maximum build out allowed in the MLK Business District Core Area. Includes a mix of commercial and residential uses and urban density levels with maximum building heights up to 85 feet and minimal to no setbacks.

### McCarver Neighborhood Area



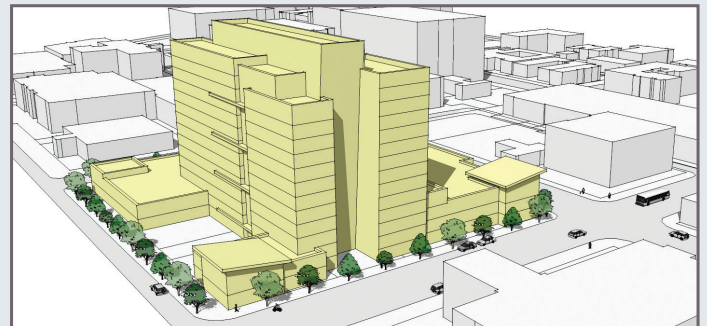
Conceptual illustration of the maximum build out allowed in the McCarver Neighborhood Area. Includes primarily residential uses and some commercial space, particularly along MLK Way, with urban density levels. Maximum building heights of 60-65 feet and minimal to no setbacks.

### St. Joseph Medical Center Area



Conceptual illustration of the maximum build out allowed in the St. Joseph Medical Center Area. Includes primarily medical uses and some residential and other commercial space. Urban density levels with maximum building heights of 150 feet and minimal to no setbacks.

### Tacoma General/Mary Bridge Medical Center Area



Conceptual illustration of the maximum build out allowed in the Tacoma General/Mary Bridge Medical Center Area. Includes primarily medical uses and some residential and other commercial space. Urban density levels with maximum building heights of 150 feet and minimal to no setbacks.

The general illustrations above are representative of the maximum building envelope that will be allowed under the proposed plan, and not any particular project or proposal.