

## Members

Donald Erickson, Chair  
Sean Gaffney, Vice-Chair  
Theresa Dusek  
Benjamin Fields  
Mark Lawlis  
Tina Lee  
Matthew Nutsch  
Erle Thompson  
Scott Winship



# Agenda

## Tacoma Planning Commission

### Community and Economic Development Department

Ricardo Noguera, Director  
Peter Huffman, Assistant Director  
Charles Solverson, P.E., Building Official

### Public Works and Utilities Representatives

Kurtis Kingsolver, Assistant Director/City Engineer, Public Works Department  
Tony Lindgren, Distribution Engineering Manager, Tacoma Water  
Diane Lachel, Community and Government Relations Manager, Click! Network, Tacoma Power

747 Market Street, Room 1036  
Tacoma, WA 98402-3793  
253-591-5200 (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  
([Agenda revised as indicated and approved at the meeting](#))

**TIME:** Wednesday, December 19, 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 on December 5, 2012

### D. GENERAL BUSINESS

#### (4:05 pm) 1. Planning and Development Services Department

Description: Review the organizational structure and responsibilities of the new department created per City Council Ordinance No. 28109, adopted on December 4, 2012.

Actions Requested: Informational

Support Information: None

Staff Contact: Lihuang Wung, 591-5682, [lwung@cityoftacoma.org](mailto:lwung@cityoftacoma.org)

#### ~~(4:30 pm) 2. Annual Amendment #2013-11 Trail-Oriented Development~~

~~Description: Review the proposed amendments to TMC 13.06A and the Generalized Land Use Element of the Comprehensive Plan concerning the Prairie Line Trail Corridor and the trail-oriented development policy.~~

~~Actions Requested: Discussion; Direction~~

~~Support Information: See "Agenda Item GB-2"~~

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



(5:00 pm) **3. Annual Amendment #2013-08 Platting and Subdivision Regulations**

Description: Continue to review the proposed amendments to TMC 13.04 and 13.05 pertaining to increasing the maximum short subdivision size from four to nine lots.

Actions Requested: Discussion; Direction; Authorize for Public Review

Support Information: See "Agenda Item GB-3"

Staff Contact: Shanta Frantz, 591-5388, [shanta.frantz@cityoftacoma.org](mailto:shanta.frantz@cityoftacoma.org)

(5:30 pm) **4. Shoreline Public Access Alternatives Plan Update**

Description: Review the draft Shoreline Public Access Alternatives Plan.

Actions Requested: Discussion; Direction

Support Information: See "Agenda Item GB-4"

Staff Contact: Stephen Atkinson, 591-5531, [satkinson@cityoftacoma.org](mailto:satkinson@cityoftacoma.org)

**E. COMMUNICATION ITEMS**

1. Cancellation of the Commission's meeting on January 2, 2013 – subject to approval.
2. Planning Commission Tentative Agenda for January 16, 2013:
  - Annual Amendment #2013-01 Drive-through Regulations
  - Annual Amendment #2013-05 Shoreline Related Elements
  - Annual Amendment #2013-06 Development Intensity Designations
  - Annual Amendment #2013-12 Minor Amendments to Plan and Code

**F. COMMENTS BY COMPREHENSIVE PLANNING DIVISION**

**G. COMMENTS BY PLANNING COMMISSION**

**H. ADJOURNMENT**

## Members

Donald Erickson, Chair  
Sean Gaffney, Vice-Chair  
Theresa Dusek  
Benjamin Fields  
Mark Lawlis  
Tina Lee  
Matthew Nutsch  
Erle Thompson  
Scott Winship



# Minutes

## Tacoma Planning Commission

### Community and Economic Development Department

Ricardo Noguera, Director  
Peter Huffman, Assistant Director  
Charles Solverson, P.E., Building Official

### Public Works and Utilities Representatives

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### (Draft for Review/Approval)

MEETING: Regular Meeting

TIME: Wednesday, December 5, 2012, 4:00 p.m.

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

Members Present: Donald Erickson (Chair), Theresa Dusek, Benjamin Fields, Mark Lawlis, Tina Lee, Matthew Nutsch, Erle Thompson

Members Absent: Sean Gaffney, Scott Winship

Staff Present: Stephen Atkinson, Shanta Frantz, Karla Kluge, Jana Magoon, Ian Munce, Lucas Shaddock, Lihuang Wung (BLUS); Josh Diekmann (Public Works)

Chair Erickson called the meeting to order at 4:00 p.m. The minutes of the November 7, 2012 meeting were approved as submitted.

### GENERAL BUSINESS

#### 1. Shoreline Public Access Alternatives Plan

Stephen Atkinson, Comprehensive Planning, following up on the discussion at the last meeting on November 7, 2012, provided an overview of the possible adoption process for the Shoreline Public Access Alternatives Plan (PAAL) and the Tacoma Waterfront Design Guidelines, as implementing strategies of the Shoreline Master Program, as well as the associated rescinding of the three shoreline related elements of the Comprehensive Plan, i.e., the Shoreline Trails Plan, the Ruston Way Plan, and the Thea Foss Waterway Design and Development Plan.

The Commission understood that State laws allow public agencies (e.g., Port of Tacoma) to undertake their own public access planning, and was concerned that the Commission may be precluded from the review process. The Commission suggested that consideration be given to adopting the PAAL as an element of the Comprehensive Plan, so that it would have more standing in budgeting and project implementation.

Mr. Atkinson then proceeded to review the key elements of the preliminary draft PAAL, including the vision, planning area, implementation, project table, project prioritization criteria, and funding sources. The Commission provided comments and suggestions on how the document could be improved in terms of both its formatting and the information it conveys.



## **2. Annual Amendment #2013-08 Platting and Subdivision Regulations**

Shanta Frantz, Comprehensive Planning, presented the proposed amendments to the Tacoma Municipal Code Chapters 13.04 and 13.05, which would primarily increase maximum size of a short plat from 4 to 9 lots, as allowed under RCW 58.17.020. She explained the existing process for plat applications, highlighted the benefits of the proposed revisions to the current process, and provided benchmarking for five other jurisdictions to support staff's recommendations.

The Commission generally concurred with the proposed amendments, and provided the following feedback and suggestions for staff's incorporation into the next version of the code revisions:

- With or without the in-lieu fee option, the open space provision should apply to short subdivisions and subdivisions since the possible impacts created by a multi-family development would not equate to one dwelling unit per one lot created;
- Ensure predictability in the code so customers will know what resources to review and which professionals to hire when designing a plat application;
- The platting code should not create or perpetuate inequities in development quality across different City neighborhoods;
- Provide clarification on vesting for short plats in relationship to critical areas and other local, state, federal development requirements; and
- It appears that critical areas and their buffers would be required to be located within separate, dedicated tracts, which is not the case and should be clarified accordingly.

## **3. Annual Amendment #2013-02 Countywide Planning Policies**

Lihuang Wung, Comprehensive Planning, stated that the scope of work for this application is to review the Pierce County Countywide Planning Policies (CPPs) for consistency with the City's Comprehensive Plan. He provided an overview of the CPPs as required by the Growth Management Act (GMA), including the adoption and amendment processes. He summarized the 2012 Update of the Pierce County CPPs, which staff has reviewed and concluded that (a) the City's Comprehensive Plan continues to be consistent with the CPPs; (b) there are opportunities to enhance the Comprehensive Plan's language pertaining to such issues as growth targets, affordable housing, urban design, health, sustainability, and transportation; and (c) such policy enhancement should be addressed in a coordinated and effective manner along with other proposed amendments to be considered in the GMA-mandated "2015 Comprehensive Plan Update." The Commission concurred and voted unanimously to authorize the distribution of the staff analysis report, as presented in the agenda packet, for public review.

### **COMMUNICATION ITEMS**

Chair Erickson acknowledged receipt of the following information/announcements:

1. E-mail from Commissioner Ben Fields on November 20, 2012 requesting Code Amendment regarding Accessory Dwelling Units (ADUs).
2. Planning Commission Tentative Agenda for December 19, 2012.
3. Tacoma Link Light Rail Expansion Meeting, December 5, 2012, 4:00-7:00 p.m.
4. MLK Subarea Plan Community Open House, December 5, 2012, 6:00-8:00 p.m.

Commissioner Fields explained his request for code amendment on ADUs. The Commissioners had a brief discussion and expressed support for the request. Mr. Wung indicated that staff will bring forward a proposed code amendment for the Commissioners' review at a later meeting.

### **ADJOURNMENT**

With no further comments from the Commissioners or staff, the meeting was adjourned at 6:07 p.m.



City of Tacoma  
Community & Economic Development Department

Agenda Item  
GB-3

TO: Planning Commission  
FROM: Shanta Frantz, Comprehensive Planning Division  
SUBJECT: Annual Amendment Application #2013-08 Platting Code Update  
DATE: December 12, 2012

At the next meeting on December 19, 2012, the Planning Commission will review the proposed amendments to the *Tacoma Municipal Code* Chapter 13.04 Platting and Subdivisions and Chapter 13.05 Land Use Permit Procedures that have been revised in response to its feedback on the application packet at the December 5, 2012 Planning Commission meeting.

The staff report and revisions address the following discussion items:

- Address the open space dedication and in-lieu of dedication fee provision;
- Provide predictability in the code so customers will know what resources to review and which professionals to hire when designing a plat application;
- Provide clarification on vesting for short plats in relationship to critical areas and other local, state, federal development requirements; and
- Clarify that critical areas and their buffers are not automatically required to be located within separate, dedicated tracts.

Attached is a draft staff report responding to the Planning Commission's feedback and "Exhibit A" showing the amendments in tracked changes format that has been revised since the December 5, 2012 meeting. Staff intends to seek the Commission's authorization of the staff report for distribution for public review. The public review will occur in February-March 2013, prior to the public hearing, which is tentatively scheduled for March 20, 2013.

If you have any questions, please contact me at (253) 591-5388 or [shanta.frantz@cityoftacoma.org](mailto:shanta.frantz@cityoftacoma.org).

c: Peter Huffman, Assistant Director

Attachments (2)





**2013 Annual Amendment Application No. 2013-08**  
**Platting Code**

STAFF REPORT  
(For Planning Commission Review on December 19, 2012)

|                                    |  |
|------------------------------------|--|
| <b>Application #:</b>              | 2013-08  |
| <b>Applicant:</b>                  | Community & Economic Development Department  |
| <b>Contact:</b>                    | Shanta Frantz, Comprehensive Planning Division   |
| <b>Type of Amendment:</b>          | Regulatory Code Text Changes   |
| <b>Current Land Use Intensity:</b> | Not Applicable   |
| <b>Current Area Zoning:</b>        | Not Applicable   |
| <b>Size of Area:</b>               | Not Applicable   |
| <b>Location:</b>                   | City-wide  |
| <b>Neighborhood Council area:</b>  | City-wide  |
| <b>Proposed Amendment:</b>         | Amend <i>TMC</i> Chapters 13.04 Platting and Subdivisions and 13.05 Land Use Permit Procedures of the Land Use Regulatory Code |

**Background Application Information:**

At its December 5, 2012 meeting the Planning Commission reviewed the draft staff report and a power point presentation from staff summarizing the proposed amendments to the *Tacoma Municipal Code (TMC)* Chapter 13.04 Platting and Subdivisions and Chapter 13.05 Land Use Permit Procedures. These changes would (1) increase the maximum short subdivision size from four to nine lots, as allowed by the Revised Code of Washington (*RCW*); (2) address public notice and on-site/off-site improvement requirements for short plats; (3) update connectivity provisions for pedestrian, bicycle and vehicular access for all plats; (4) address the City’s Complete Streets Guidelines and street lighting for all plats; (5) evaluate the existing in-lieu open space/recreation fee; and (6) make minor updates, changes and corrections to text throughout the Chapters.

During the discussion time for this proposal, the Planning Commission had several questions and recommendations for which staff will provide a response to under this staff report. Exhibit “A” to this staff report has been revised in response to the Planning Commission’s feedback.

**Planning Commission Feedback and Staff Response:**

1. **Open Space In-Lieu of Dedication Fee** (*see p. 22 of Exhibit “A”*) – The Planning Commission was concerned that the City and MetroParks would be forgoing an important funding source by removing the in-lieu of dedication fee under Section 13.04.260. The Planning Commission also advised that this section should apply to short subdivisions and subdivisions as impacts to open space for recreation and education uses could be created if a short plat is zoned to allow for multi-family dwellings, where one lot does not necessarily equate to one dwelling unit.
  - Staff agrees that short subdivisions should not be excluded from review and we have revised the code section to reflect this.

- Whether or not to have an in-lieu of dedication fee is a broader policy question that would have to go through its own legislative process because it may be construed as an impact fee. In order to have an impact fee under the Growth Management Act (RCW 82.02.050 - .110), a jurisdiction must have an impact fee ordinance, a dedicated fund to deposit such fees and a program to spend the fees on specific projects listed in the Comprehensive Plan and/or Capital Facilities Plan within a limited time period.

Currently, the City does not meet these major criteria to collect an in-lieu of dedication fee. As such, our Legal Department has advised us to remove the in-lieu fee altogether, as the collection of such a fee may be challenged as an impact fee. As such, the fee language has been removed from this section.

- As discussed at the December 5, 2012 Planning Commission meeting and its staff report, this section has been preserved to allow the City to require public or private open spaces under a subdivision/short subdivision. For those applications that trigger a SEPA review, the City departments, MetroParks and/or the School District will have an opportunity recommend an open space dedication and/or justify an in-lieu of dedication fee by showing that the probable specific impacts of the development will be mitigated by such a dedication or in-lieu of dedication fee.

2. Need for Predictability (see p. 18-19 and throughout Exhibit “A”) – The Planning Commission expressed an interest in adding more specifics to code language to allow for predictability for connectivity, street lights, and complete streets and so customers will know what resources to review and which professionals to hire when designing a plat application.

- After discussion, staff and the Planning Commission felt that providing a reference section may be a good solution to balance the need for predictability and flexibility in that the City’s manuals, guidelines, street design specifications address many different scenarios and development for platting is very much dependent on a geographic location.
- Section 13.04.120 has been revised to capture the reference documents that may be used to review a subdivision/short subdivision application. All other relevant sections now point to this subsection.

3. Critical Areas, Platting and Vesting - The Planning Commission asked for clarification as to whether short plats are vested if another code such as the Shoreline Code or Critical Areas Code changes.

- Short plats are vested to the development regulations applicable to the approval of the short plat. Generally, short plats are not vested to critical area or shoreline regulations.
- As an example, if a 4-lot short plat is approved and subsequent to the approval new regulations are adopted that result in a critical area buffer extending onto the site, development of the impacted lot would be subject to critical area review. However, as part of the critical area review, we cannot require that the short plat be modified because the project is vested to the 4 lots.

4. Unbuildable Tracts (see p. 4 of Exhibit “A”) – The Planning Commission asked the definitions for “short subdivision” and “subdivision” be revised so that it is clear that critical areas and their buffers are not automatically required to be located within separate, dedicated tract.

- Staff revised the proposed code language for short subdivisions and subdivisions on page 4 of Exhibit “A” with, “If tracts are created that are intended for public dedication, environmental protection or stormwater facilities.....” to convey that such tracts may be an option in designing a plat layout.



**Additional Revision:**

Since the December 5, 2012 Planning Commission meeting, staff revised the expiration date for Preliminary Plats to be consistent with the current *RCW*. This revision may be found on page 14 of the Exhibit "A".

**Staff Recommendation:**

Staff recommends forwarding the proposed amendments to *TMC* Chapters 13.04 and 13.05 for public review and comment.

**Exhibit:**

A. Proposed Amendments to *TMC* Chapters 13.04 and 13.05 (December 19, 2012 Draft)



# Exhibit “A”

2013 Annual Amendment Application No. 2013-08

Proposed Amendments to *TMC* Chapters 13.04 & 13.05  
December 19, 2012 Draft

*Note:* Underlines/Underlines indicate additions;  
~~Strikethroughs/Strikethroughs~~ indicate deletions; and  
**Highlighted Text** indicates revised text in response to  
Planning Commission feedback on December 5, 2012



## PLATTING AND SUBDIVISIONS

### Sections:

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

- 13.04.280 Development of illegally divided land – Innocent purchaser for value.
- 13.04.290 Development of illegally divided land – Public interest determination.
- 13.04.300 Model home.
- 13.04.305 Temporary rental or sales offices, contractors’ offices, and signs.
- 13.04.310 Subdivisions and Critical Areas.
- 31.04.315 *Repealed.*

**13.04.010 Title.**

These regulations shall hereafter be known, cited and referred to as the plat and subdivision regulations of the City of Tacoma. (Ord. 25532 § 1; passed Jun. 28, 1994)

**13.04.020 Intent and authority.**

These regulations are being adopted in accordance with the goals and authority of the Washington State Growth Management Act of 1990, as amended, and Chapter 58.17 of the Revised Code of Washington, concerning plats and subdivisions. It is intended that these regulations provide an efficient, effective, fair and timely method for the submission, review and approval of plats, short plats, boundary line adjustments and binding site plan approvals. (Ord. 25532 § 1; passed Jun. 28, 1994)

**13.04.030 Policy.**

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

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

C. It is intended that these regulations shall supplement and facilitate the enforcement of the provisions, standards and policies contained in building and housing codes, zoning ordinances, the City of Tacoma’s ~~Major Street Plan and~~ Comprehensive Plan and applicable ordinances, manuals, design specifications, plans, and guidelines, and elements thereof. (Ord. 27079 § 10; passed Apr. 29, 2003; Ord. 25532 § 1; passed Jun. 28, 1994)

**13.04.040 Definitions.**

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

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

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

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

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

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

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

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

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

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

G. “Complete Streets” shall mean streets that are designed, operated and maintained to enable safe and convenient access and travel for all users – pedestrians, bicyclists, transit riders, and people of all ages and abilities, as well as freight and motor vehicle drivers, to incorporate options that reduce environmental impacts, and to foster a sense of place in the public realm.

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

H. “-Curb line” shall mean the line defining the limits of a roadway.

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

K. “Director” for the purpose of this Chapter (13.04 of the Tacoma Municipal Code) shall mean the Director of Planning and Development Services unless otherwise specified.

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

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

LN. “-Plat” shall mean the map, drawing or chart on which the subdivider’s plan of subdivision is presented and which the subdivider submits for approval and intends to record in final form.

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

NP. “-Residential access street” shall mean a highway the primary function of which is to provide access to residential property.

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

PR. “-Roadway” shall mean the portion or portions of a public or private street or way, or permanent access easement, improved with an all-weather surface, available for vehicular traffic or the portion or portions of a public

or private street or way, or permanent access easement, improved with an all-weather surface, available for vehicular traffic between curbs where curbs are laid.

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

**RT.** “-Short plat” shall mean the map or representation of a short subdivision.

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

**TV.** “-Street width” shall mean the shortest distance between the lines which delineate the right-of-way of a street.

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

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

**WY.** “-Vacation” shall mean an action to extinguish the effect and force of a finalized binding site plan, plat, or short plat or portion thereof, such that the property reverts to its pre-subdivision parent parcel configuration. Ord. 28077 Ex. A; passed Jun. 12, 2012; Ord. 27771 Ex. A; passed Dec. 9, 2008; Ord. 27563 Ex. A; passed Dec. 12, 2006; Ord. 27079 § 11; passed Apr. 29, 2003; Ord. 25893 § 4; passed Jun. 4, 1996; Ord. 25851 § 1; passed Feb. 27, 1996; Ord. 25532 § 1; passed Jun. 28, 1994)

#### **13.04.050 Jurisdiction.**

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

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

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

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

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

D. No new subdivision, parcel or lot shall be created that prevents compliance with the standards of this or any other applicable Code, Title or standard of the City of Tacoma. (Ord. 27771 Ex. A; passed Dec. 9, 2008; Ord. 25532 § 1; passed Jun. 28, 1994)



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

In addition to the general provisions governing platting in the City of Tacoma as set forth in this chapter, platting shall also be governed by the provisions of Chapter 13.10 relating to Shoreline Management. (Ord. 25532 § 1; passed Jun. 28, 1994)

#### **13.04.060 Exclusions.**

The provisions of this chapter shall not apply to:

- A. Cemeteries and other burial plots while used for that purpose;
- B. Divisions of land into lots or tracts each of which is one-one-hundred-twenty-eighth of a section of land or larger, or five acres or larger, if the land cannot be described as a fraction of a section of land; provided, that, for purposes of computing the size of any lot under this subsection which borders on a street or road, the lot size shall be expanded to include that area which would be bounded by the centerline of the road or street and the site lot lines of the lot running perpendicular to such center line;
- C. Divisions made by testamentary provisions or the laws of descent;
- D. A division for the purpose of lease when no residential structure other than mobile homes or travel trailers is permitted to be placed upon the land and the City has approved a binding site plan for the use of land in accordance with the City's zoning regulations. ~~The term "site plan" means a drawing to scale specified by the zoning ordinances which: (1) identifies and shows the area and locations of all streets, roads, improvements, utilities, open spaces and other matters specified by the zoning ordinances; and (2) contains inscriptions or attachments setting forth such appropriate limitations and conditions of the use of land as are established by the City.~~ (Ord. 25532 § 1; passed Jun. 28, 1994)

#### **13.04.070 Alteration.**

The alteration of any binding site plan, plat, short plat, or portion thereof, is subject to the procedures set forth in RCW 58.17 and applicable sections of the Tacoma Municipal Code, including Chapter 13.05 Land Use Permit Procedures. (Ord. 28077 Ex. A; passed Jun. 12, 2012)

#### **13.04.075 Vacation.**

The vacation of any binding site plan, plat, short plat, or portion thereof, is subject to the procedures set forth in RCW 58.17 and applicable sections of the Tacoma Municipal Code, including Chapter 13.05 Land Use Permit Procedures. (Ord. 28077 Ex. A; passed Jun. 12, 2012)

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

- A. A boundary line adjustment shall be a minor alteration in the location of lot boundaries of an existing lot. Such alteration shall not increase the number of lots nor diminish in size open space or other protected environments.
  - B. Such alteration shall not diminish the size of any lot so as to result in a lot of less square footage than prescribed in the zoning regulations for the property in question.
  - C. Such alteration shall not result in the reduction of setbacks or site coverage to less than prescribed by the zoning regulations.
  - D. A boundary line adjustment shall not result in any parcel or lot that is inconsistent with or prevents compliance with the standards of this chapter or any other applicable Code, Title or standard of the City of Tacoma.
1. Review Process. The ~~Land Use Administrator~~Director or designee has the authority to approve boundary line adjustments.
  2. Applications. Applications for boundary line adjustments shall be submitted to ~~Building and Land Use Services~~Planning and Development Services ~~in a manner consistent with the procedure for applications for short plats~~ and shall include the following information:
    - a. The existing lot lines (shown in dashed lines) and the area, in square feet, of each of the existing lots;
    - b. The new lot lines (shown in solid lines) and the area, in square feet, of each of the new lots;

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

3. Recordation. All approved boundary line adjustments shall be recorded with the Pierce County Auditor's office. (Ord. 27893 Ex. A; passed Jun. 15, 2010; Ord. 27017 § 1; passed Dec. 3, 2002; Ord. 25851 § 2; passed Feb. 27, 1996; Ord. 25532 § 1; passed Jun. 28, 1994)

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

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

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

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

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

E. The approved binding site plan and any modification approved subsequently shall be recorded with the Pierce County Auditor's office. (Ord. 27017 § 2; passed Dec. 3, 2002; Ord. 25851 § 3; passed Feb. 27, 1996; Ord. 25532 § 1; passed Jun. 28, 1994)

#### **13.04.090 Short plat/short subdivision procedures.**

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

B. Application. Applications for approval of preliminary short subdivisions shall be submitted to Planning and Development Services ~~Building and Land Use Services~~ and shall be accompanied by a proposed short plat which includes pertinent survey data compiled as a result of a survey of the property made by or under the supervision of a registered land surveyor. All surveys shall be accomplished as required by the Survey Recording Act (RCW 58 and WAC 332), and shall be monumented in accordance with the Survey Recording Act and Public Works specifications. The application shall be considered complete when the following information is received by Building and Land Use Services Planning and Development Services:

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

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

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

4. A filing fee as set forth in Chapter 2.09.

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

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

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

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

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

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

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

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

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

h. The layout, names and widths of proposed streets, alleys and easements;

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

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

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

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

m. All existing buildings and required setbacks for each lot;

n. The lot layout, lot numbers and dimensions, and the average lot width (if applicable) for each lot; and

o. A table showing the short plat area, number of lots and the minimum and average lot size.

7. The ~~mylar~~ preliminary short plat shall be stamped by a Professional Land Surveyor licensed in the State of Washington;

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

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

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

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

D. Notification. Public notice required by this chapter shall be given in accordance with provisions of Chapter 13.05 for five to nine lot short subdivisions. In the event that proposed short subdivision within the City of Tacoma joins the municipal boundaries thereof, a notice of filing shall be given to the appropriate county or city officials and, in the event that the short subdivision within the City of Tacoma is adjacent to the right-of-way of a state highway, a notice of filing shall be given to the Washington State Department of Transportation.

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

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

1. Appropriate provisions are made for the public health, safety, and general welfare, and for open spaces, drainage ways, streets or roads, alleys, other public ways, bicycle circulation, transit stops, potable water supplies, sanitary

wastes, parks and recreation, playgrounds, schools and school grounds, and all other relevant facilities, including sidewalks and other planning features which assure safe walking conditions for students who walk to and from school and for transit patrons who walk to bus stops or commuter rail stations.

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

Upon completion of the review, the ~~Land Use Administrator~~Director shall consider the proposed short plat subdivision application and approve, disapprove, or return to the applicant for modification within thirty days from the date of filing thereof, unless the applicant consents to an extension of such time period. An appeal taken within 14 days of the ~~Land Use Administrator~~Director's decision will be processed in accordance with provisions of Chapter 1.23 of the Tacoma Municipal Code.

F. After approval of the final-preliminary short plat ~~mylar~~ by the ~~Land Use Administrator~~Director, the short plat shall be filed with the Pierce County Auditor, and only after such filing shall the short plat be deemed approved and accepted by the City of Tacoma. ~~The approved short subdivision decision. Approval of the short plat,~~ however, shall be assurance to the subdivider that the short plat will be recorded; provided, that:

a. The final short plat ~~mylar~~ submitted for recording substantially conforms to the approved preliminary short plat ~~document~~ and the approved Land Use Administrator-preliminary short subdivision decision and is submitted within the time limits set forth in Chapter 13.05 of the Tacoma Municipal Code.

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

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

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

1. Name of short subdivision.
2. Name and address of the subdivider.
3. North point, scale, and date.
4. The boundary lines with accurate distances and bearings, and the exact location and width of all existing or recorded streets and ways intersecting the boundary of the tract.
5. True bearings and distances to the established street lines or official monuments, which shall be accurately described on the short plat; municipal, township, county, or section lines accurately tied to the lines of the short subdivision by distances and bearings.
6. Streets, alleys, and ways, together with their names, and any dedicated pedestrian ways, bike routes, and land for transit facilities within the short subdivision.
7. The length of the arcs, radii, internal angles, points of curvature, length, and bearing of the tangents.

8. All easements for rights-of-way provided for public services or utilities and any limitations of the easement.
9. All block indications, lot numbers, and lot lines with accurate dimensions in feet and hundredths and with bearings and angles to street and alley lines.
10. The accurate location, material, and size of all monuments. Monuments shall meet the specifications of the Survey Recording Act and Public Works Department.
11. The accurate outline of all property which is offered for dedication for public use with the purpose indicated thereon, and all property that may be reserved by deed covenant for the common use of the property owners in the short subdivision.
12. Zoning districts as set forth in the Tacoma zoning ordinances.
13. Private restrictions and their boundaries as applicable.
  - ~~a. Boundaries of each type of use restriction;~~
  - ~~b. Other private restrictions for each definitely restricted section of the subdivision.~~
14. Certification by a registered land surveyor to the effect that the final short plat is a true and correct representation of the lands actually surveyed and that all monuments shown thereon actually exist, or, in lieu of their placement, that a bond has been provided in conformance with Section 13.04.~~360090.I.~~ of this chapter, and that their location, size, and material are correctly shown.
15. Certification of approval by the City Engineer of all locations, grades, and dimensions of the short plat and the construction specifications.
16. Dedication of all streets, alleys, ways, easements, parks, and lands for public use as shown on the short plat and as required by the City of Tacoma.
17. All private easements (new or existing).
18. All critical areas requiring delineation in accordance with Chapter 13.11.
19. All building setback lines.
20. Common facilities and open spaces shall be located on separate, individual tracts, unless otherwise approved by the Director and shall be dedicated, reserved or otherwise held in common by a homeowners' association or by a proportional ownership interest shared among all of the property owners within the short subdivision, or alternatively, and only if acceptable to the receiving public agency, dedicated to the public.
  - I. Monuments to be Placed Prior to Submission of Final Short Plat. Prior to the time the final short plat ~~shall be~~ submitted to the ~~Land Use Administrator~~Director, monuments shall be placed at angle points along the perimeter of the short subdivision at intervals designated by the City Engineer; and monuments shall also be placed at all intersections of centerlines of streets and at all locations where the centerlines of streets cross section lines or quarter section lines. Delayed monumentation of the interior of the short plat subdivision may be desirable pending completion of street and utility improvements. In that case, satisfactory completion of monumentation shall be secured in the form of a cash deposit or by inclusion in the performance bond. This provision shall not be construed to apply to boundary monumentation and survey.
  - J. All final short plats hereafter shall contain the following dedicatory language:
 

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

and public places have been herein donated and dedicated to the public, except for the encumbrances that are the property of the following named person(s):

(Name of person(s))

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

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

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

1. That all street grading and grading along street lines, including sidewalk areas and bus stop areas, be approved by the City Engineer to ensure proper transition from street grade to adjacent property.
2. Surfacing of all roadways, bike routes, and pedestrian ways with an all-weather surface approved by the City Engineer; this shall include the construction of curbs and gutters of Portland cement concrete in accordance with the specifications of the City of Tacoma.
3. Installation of necessary facilities for the proper handling of storm drainage as approved by the City Engineer.
4. Installation of necessary facilities for the disposal of sanitary wastes as approved by the City Engineer.
5. Installation of necessary water supply systems, including fire hydrants, as approved by the Department of Public Utilities.
6. Installation of the necessary electrical power facilities as approved by the Department of Public Utilities.

a. As a condition of the final short plat, the ~~Land Use Administrator~~Director shall require the petitioner or developer to install underground all public utility services such as electric, telephone, and CATV facilities, whether in streets, alleys, on public easements, or on private properties.

b. The ~~Land Use Administrator~~Director may, however, if the facts and circumstances in respect to some particular development in a proposed short plat so warrant, authorize a waiver or modification from the general requirement hereinabove set forth, but, in such cases, shall give the reasons and conditions therefor.

7. The ~~Land Use Administrator~~Director may also require the petitioner or developer, as a condition of approval of the final-short subdivision, to install or construct certain improvements on existing rights-of-way abutting the short subdivision which are deemed necessary to control and expedite the movement of bicycles, automobiles, buses, and other vehicular and/or pedestrian traffic which would be generated by the development of the short subdivision.

8. In lieu of the construction of the required public and private improvements before approval of the final short subdivision plat by the ~~Land Use Administrator~~Director, the ~~subdivider property owner~~ shall post a performance bond, or cash deposit in lieu thereof, with ~~Building and Land Use Services Planning and Development Services~~ in an amount not less than the City Engineer's estimate of the cost of the required improvements, and provide security satisfactory to ~~Planning and Development Services Building and Land Use Services~~, guaranteeing that the required improvements shall be completed in accordance with the requirements of the City of Tacoma and within the specified period of time. The cash deposit, bond, or other security, as hereinabove required, may also secure the successful operation of required improvements for a two-year period after final approval.

All required improvements shall be completed by the ~~subdivider property owner or his/her designee~~ within one year from the date of the approval of the final short plat by the ~~Land Use Administrator~~Director unless waived by the department, or departments, requiring such improvements. If said required improvements are not completed in the

specified time, or the required improvements do not operate successfully for two years after completion, the City may use the applicable bonds or other security, or any portion thereof, to complete the same, correct any deficiencies in, or make any repairs to, constructed improvements which fail to successfully operate for two years after completion and final approval. After approval of the final short plat by the ~~Land Use Administrator~~Director and recording by the County Auditor of Pierce County, the ~~subdivider~~property owner may petition for, and have established by the City Council, a local improvement district in accordance with the state statutes and ordinances of the City of Tacoma to cover the cost of all required improvements not previously constructed. Planning and Development Services ~~Building and Land Use Services~~ and/or the Public Utilities Department may authorize cancellation of the previously posted performance bond or security, or a portion thereof, for installation of the required improvements after final establishment of a local improvement district by the City Council and the execution of a contract therefor.

9. A house numbering system.

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

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

L. Approval of Final Short Plat. Approval of the short plat ~~mylar~~ shall be indicated by the signatures of the City Engineer, the Director of ~~Community and Economic Development~~Planning and Development Services, the City Treasurer, the City Attorney, ~~the Land Use Administrator~~, the Mayor, and the City Clerk on the original reproducible final short plat.

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

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

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

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

O. Resubdivision. Land within a short subdivision shall not be further divided in any manner for a period of five years from the date of filing of the short plat of said short subdivision with the Pierce County Auditor without the ~~filing of a final plat~~approval of a preliminary and final plat, except that when the short plat contains fewer than ~~four~~ nine parcels, the owner who filed the short plat may submit a revision within the five-year period to create up to a total of ~~four~~ nine lots within the original short plat boundary. (Ord. 27893 Ex. A; passed Jun. 15, 2010; Ord. 27813

Ex. B; passed Jun. 30, 2009: Ord. 27017 § 3; passed Dec. 3, 2002: Ord. 25893 § 5; passed Jun. 4, 1996: Ord. 25851 § 4; passed Feb. 27, 1996: Ord. 25532 § 1; passed Jun. 28, 1994)<sup>1</sup>

### **13.04.095 Appeals.**

The ~~Land Use Administrator~~Director's decision on a boundary line adjustment, binding site plan approval, or short ~~plat subdivision~~ shall be final unless the applicant who filed the ~~permit application or an aggrieved party with standing~~ files an appeal with ~~Building and Land Use Services~~Planning and Development Services within 14 days of the ~~permit application~~ decision date. If an appeal is filed, it shall be accompanied by a letter setting forth the alleged errors contained in the decision. The Hearing Examiner shall consider the appeal and shall issue a final decision concerning the request. (Ord. 27893 Ex. A; passed Jun. 15, 2010: Ord. 27017 § 4; passed Dec. 3, 2002: Ord. 25851 § 5; passed Feb. 27, 1996: Ord. 25532 § 1; passed Jun. 28, 1994)<sup>2</sup>

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

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

1. A completed application form including the following information: name(s), mailing address(es), and phone number(s) of applicant(s) and owner(s); legal description of property; assessor's parcel number; general location of property; current use of property; proposed improvement; signature of applicant(s); and date signed.
2. An environmental checklist or draft environmental impact statement.
3. A free-consent statement signed by all owners of the property.
4. A current (within 90 days) title report or plat certificate.
5. A filing fee as set forth in Chapter 2.09.
6. A City-approved plat ~~mylar layout~~ containing the following information:
  - a. The ~~plat shall show the~~ bearings and distances on the exterior boundary with ties to at least two known monuments on the City of Tacoma horizontal grid system. The plan shall be to scale, have a north arrow, and display the date of preparation.
  - b. The legal description of the existing lot, tract or parcel and the legal descriptions of all proposed lots, tracts or parcels;
  - c. The ~~plat shall show~~ existing and proposed contours at intervals of five feet or less, sufficient to show drainage patterns.
  - d. The names of all adjacent subdivisions and owners of adjoining parcels shall be shown.
  - e. All of the zoning districts as set forth in the Tacoma zoning ordinances shall be shown on the mylar.
  - f. The location of all existing and platted streets, pedestrian ways, bike routes, recorded easements, rights-of-way, and section lines within and adjacent to the plat subdivision shall be shown on the mylar.
  - g. All public and private open space to be preserved within the plat shall be shown subdivision on the mylar.
  - h. A table showing the plat area, number of lots and minimum and average lot size, shall be shown.
  - i. The lot layout, numbers and lot dimensions shall also be shown on the mylar.
  - j. The locations of existing storm and sanitary sewers, water mains and electric conduits or overhead power lines to be used to serve the property shall be shown at the points of the proposed connection(s).
  - k. All existing buildings and required setbacks for each lot shall be shown.

<sup>1</sup> Ord. 25851 contained two sections numbered 4 – see also Section 13.04.100.

<sup>2</sup> Ord. 25851 contained two sections numbered 5 – see also Section 13.04.140.



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

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

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

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

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

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

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

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

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

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

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

~~ED. Hearing Examiner or Land Use Administrator~~ Review of Preliminary Plat. The Hearing Examiner ~~or Land Use Administrator~~ shall review the proposed preliminary plat. The preliminary plat shall not be approved unless it is found that:

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

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

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

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

- a. The final plat substantially conforms to the approved preliminary plat.
- b. All requirements specified for the final plat are fully complied with.

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

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

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

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

An applicant may develop a plat in two or more phases. If phasing is to be used in the development, it is recommended that an applicant identify the proposed phasing plan at the time of preliminary plat approval so that appropriate conditions for each phase can be developed. When an applicant requests final plat approval for a specific phase of a plat subsequent to approval of the preliminary plat, the ~~Land Use Administrator/Director~~ shall determine, after consultations with affected departments and agencies, the conditions of approval necessary to

support that phase of the development. Each phase of a plat must receive final plat approval within the time period identified in Section 13.04.100.~~ED~~.

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

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

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

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

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

(Name of person(s))

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

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

~~HJ~~. Conditions of Approval of the Final Plat. Before approval of the final plat of a subdivision, the ~~Land Use Administrator~~~~Director~~ will require:

1. That all street grading and grading along street lines, including sidewalk areas and bus stop areas, be approved by the City Engineer to ensure proper transition from street grade to adjacent property.
2. Surfacing of all roadways, bike routes, and pedestrian ways with an all-weather surface approved by the City Engineer; this shall include the construction of curbs and gutters of Portland cement concrete in accordance with the specifications of the City of Tacoma.
3. Installation of necessary facilities for the proper handling of storm drainage as approved by the City Engineer.
4. Installation of necessary facilities for the disposal of sanitary wastes as approved by the City Engineer.
5. Installation of necessary water supply systems, including fire hydrants, as approved by the Department of Public Utilities.
6. Installation of the necessary electrical power facilities as approved by the Department of Public Utilities.

- a. As a condition of the final plat, the ~~Land Use Administrator~~Director shall require the petitioner or developer to install underground all public utility services such as electric, telephone, and CATV facilities, whether in streets, alleys, on public easements, or on private properties.
- b. The ~~Land Use Administrator~~Director may, however, if the facts and circumstances in respect to some particular development in a proposed plat so warrant, authorize a waiver or modification from the general requirement hereinabove set forth, but, in such cases, shall give the reasons and conditions therefor.
- 7. The ~~Land Use Administrator~~Director may also require the petitioner or developer, as a condition of approval of the final plat, to install or construct certain improvements on existing rights-of-way abutting the plat which are deemed necessary to control and expedite the movement of bicycles, automobiles, buses, and other vehicular and/or pedestrian traffic which would be generated by the development of the subdivision.
- 8. In lieu of the construction of the required public and private improvements before approval of the final plat of a subdivision by the ~~Land Use Administrator~~Director, the ~~subdivider-property owner~~ shall post a performance bond, or cash deposit in lieu thereof, with ~~Building and Land Use Services~~Planning and Development Services in an amount not less than the City Engineer's estimate of the cost of the required improvements, and provide security satisfactory to ~~Planning and Development Services~~Building and Land Use Services, guaranteeing that the required improvements shall be completed in accordance with the requirements of the City of Tacoma and within the specified period of time. The cash deposit, bond, or other security, as hereinabove required, may also secure the successful operation of required improvements for a two-year period after final approval.

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

9. A house numbering system.

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

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

~~KI~~. Approval of Final Plat. Approval of the final plat shall be indicated by the signatures of the City Engineer, the Director of ~~Community and Economic Development~~Planning and Development Services, the City Treasurer, the City Attorney, ~~the Land Use Administrator~~, the Mayor, and the City Clerk on the original reproducible final plat.

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

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

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

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

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

(Ord. 27995 Ex. B; passed Jun. 14, 2011; Ord. 27893 Ex. A; passed Jun. 15, 2010; Ord. 27813 Ex. B; passed Jun. 30, 2009; Ord. 26934 § 8; passed Mar. 5, 2002; Ord. 26386 § 31; passed Mar. 23, 1999; Ord. 25893 § 6; passed Jun. 4, 1996; Ord. 25851 § 4; passed Feb. 27, 1996; Ord. 25532 § 1; passed Jun. 28, 1994)<sup>3</sup>

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

The division of a lot located within a recorded binding site plan, plat or short plat shall be processed as a new application in accordance with this Chapter and other applicable sections of the Tacoma Municipal Code. Minor adjustments to existing lot lines within a recorded subdivision/short subdivision may be allowed in accordance with the procedures set forth in TMC 13.04.085 for boundary line adjustments, provided no new lots are created. (Ord. 28077 Ex. A; passed Jun. 12, 2012)

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

The general requirements and minimum standards of design and development set forth in Sections 13.04.120 to 13.04.230, inclusive, of these regulations, and the ~~“City of Tacoma Department of Public Works General Specifications for Street and Sewer Construction (Requirements for Private Permits—January 1963),”~~ City’s Comprehensive Plan and applicable ordinances, manuals, design specifications, plans and guidelines in Section 13.04.120, are hereby adopted as the minimum requirements and standards to which a subdivision ~~plat, including~~ /short subdivision, must conform for approval. However, the minimum standards found in Sections 13.04.120 to 13.04.230 may be waived as part of a subdivision/short subdivision decision upon a finding by the Hearing Examiner or ~~Land Use Administrator~~Director that unique circumstances exist that make the strict application of the standards unreasonable. (Ord. 27563 Ex. A; passed Dec. 12, 2006; Ord. 25532 § 1; passed Jun. 28, 1994)

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

The subdivision/short subdivision shall conform to and be in harmony with the Comprehensive Plan, Design Manual, Stormwater Manual, Mobility Master Plan Pedestrian and Bicycle Design Guidelines, Residential Complete Streets Design Guidelines, Mixed-Use Centers Complete Streets Design Guidelines, Americans with Disabilities

<sup>3</sup> Ord. 25851 contained two sections numbered 4 – see also Section 13.04.090.

Act Self-Evaluation and Transition Plan, and other adopted guidelines, manuals, and design specifications as currently enacted or as may be hereafter amended—and the Major Street Plan. (Ord. 27563 Ex. A; passed Dec. 12, 2006; Ord. 25532 § 1; passed Jun. 28, 1994)

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

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

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

Where a tract is subdivided/short subdivided into lots of an acre or more, the Hearing Examiner or Land Use Administrator/Director may require an arrangement of lots and streets such as to permit a later resubdivision/short subdivision in conformity to the streets and other requirements specified in these regulations. (Ord. 27563 Ex. A; passed Dec. 12, 2006; Ord. 25532 § 1; passed Jun. 28, 1994)

#### **13.04.140 Access.**

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

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

1. That a minimum of 10-foot-wide officially approved accessway be required for one dwelling unit, and a minimum of a 16-foot-wide officially approved accessway be required for two or more dwelling units, or for any use other than residential;
2. That such officially approved accessway be permanent, unobstructed, and designed, improved, and maintained to accommodate fire apparatus and necessary mobile service equipment;
3. That, if determined to be necessary for the convenience and safety of the residents served by said officially approved accessway, the Land Use Administrator/Director or Hearing Examiner may require other reasonable standards and improvements of said officially approved accessway;
4. That the ownership and control of said officially approved accessway be with the owner of the property it serves, unless other provisions are determined to be satisfactory;
5. That the Hearing Examiner or Land Use Administrator/Director may attach to such a determination reasonable conditions limiting and controlling the development of said parcel according to the practical capacity of said officially approved accessway and in the interest of the particular neighborhood and of the general public.

(Ord. 27563 Ex. A; passed Dec. 12, 2006; Ord. 25851 § 5; passed Feb. 27, 1996; Ord. 25532 § 1; passed Jun. 28, 1994)<sup>4</sup>

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

When the existing topography requires, the design of the subdivision/short subdivision shall be made so that the location of public or private streets or ways, or permanent access easements conform to the existing topography to the maximum extent possible that desirable grades are secured and other requirements of these regulations are met and, especially, that desirable building sites are provided. (Ord. 27563 Ex. A; passed Dec. 12, 2006; Ord. 25532 § 1; passed Jun. 28, 1994)

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

The widths for ~~public or private streets or ways, or permanent access easements~~ shall conform to the widths designated ~~on in~~ the Major Street Plan City's Comprehensive Plan and applicable ordinances, manuals, design specifications, plans and guidelines in Section 13.04.120. In cases where topography or other conditions make a public or private street or way, or permanent access easement of this width impractical, the Hearing Examiner or ~~Land Use Administrator~~Director may modify this public or private street or way, or permanent access easement width regulation. (Ord. 27563 Ex. A; passed Dec. 12, 2006; Ord. 25532 § 1; passed Jun. 28, 1994)

#### **13.04.165 Streetlights.**

Streetlights shall be installed throughout the subdivision/short subdivision in accordance with the Illuminating Engineering Society (IES) Standards. The minimum requirement for full lighting shall be for intersection, mid-block, and cul-de-sac lighting to appropriate industry standards and as reviewed by the City Engineer. Pedestrian-scale lighting shall be required when appropriate for residential subdivision/short subdivisions. Maximum spacing of streetlights at a 30-foot mounting height shall generally be 150 feet to 200 feet, subject to approval by the City Engineer. ~~Short subdivisions are exempt from the streetlighting requirements of this Section.~~ (Ord. 27563 Ex. A; passed Dec. 12, 2006; Ord. 25532 § 1; passed Jun. 28, 1994)

#### **13.04.170 Roadways.**

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

Roadways for public or private streets or ways, or permanent access easements serving residential development shall not be less than 28 feet; provided, however, where topographical or other conditions make a roadway of this width impractical, the roadway width may be reduced with approval by the City Engineer. (Ord. 27563 Ex. A; passed Dec. 12, 2006; Ord. 25532 § 1; passed Jun. 28, 1994)

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

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

All non-arterial public or private streets or ways, or permanent access easements shall be constructed with a minimum pavement section consisting of three inches of asphaltic concrete pavement over 2.5 inches of crushed surfacing top course over five inches of crushed ballast or alternative section subject to approval by the City Engineer. All design and construction features shall conform to design standards and policies of the City of Tacoma. (Ord. 27563 Ex. A; passed Dec. 12, 2006; Ord. 25532 § 1; passed Jun. 28, 1994)

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

The applicant shall demonstrate why a public or private street way or permanent access easement cannot be aligned with the surrounding street system for pedestrian, bicycle and vehicular connectivity within the proposed subdivision/short subdivision. If the Director or Hearing Examiner makes a finding that such connectivity is not reasonable for the subject subdivision/short subdivision, ~~d~~Dead-end/cul-de-sac public or private streets or ways, or permanent access easements shall not be longer than 500 feet. Any dead-end/cul-de-sac public or private street or

<sup>4</sup> Ord. 25851 contained two sections numbered 5 – see also Section 13.04.095.



way, or permanent access easement in excess of 150 feet in length shall **be designed according to the City's Comprehensive Plan and applicable ordinances, manuals, design specifications, plans and guidelines in Section 13.04.120 as currently enacted or as may be hereafter amended, subject** ~~terminate in a turnaround with a minimum curb radius of 45 feet. A center island with a maximum width of 30 feet may be constructed within the cul de sac. Any dead end/cul de sac public or private street or way, or permanent access easement with four or fewer lots accessing the public or private street or way, or permanent access easement may satisfy this requirement with the construction of a T-type or branch turnaround subject~~ to approval by the City Engineer. (Ord. 27563 Ex. A; passed Dec. 12, 2006; Ord. 25532 § 1; passed Jun. 28, 1994)

### **13.04.200 Alleys.**

A minimum width of an alley in a residential block, when platted, shall be 20 feet. Alleys may be required in the rear of commercial and industrial districts and, where required, shall be at least 20 feet wide. (Ord. 27563 Ex. A; passed Dec. 12, 2006; Ord. 25532 § 1; passed Jun. 28, 1994)

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

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

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

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

1. All preliminary plats within PRD Districts shall be considered by the Hearing Examiner, except for ~~minor~~ preliminary short plats considered by the ~~Land-Use Administrator~~Director subsequent to approval of a reclassification to a PRD District. The final plat/short plat shall be considered by the ~~Land-Use Administrator~~Director. The preliminary plat/short plat for a planned residential development may be submitted with the application for reclassification to a PRD District, and will then be processed concurrently with the reclassification application.

2. The final plat for a PRD District may be considered as a final site plan for that portion of the PRD District to which it pertains.

3. When the preliminary plat of a proposed subdivision in a PRD District is processed as the preliminary plan for the reclassification request, and/or the final plat is processed as the final site plan, the processing procedures for plats contained in this chapter shall be followed.

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

1. Lot Area. Lot sizes required for plats within PRD Districts shall be the same as for the residential district with which the PRD District is combined; provided, however, that the Hearing Examiner or ~~Land-Use Administrator~~Director may modify said lot sizes where the following factors have been considered:

a. Type of dwelling structures involved;

b. Amount of common and private open space to be provided and the location of such open space in relation to the dwelling structures involved;

- c. The street pattern and street design within the PRD District; and
  - d. The landscaping plan concept to be utilized around such dwellings. All modifications shall be made strictly within the spirit, intent, and purposes of this section and the PRD District section of the zoning ordinances.
2. Transfer of ownership of lots within PRD Districts shall be made in such a manner as to not increase the total number of lots in the PRD District, and in no event shall any ownership be less than the dimensions of the minimum size lot within the PRD District.
3. Streets and Roadways Within PRD Districts.
- a. Standards of design and construction for roadways, both public and private, within PRDs may be modified as is deemed appropriate by the Hearing Examiner.
  - b. Right-of-way widths and street roadway widths may be reduced where it is found that the plan for the PRD District provides for the separation of vehicular and pedestrian circulation patterns, accommodates bicycle circulation, and provides for adequate off-street parking facilities.
4. All land within the Planned Residential Development District shall be subject to contractual agreements with the City of Tacoma and to recorded covenants approved by the City of Tacoma providing for compliance with the regulations and provisions of the district and the site plan or plat as approved. (Ord. 25893 § 7; passed Jun. 4, 1996; Ord. 25851 § 6; passed Feb. 27, 1996; Ord. 25532 § 1; passed Jun. 28, 1994)

**13.04.250 Duplication of names.**

The name of the proposed subdivision/~~short subdivision~~ shall not duplicate the name of any other area within the City. A street name shall not duplicate the name of any other street or way within the City. (Ord. 25532 § 1; passed Jun. 28, 1994)

**13.04.260 Public open space.**

Due consideration shall be given by the subdivider to the allocation of suitable areas for schools, parks and playgrounds. ~~Such land may to~~ be dedicated, by covenants in the deeds, for public use or reserved for the common use of all owners of property within the subdivision/~~short subdivision~~. Public open spaces shall conform to the Comprehensive Plan of the City. ~~In lieu of dedication for open space, the City may require payment of a fee of \$25.00 per lot contained in the subdivision. The fee shall be used for the acquisition and/or development of parks or open space land which will benefit the residents of the subject subdivision and the citizens of the City of Tacoma. The above referenced fee shall be applicable to all plats.~~ (Ord. 27079 § 12; passed Apr. 29, 2003; Ord. 25532 § 1; passed Jun. 28, 1994)

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

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

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

Upon completion of the work of checking and correcting any such plat or correcting office records, a statement of the amount of the engineering charges against such proposed plat shall be rendered by the Finance Department and any balance of such deposit unexpended shall thereupon be refunded to the subdivider; or, in case the engineering charges shall for any reason exceed the amount so deposited, such amount shall be due and payable by the subdivider upon receipt of statement of engineering charges referred to herein. (Ord. 25532 § 1; passed Jun. 28, 1994)

### **13.04.280 Development of illegally divided land – Innocent purchaser for value.**

An application for a building permit or other development permit for any lot, tract or parcel of land divided in violation of state law or these regulations shall not be granted without prior approval by the ~~Hearing Examiner~~Director, which approval shall only be given following an application for determination by the Director hearing at under which the applicant ~~shall~~must demonstrate to the satisfaction of the ~~Hearing Examiner~~Director that EITHER:

- A. The applicant purchased the lot, tract or parcel for value; and
- B. The applicant did not know, and could not have known by the exercise of care which a reasonable purchaser would have used in purchasing the land, that the lot, tract or parcel had been part of a larger lot, tract or parcel divided in violation of state law or these regulations. (Ord. 25532 § 1; passed Jun. 28, 1994)

OR

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

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

- A. The Tacoma-Pierce County Health Department has certified that the proposed means of sewage disposal and water supply on and to the lot, tract or parcel are adequate;
- B. The City Engineer has certified that the lot, tract or parcel is served with an adequately designed means of ingress and egress, and with adequate drainage facilities, none of which interferes with or impairs existing or planned public highway and drainage facilities in the vicinity; and
- C. ~~Building and Land Use~~Planning and Development Services has certified that the proposed development will not adversely affect the safety, health, or welfare of owners of adjacent property or interfere with their enjoyment of their property. (Ord. 27893 Ex. A; passed Jun. 15, 2010; Ord. 25532 § 1; passed Jun. 28, 1994)

### **13.04.300 Model home.**

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

- A. Model homes shall meet all applicable codes of the City of Tacoma.
- B. Only one model home may be occupied as a temporary real estate office.
- C. Access and fire safety provisions shall be provided in a manner approved by the Building Official prior to construction of the model home. A model home may not be occupied as a dwelling unit or sold until the plat is recorded. (Ord. 25532 § 1; passed Jun. 28, 1994)

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

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

- A. Located in the residential subdivision to be served, promoted, or advertised, and deals exclusively with the real property of said subdivision; and
- B. Structures and signs are removed upon buildout of the subdivision/short subdivision of five or more lots.

If a model home is occupied as a real estate office as identified in Section 13.04.300.B a separate temporary rental or sales office shall not be allowed. (Ord. 25851 § 7; passed Feb. 27, 1996)

**13.04.310 Subdivisions and Critical Areas.**

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

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

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

C. A protection covenant such as a Conservation Easement shall be recorded with the Pierce County Assessor's Office for wetland, stream or natural area tracts that are created as part of the permitting process. (Ord. 27431 § 2; passed Nov. 15, 2005; Ord. 25532 § 1; passed Jun. 28, 1994)

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

(Ord. 27912 Ex. A; passed Aug. 10, 2010; Ord. 27431 § 3; passed Nov. 15, 2005)

**\*\*Note: Proposed revisions to TMC 13.05.020, Table G reflect changes to TMC Chapter 13.04\*\***

**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  |
|---|------------------------|----------------------------|----------------------------|-------------------|--------------------|---------------------------|------------------|-----------------------|---|
| Interpretation/determination of code            | Recommended            | 100 feet for site specific | For general application    | Yes               | 14 days            | <del>Director</del> LUA   | No               | No                    | None  |
| Uses not specifically classified                | Recommended            | 400 feet                   | Yes                        | Yes               | 30 days            | <del>Director</del> LUA   | No               | No                    | None  |
| Boundary line adjustment                        | Required               | No                         | No                         | No                | No                 | <del>Director</del> LUA   | No               | No                    | 5 years***  |
| Binding site plan                               | Required               | No                         | No                         | No                | No                 | <del>Director</del> LUA   | No               | No                    | 5 years***  |
| Environmental SEPA DNS/EIS                      | Optional               | Same as case type          | Yes if no hearing required | Yes for EIS       | Same as case type  | <del>Dept.</del> Director | No               | No                    | None  |
| Variance, height of main structure              | Required               | 400 feet                   | No                         | Yes               | 30 days            | <del>Director</del> LUA   | No*              | No                    | 5 years   |
| Open space classification                       | Required               | 400 feet                   | No                         | Yes               | **                 | Hearing Examiner          | Yes              | Yes                   | None  |
| Plats 10+ lots                                  | Required               | 400 feet                   | Yes                        | Yes               | 21 days SEPA**     | Hearing Examiner          | Yes              | Final Plat            | 5 years***  |
| <del>Plats 5-9 lots</del>                       | <del>Required</del>    | <del>400 feet</del>        | <del>Yes</del>             | <del>Yes</del>    | <del>20 days</del> | <del>LUA</del>            | <del>No*</del>   | <del>Final Plat</del> | <del>5 years***</del>   |
| Rezones   | Required               | 400 feet                   | No                         | Yes               | 21 days SEPA**     | Hearing Examiner          | Yes              | Yes                   | None  |
| Shoreline/CUP/ variance                         | Required               | 400 feet                   | No                         | Yes               | 30 days***<br>**   | <del>Director</del> LUA   | No*              | No                    | 2 years/<br>maximum 6   |
| Short plat (2-4 lots)                           | Required               | No                         | No                         | No                | No                 | <del>Director</del> LUA   | No               | No                    | 5 years***  |
| <del>Short plat (5-9 lots)</del>                | <del>Required</del>    | <del>400 feet</del>        | <del>No</del>              | <del>Yes</del>    | <del>14 days</del> | <del>Director</del>       | <del>No</del>    | <del>No</del>         | <del>5 years***</del>   |
| Site approval                                   | Optional               | 400 feet                   | No                         | Yes               | 30 days***<br>**   | <del>Director</del> LUA   | No*              | No                    | 5 years   |
| Conditional use                                 | Required               | 400 feet                   | No                         | Yes               | 30 days***<br>**   | <del>Director</del> LUA   | No*              | No                    | 5 years****   |
| Conditional use, large-scale retail             | Required               | 1,000 feet                 | Yes                        | Yes               | 30 days**          | Hearing Examiner          | Yes              | No                    | 5 years   |
| Variance  | Optional               | 100 feet                   | No                         | Yes               | 14 days            | <del>Director</del> LUA   | No*              | No                    | 5 years   |
| Waiver  | Optional               | 100 feet                   | No                         | Yes               | 14 days            | <del>Director</del> LUA   | No*              | No                    | Condition of permit   |
| Wetland/Stream/ FWHCA development permits       | Required               | 400 feet                   | No                         | Yes               | 30 days            | <del>Director</del> LUA   | No*              | No                    | 5 years with 5 year renewal option to a maximum of 20 years total |
| Wetland/Stream/ FWHCA Minor Development Permits | Required               | 100 feet                   | No                         | Yes               | 14 days            | <del>Director</del> LUA   | No*              | No                    | 5 years with 5 year renewal option to a maximum of 20 years total |
| Wetland/Stream/ FWHCA verification              | Required               | 100 feet                   | No                         | Yes               | 14 days            | <del>Director</del> 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.

\*\*\*\* ~~Conditional use~~ /Special use permits for wireless communication facilities, including towers, are limited to two years from the effective date of the ~~Land Use Administrator~~ Director's decision.

\*\*\*\*\* If a public meeting is held, the public comment period shall be extended 7 days beyond and including the date of the public meeting.





City of Tacoma  
Community & Economic Development Department

Agenda Item  
GB-4

TO: Planning Commission  
FROM: Stephen Atkinson, Comprehensive Planning Division  
SUBJECT: Shoreline Public Access Alternatives Plan Update  
DATE: December 13, 2012

At the December 19<sup>th</sup> meeting, the Planning Commission will review a draft Public Access Alternatives Plan (PAAL) that integrates elements of the Ruston Way Plan, Shoreline Trails Plan and Foss Waterway Design and Development Plan. Specifically, staff is seeking comments and direction on both the substance of the information and presentation of information contained in the plan.

This review is part of the work on the Annual Amendment Application #2013-05 concerning the proposed amendment and replacement of the above-mentioned three shoreline related elements of the Comprehensive Plan.

The draft Public Access Alternatives Plan is attached. The attached draft is approximately 85% complete with some additional work to be performed on the project table in Chapter 7, incorporating new projects planned for Wapato Park (Chapter 3, Section 8), and additional mapping/graphic work. In addition, staff is continuing work to address the Planning Commission comments from December 5<sup>th</sup>. If you have any questions, please contact me at (253) 591-5531 or [satkinson@cityoftacoma.org](mailto:satkinson@cityoftacoma.org).

c: Peter Huffman, Assistant Director

Attachment





# Public Access Alternatives Plan

The City of Tacoma's *Public Access Alternatives Plan* (PAAL) is a stand-alone implementation plan associated with the *City's Shoreline Master Program* that integrates historic public access and recreation plans, including the *Ruston Way Plan*, *Shoreline Trails Plan* and *Thea Foss Waterway Design and Development Plan*. The PAAL articulates the vision for public access to the shoreline and recreation as codified in the *Shoreline Master Program*. The *Master Program* was developed in compliance with the Washington State Shoreline Management Act and Washington State Growth Management Act.

Community and Economic Development  
Department

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(TTY)

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# 1.0 INTRODUCTION

## VISION

The City of Tacoma boasts a magnificent shoreline, offering a variety of waterfront experiences for people of all ages and abilities. With over 46 miles of shoreline, water and waterfront is one of the dominant characteristics of the City of Tacoma and its urban form, as well as a locus of economic activity and a driver of our City's quality of life.

While continuing to respect the past and the history of Tacoma's waterfront, the City looks towards the future and the tremendous potential and opportunity that lay ahead and the central role that the City's waterfront will play in the sustainability and quality of life of our community and the prospect of a thriving, resilient economy.

This plan articulates a strategy for developing an integrated, cohesive waterfront public access system that builds on past planning efforts and community aspirations. Despite the significant efforts and resources that have been devoted to the creation of this system by the City of Tacoma, the Foss Waterway Development Authority, Metro Parks and the Port of Tacoma, much of the public shoreline remains inaccessible to our citizens – cutoff

by roadways, railroad, steep slopes, or industrial operations – and as a result, priority shoreline trail systems remain incomplete.

This plan memorializes the vision of past planning documents while integrating them into a single, unified approach to public waterfront access. This is a long-term comprehensive strategy to establish a citywide network of trails, parks, and attractions that link different shoreline areas, from Tacoma Narrows to Commencement Bay, with connections inward to city neighborhoods and outward to regional trails.

Translating vision into reality will not be easy, but the benefits to the City will be great. Imagine a city in which youth can bicycle safely from his or her home across town to visit a friend; a city with an active mix of commercial, industrial and recreational uses as well as new neighborhoods along the shoreline; a city with a wide variety of parks and open spaces, connected so that they are, in sum, one big park; a city where citizens gain a first-hand appreciation for active marine industries and international trade; a city known for the environmental health of its shorelines. Imagine a city that is an attractive destination for cyclists and hikers from all over the region.

Recognizing the importance of past waterfront planning efforts, the sections below memorialize and incorporate herein the vision articulated in these community documents, including the Shoreline Trails Plan, Dome to Defiance Study, Ruston Way Plan and Thea Foss Waterway Design and Development Plan.

### **Shoreline Trails Plan - 1989**

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

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

### **Ruston Way Plan - 1981**

The waterfront areas of cities across the nation are again being recognized as valued resources. But this time not for their potential for industrial development but rather as places for people to go and enjoy

the water. Decaying urban waterfronts are being revitalized to provide recreational opportunities for city dwellers. They are being transformed into active, vital areas with new commercial and recreational developments that open up the waterfront to people.

The Ruston Way shoreline is easily reached making it a prime area for revitalization. Once a thriving industrial district, changing technological and economic considerations left the area virtually abandoned. Slowly, it is being rebuilt as private developers and public officials alike take advantage of its magnificent setting, panoramic views, wooded slopes and close proximity to neighborhoods. The Ruston Way shoreline has the potential to become a unique urban waterfront attraction and people-oriented area.

The need for close-in urban recreation areas is increasingly important as energy supplies diminish and the cost of traveling to more distant parks soars. Many people drive several hours to enjoy water-oriented recreation because no or limited opportunities are available close to home even though the city is located near the waterfront.

The Ruston Way waterfront of Tacoma is a public resource that can satisfy the water-oriented recreational needs of citizens and improve the livability of the city. The public developments proposed in this plan for the Ruston Way shoreline area will enhance the natural areas, strengthen the historical

significance, provide optimum public access to the water, maintain views and create opportunities for outdoor recreation and social interaction.

### **Dome to Defiance Study - 1988**

We would have a shoreside people-place 5 ½ miles long. No other waterfront in the Northwest would be as spectacular. This would not be all parks or all commercial development. The shoreside people-place would be a unique blend of mixed uses including industrial, commercial, residential and recreational. It would include both public and private areas. The identifying characteristic of this waterfront would be its urban quality close to the population centers. It would have public access and view access to the water the whole length of the shore. It would be easy to get to, it would link downtown, neighborhood areas, and our major in-town park. It would have a water transportation link to the rest of Puget Sound. It would be diverse and interesting, primarily an area for Tacoma and Pierce County residents, but it could also be a major magnet for tourists and other visitors.

### **Thea Foss Waterway Plan - 1994**

The Thea Foss Waterway represents a unique opportunity for the City of Tacoma to create an attractive focal place for the enjoyment of the inland waters of Puget Sound within an urban context. Developing

a mix of uses along the Waterway will bring the economic vitality needed to turn Thea Foss Waterway into a showcase for Tacoma.

The Waterway visually and physically connects surrounding districts. The Waterway's historic past and working waterfront, combined with new cultural, recreational, residential, office and retail uses, will create a lively, urban environment. A linear waterfront park will link together a variety of attractive, ground level public activities and uses accessible to all of Tacoma's citizens and to the region. Environmental cleanup and protection measures are being integrated into redevelopment, creating a safe, healthy, and sustainable environment.

The City envisions a mixed use community attuned to the intrinsic qualities of its water setting and inseparable from the city around it. It strives to attain the "ABC's" of development: *Access, Boating and Character*.

The Shoreline Master Program focuses on individual policies and development regulations to realize the Waterway's potential as an attractive setting for maritime industry, civic redevelopment, and water-oriented recreation. The Public Access Alternatives Plan identifies the specific public access projects and capital investments needed to activate the Foss Waterway as a recreational destination. Taken together, the total impact of these efforts will be much more than the sum of

the individual actions themselves. They will create a Waterway that:

- Is an active, diversified destination attraction and focus for the City.
- Features a variety of integrated recreational, commercial, marine, industrial, and residential activities.
- Is well connected with neighboring districts, especially the downtown, Ruston Way, and Tacoma Dome areas.
- Is easily accessible for pedestrians, transit users, boaters, and visitors from throughout the region.
- Offers a wide variety of physical settings, landscaped parks, and pedestrian attractions that are unified by a consistent esplanade treatment along the shoreline edge.
- Is based on environmentally sound shoreline management with improved water quality and more ecologically productive shoreline habitats.

## PLAN AREA

Under Washington Administrative Code 173-26-221(4) public access is defined as “the ability of the general public to reach, touch, and enjoy the water's edge, to travel on the waters of the state, and to view the water and the shoreline from adjacent locations.” Therefore, this Plan takes a broad view of the projects that constitute

public access and includes trail systems that, while not within shoreline jurisdiction, provide views of the shoreline or connections to trail systems that facilitate direct access. The applicability of this plan, then, is not limited to those areas within 200’ of ordinary high water mark, nor a specific geographic boundary, but rather is based upon a system of access that may expand or contract over time as public process continues to refine the community vision for waterfront access.

The following subsections identify past waterfront public access planning documents and the plan area to which they applied. The public access projects identified in these plans have been integrated herein.

### Shoreline Trails Plan

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

### Ruston Way Plan

The plan area is an approximately two-mile stretch of shoreline bordering on Commencement Bay and located between the Old Town community and the Town of Ruston Way. With exception of the Waterview Street area, the area considered in this plan lies between railroad tracks and the outer harbor line. However, consideration of the nearby slopes and gulches and access to nearby residential areas is also a part of this document.

### **Thea Foss Waterway Plan**

Thea Foss Waterway is approximately three and one half miles of continuous shoreline off Commencement Bay adjacent to the City of Tacoma's downtown. For the purposes of this plan, the boundaries to the northwest begin just to the north of the 4<sup>th</sup> Street ramp off Schuster Parkway, wrapping around the Waterway bounded by Dock Street and "D" Street, and ending at the northeast point of land near "D" Street and East 3<sup>rd</sup> Street. Proximity to the central business district, the Union Station, the Tacoma Dome, and the Port Industrial area is indicative of the Waterway's overall contextual importance. This plan primarily addresses the west side of the Waterway with the intention that more immediate significant changes are oriented to the west side. The east side is addressed in one section but is also referenced in the design and marine guidelines section.

## **USE OF THE PLAN**

### **General**

The City recognizes that the finite waterfront land supply and multiple demands for shoreline space and resources - as a place for wildlife, for recreation, and for employment - has the potential to bring the three primary goals of the Shoreline Management Act into conflict. The City views the PAAL as a means for minimizing future conflict between uses and user groups by identifying the scope of public access improvements desired by the citizen's of the City of Tacoma, consistent with the Comprehensive Plan, and to identify the location and type of access envisioned in order to provide predictability for water-oriented uses and as a means to provide permitting predictability for private uses. The Tacoma Waterfront Land Use Analysis developed an inventory and economic demand forecast for water-dependent uses in the shoreline in order to evaluate what economic uses are likely to locate and expand in Tacoma's shoreline jurisdiction.

### **Permit process**

The PAAL will be utilized to inform decisions about public access requirements in private developments when required under the City's shoreline regulations. When public access is required as a condition of a permit application, the PAAL will be used to

determine the type and extent of public access improvements required under the permit, commensurate with the scope and scale of the proposed development.

In addition, the Public Access Alternatives Plan is intended to address concerns regarding potential public safety, security, or operational conflicts between uses and public access. The City of Tacoma Shoreline Master Program recognizes that in some circumstances, the provision of public access on development sites may result in unnecessary safety risks for the public, may violate or jeopardize the security of an existing or proposed use, and may result in harm to the environment that cannot be mitigated. In these circumstances, the PAAL will provide alternative locations for public access to the shoreline where these conditions will be alleviated. The alternative site will be identified and improved as a condition of the permit.

### **Voluntary efforts**

The PAAL will also be used to pursue grant funds and to guide voluntary private and public improvements to public access and recreation within the shoreline. Section XX established criteria for prioritizing public or voluntary efforts to implement the public access projects listed herein.

### **Capital Facilities and Transportation Improvement Programs**

The PAAL will be used to identify projects to be added to the Capital Facilities Program and Transportation Improvement Program.

While the Land Use Element of the Comprehensive Plan articulates the vision for how Tacoma will develop, the Capital Facilities Program describes the implementation of that vision. It is the critical link between comprehensive planning and capital improvements. The Capital Facilities Program is both a planning and financial document. It is a prioritization of the capital improvements the city intends to build in the next six years and a plan for how to pay for these improvements. The 2011-2016 Capital Facilities Program does not appropriate funds, but rather it functions as a budgeting tool, supporting the actual appropriations that are made through adoption of the budget. It is an important “filter” that demonstrates that the Capital Facilities Element of the Comprehensive Plan is financially realistic.

The Six-Year Comprehensive Transportation Program lists planned transportation projects for the remainder of 2010 and the years 2011-2016. The program includes roadways, bridges, non-motorized facilities, sidewalks and other capital related transportation projects. The program is based upon anticipated revenues versus desirable projects. There are always more projects than available revenues.






















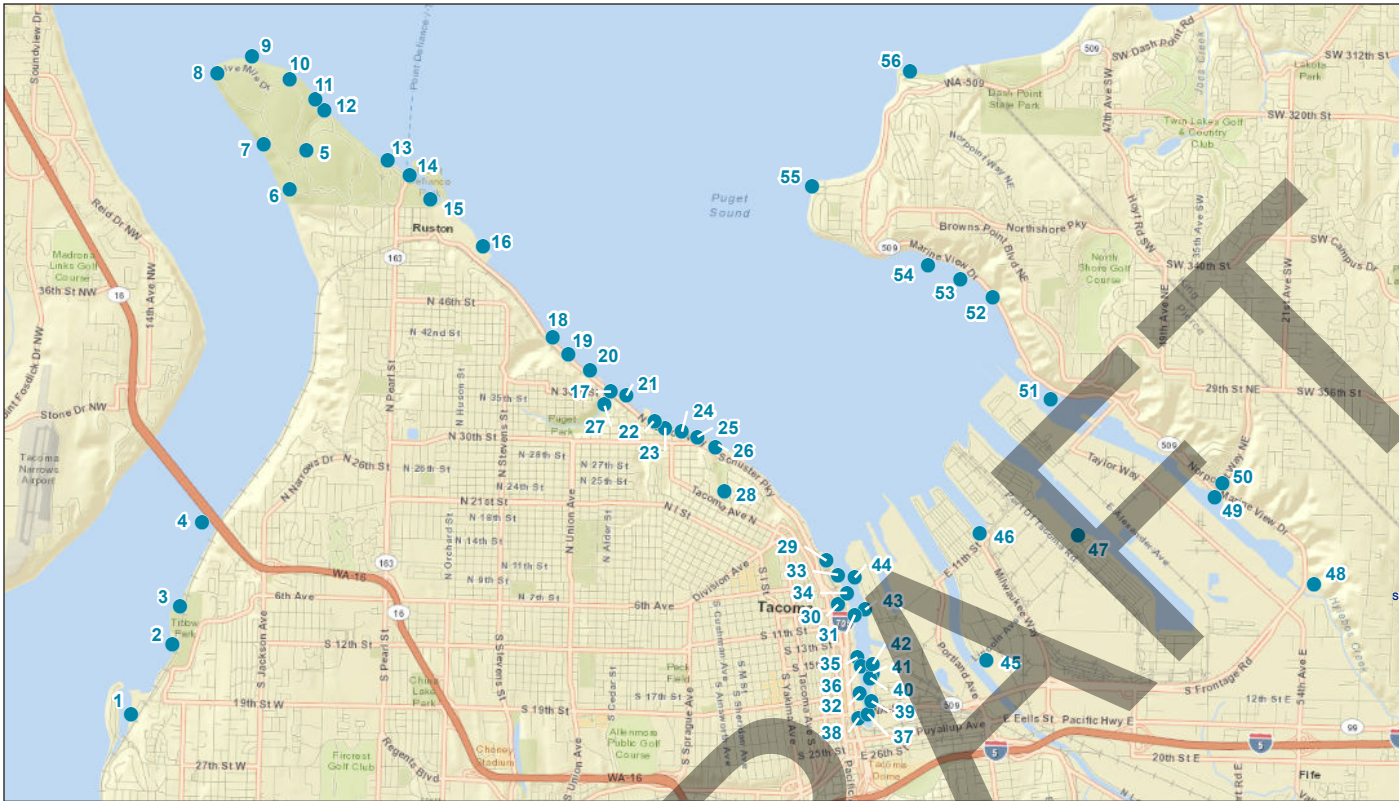
## 2.0 EXISTING PUBLIC ACCESS

DRAFT

# Tacoma Shorelines Public Access Map

## PUBLIC ACCESS LEGEND

-  Boat Launch Motorized
-  Boat Launch Non-Motorized
-  Boat Rentals
-  Dock/Pier
-  Fishing Pier
-  Fishing Supplies
-  Float Non-Motorized
-  Marine Recreation
-  Moorage Long Term
-  Moorage Temporary
-  Natural Areas/Wildlife
-  Park
-  Picnic Area
-  Public Beach
-  Restrooms
-  Saltwater Trail Access Point
-  Shorediving Area
-  Shoreline Promenade
-  View Point



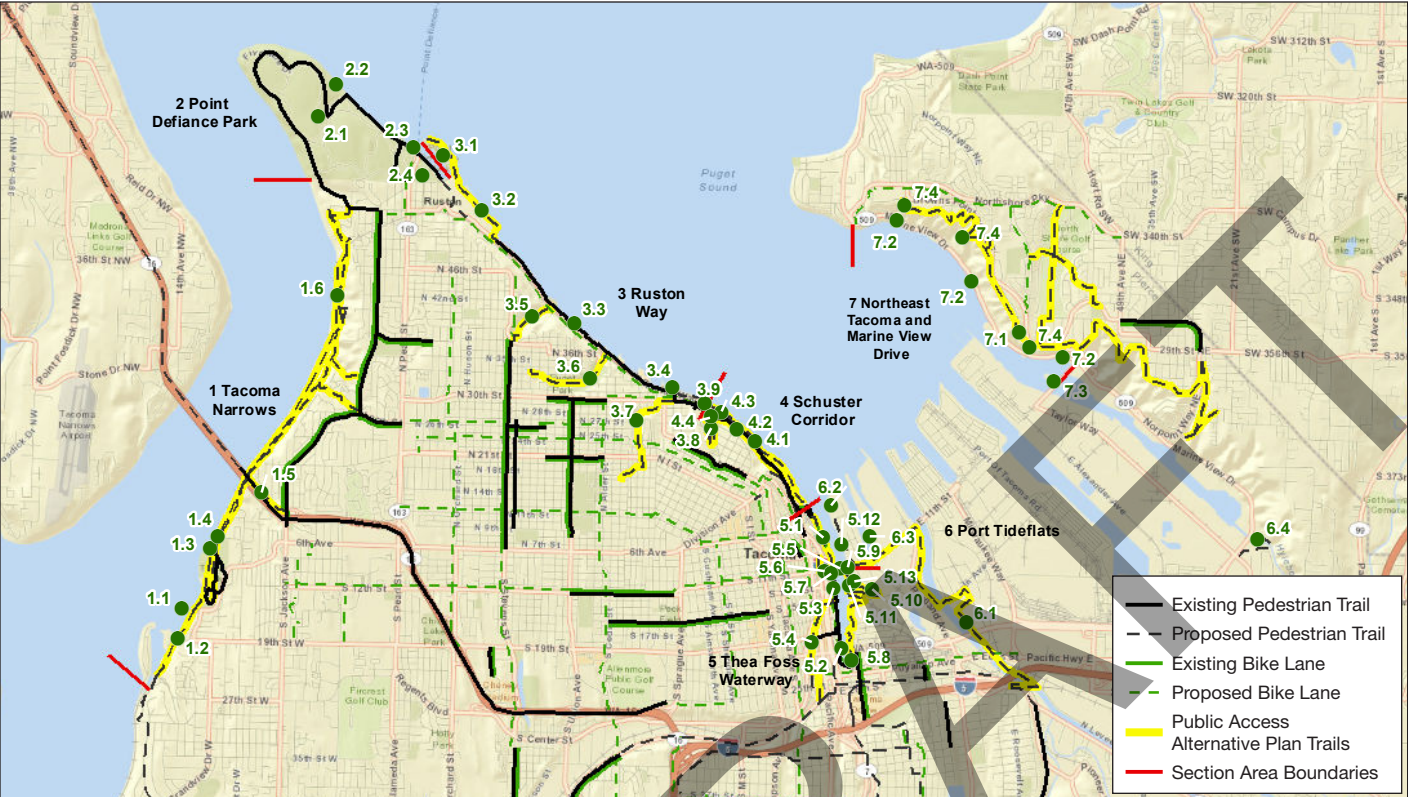
## Existing Public Shoreline Access Points and Features

- |   |   |   |   |  |
|---|---|---|---|--|
| <p><b>1</b> Narrows Marina</p> <p><b>2</b> Titlow Beach Park</p> <p><b>3</b> Tacoma Outboard Association</p> <p><b>4</b> Tacoma Narrows Bridge</p> <p><b>5</b> Point Defiance Park</p> <p><b>6</b> Fort Nisqually</p> <p><b>7</b> Narrows View Point</p> <p><b>8</b> Gig Harbor View Point</p> <p><b>9</b> Dalco Passage View Point</p> <p><b>10</b> Vashon Island View Point</p> <p><b>11</b> Owen Beach</p> <p><b>12</b> Main Picnic Area</p> <p><b>13</b> Point Defiance Boathouse &amp; Marina</p> <p><b>14</b> Point Defiance Boat Launch</p> <p><b>15</b> Breakwater Marina</p> | <p><b>16</b> Point Ruston Waterwalk</p> <p><b>17</b> Ruston Way</p> <p><b>18</b> Cummings Park</p> <p><b>19</b> Marine Park</p> <p><b>20</b> Les Davis Pier</p> <p><b>21</b> Shenanigan's Public Access</p> <p><b>22</b> Dickman Mill Park</p> <p><b>23</b> Hamilton Park</p> <p><b>24</b> Old Town Dock</p> <p><b>25</b> Jack Hyde Park</p> <p><b>26</b> Chinese Reconciliation Park</p> <p><b>27</b> Puget Creek Natural Area</p> <p><b>28</b> Garfield Park</p> <p><b>29</b> Thea's Park</p> | <p><b>30</b> Fireman's Park</p> <p><b>31</b> Foss Harbor Marina</p> <p><b>32</b> Foss Waterway Esplanade</p> <p><b>33</b> North Moorage Float</p> <p><b>34</b> Pier A</p> <p><b>35</b> 15th Street Float</p> <p><b>36</b> 16th Street Pier</p> <p><b>37</b> Waterway Park Non-Motorized Float</p> <p><b>38</b> 21st Street Park</p> <p><b>39</b> Foss Landing Marina</p> <p><b>40</b> Delin Docks</p> <p><b>41</b> Delin Docks Viewing Platform</p> | <p><b>42</b> East 15th Street Park</p> <p><b>43</b> Youth Marine Foundation</p> <p><b>44</b> Center for Urban Waters Esplanade</p> <p><b>45</b> Gog-le-hi-te Wetlands</p> <p><b>46</b> Port of Tacoma Observation Tower</p> <p><b>47</b> Rhone-Poulenc</p> <p><b>48</b> Place of Circling Waters</p> <p><b>49</b> Hylebos Marina</p> <p><b>50</b> Julia's Gulch</p> | <p><b>51</b> Chinook Landing Marina</p> <p><b>52</b> Dick Gilmur Shoreline Restoration &amp; Kayak Launch</p> <p><b>53</b> Crow's Nest Marina</p> <p><b>54</b> Tyee Marina</p> <p><b>55</b> Brown's Point Lighthouse Park</p> <p><b>56</b> Dash Point Park</p> <p><b>57</b> Wapato Lake Park</p> |
|---|---|---|---|--|

# 3.0 Planned Public Access

DRAFT

# Tacoma Shorelines Potential Public Access Improvements Map



### PUBLIC ACCESS LEGEND

- Boat Launch Motorized
- Boat Launch Non-Motorized
- Boat Rentals
- Dock/Pier
- Float Non-Motorized
- Moorage Temporary
- Natural Areas/Wildlife
- Park
- Picnic Area
- Saltwater Trail Access Point
- Seaplane
- Shoreline Promenade
- Trail
- View Point
- Water Taxi

### Potential Public Shoreline Access Points and Features

- |  |  |  |
|--|--|--|
| <p><b>1 Tacoma Narrows</b></p> <ul style="list-style-type: none"> <li>1.1 Blue Access Trail Point</li> <li>1.2 West Slope Trail - Crystal Springs Creek Segment</li> <li>1.3 Public Boat Launch</li> <li>1.4 West Slope Trail - Titlow Park</li> <li>1.5 West Slope Trail - War Memorial Park Semgment</li> <li>1.6 West Slope Trail - Gold Creek Gulch Segment</li> </ul> <p></p> <p><b>2 Point Defiance Park</b></p> <ul style="list-style-type: none"> <li>2.1 Point Defiance Trail System</li> <li>2.2 Passenger Only Ferry Service/Water Taxi</li> <li>2.3 Guest Moorage</li> <li>2.4 Promenade 'Missing Link'</li> </ul> <p></p> <p><b>3 Ruston Way</b></p> <ul style="list-style-type: none"> <li>3.1 Peninsula Park</li> <li>3.2 Point Ruston Waterwalk</li> <li>3.3 Transient Moorage</li> <li>3.4 Old Town Dock</li> <li>3.5 Mason Gulch Trail</li> <li>3.6 Puget Gulch Trail</li> </ul> <p></p> | <ul style="list-style-type: none"> <li>3.7 Buckley Gulch Trail</li> <li>3.8 Garfield Gulch Trail</li> <li>3.9 Chinese Reconciliation Park</li> </ul> <p></p> <p><b>4 Schuster Corridor</b></p> <ul style="list-style-type: none"> <li>4.1 Schuster Parkway Trail</li> <li>4.2 Bayside Trail</li> <li>4.3 Esplanade/Overwater Boardwalk</li> <li>4.4 Garfield Gulch Viewpoint</li> </ul> <p></p> <p><b>5 Thea Foss Waterway</b></p> <ul style="list-style-type: none"> <li>5.1 Complete Esplanade Segments</li> <li>5.2 Repair Esplanade Segments</li> <li>5.3 West Foss Central Park</li> <li>5.4 15th Street Gateway - Prairie Line Trail</li> <li>5.5 11th Street Gateway - Murray Morgan Bridge</li> <li>5.6 Fireman's Park Hill Climb</li> <li>5.7 Passenger Only Ferry Terminal/Water Taxi</li> <li>5.8 Waterway Park</li> <li>5.9 11th Street ROW Boat Launch</li> <li>5.10 East Foss Esplanade</li> </ul> <p></p> | <ul style="list-style-type: none"> <li>5.11 Wheller-Osgood Pedestrian Bridge</li> <li>5.12 Seaplane Float</li> <li>5.13 East Foss Central Park</li> </ul> <p></p> <p><b>6 Port Tidelands</b></p> <ul style="list-style-type: none"> <li>6.1 Puyallup River Levee Trail</li> <li>6.2 Foss Peninsula Viewpoint</li> <li>6.3 Middle Waterway Habitat Observation</li> <li>6.4 Hylebos Creek Trail</li> </ul> <p></p> <p><b>7 Northeast Tacoma and Marine View Drive</b></p> <ul style="list-style-type: none"> <li>7.1 NE Tacoma Trail Network</li> <li>7.2 Scenic Drive</li> <li>7.3 11th Street Blue Trail Access Point and Beach</li> <li>7.4 View Platforms and Interpretive Elements</li> </ul> <p></p> <p><b>8 Wapato Lake and Park</b></p> <p></p> |
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# SECTION 1

## TACOMA NARROWS

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### Introduction

The Tacoma Narrows is comprised of four shoreline districts, stretching from 19<sup>th</sup> Street at Narrows Marina to the community of Salmon Beach, adjacent to Pt. Defiance Park. Access to the water is limited along the Western Slope due to railroad right-of-way, which abuts the shoreline from Titlow Park north to Salmon Beach. There is also considerable overwater and upland residential development that impedes direct access to the shoreline.

Water-oriented recreation is provided at Narrows Marina, which has a public boat launch, and at Titlow Park, which provides public beach access for sunbathing, picnicking, launching kayaks and canoes, scuba diving and other water-oriented recreation. Tacoma Outboard Association leases an additional boat launch at Titlow Park for private use.

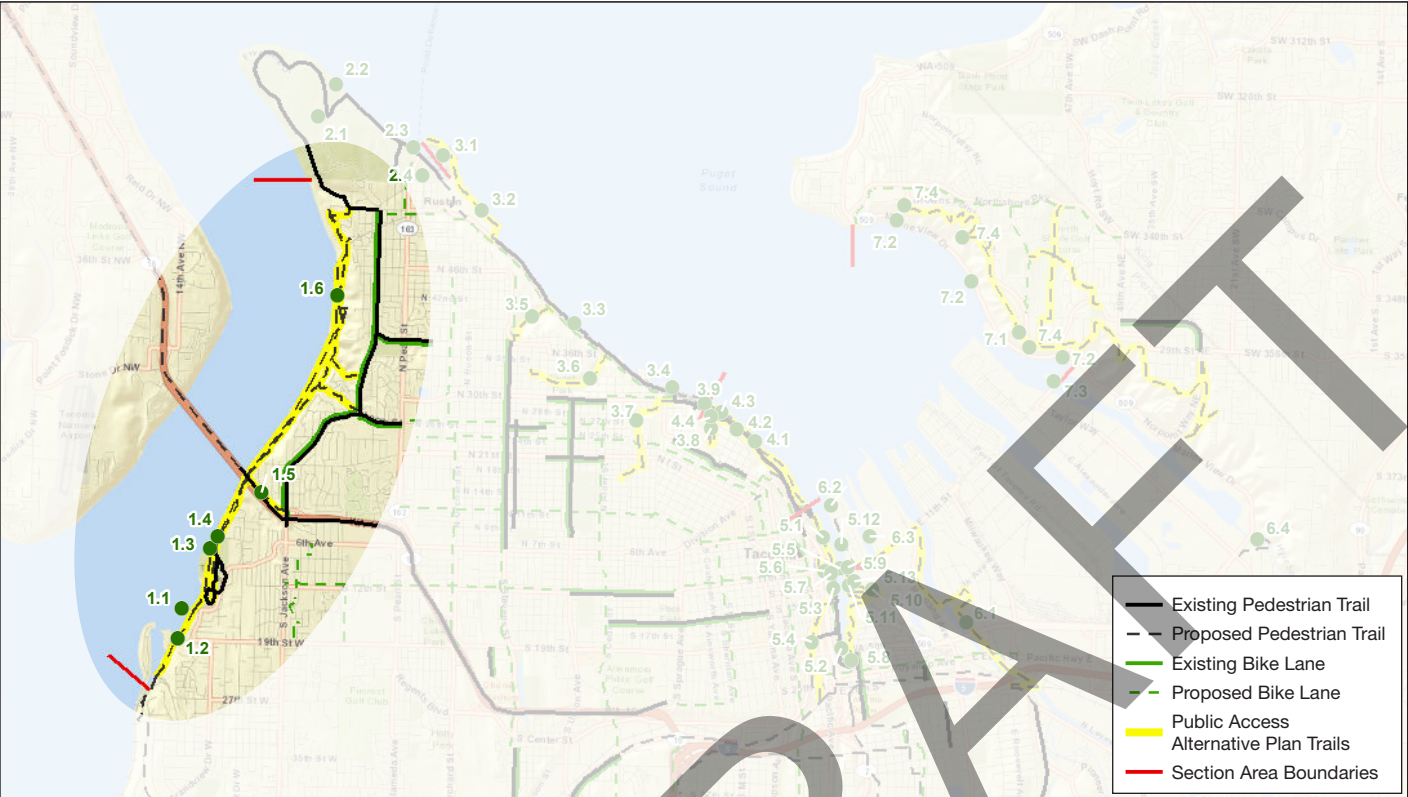
The planned public access along the Western Slope seeks to off-set the relative lack of direct shoreline access by establishing a connected shoreline trail from University Place in the south and connecting to the Pt. Defiance trail system. In most areas the trail will need to be

developed along the bluffs overlooking the Tacoma Narrows. Trail amenities could include view platforms or view points, interpretive signage, and sheltered seating areas.

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

Property within the west slope is both publicly and privately owned. The City, as part of its policy to preserve open space, has been acquiring property as funds are available and as willing property owners agree to sell. However, while much of the bluffs are in public ownership, further land acquisition or easements would be required to develop the West Slope trail system in its entirety.

# Tacoma Shorelines Potential Public Access Improvements Map



### PUBLIC ACCESS LEGEND

- |  |                           |  |                              |
|--|---------------------------|--|------------------------------|
|  | Boat Launch Motorized     |  | Picnic Area                  |
|  | Boat Launch Non-Motorized |  | Saltwater Trail Access Point |
|  | Boat Rentals              |  | Seaplane                     |
|  | Dock/Pier                 |  | Shoreline Promenade          |
|  | Float Non-Motorized       |  | Trail                        |
|  | Moorage Temporary         |  | View Point                   |
|  | Natural Areas/Wildlife    |  | Water Taxi                   |
|  | Park                      |  |                              |

- Existing Pedestrian Trail
- Proposed Pedestrian Trail
- Existing Bike Lane
- Proposed Bike Lane
- Public Access Alternative Plan Trails
- Section Area Boundaries

## Potential Public Shoreline Access Points and Features

- |  |  |  |
|--|--|--|
| <p><b>1 Tacoma Narrows</b></p> <ul style="list-style-type: none"> <li>1.1 Blue Access Trail Point</li> <li>1.2 West Slope Trail - Crystal Springs Creek Segment</li> <li>1.3 Public Boat Launch</li> <li>1.4 West Slope Trail - Titlow Park</li> <li>1.5 West Slope Trail - War Memorial Park Semgment</li> <li>1.6 West Slope Trail - Gold Creek Gulch Segment</li> </ul> <p></p> <p><b>2 Point Defiance Park</b></p> <ul style="list-style-type: none"> <li>2.1 Point Defiance Trail System</li> <li>2.2 Passenger Only Ferry Service/Water Taxi</li> <li>2.3 Guest Moorage</li> <li>2.4 Promenade 'Missing Link'</li> </ul> <p></p> <p><b>3 Ruston Way</b></p> <ul style="list-style-type: none"> <li>3.1 Peninsula Park</li> <li>3.2 Point Ruston Waterwalk</li> <li>3.3 Transient Moorage</li> <li>3.4 Old Town Dock</li> <li>3.5 Mason Gulch Trail</li> <li>3.6 Puget Gulch Trail</li> </ul> | <ul style="list-style-type: none"> <li>3.7 Buckley Gulch Trail</li> <li>3.8 Garfield Gulch Trail</li> <li>3.9 Chinese Reconciliation Park</li> </ul> <p></p> <p><b>4 Schuster Corridor</b></p> <ul style="list-style-type: none"> <li>4.1 Schuster Parkway Trail</li> <li>4.2 Bayside Trail</li> <li>4.3 Esplanade/Overwater Boardwalk</li> <li>4.4 Garfield Gulch Viewpoint</li> </ul> <p></p> <p><b>5 Thea Foss Waterway</b></p> <ul style="list-style-type: none"> <li>5.1 Complete Esplanade Segments</li> <li>5.2 Repair Esplanade Segments</li> <li>5.3 West Foss Central Park</li> <li>5.4 15th Street Gateway - Prairie Line Trail</li> <li>5.5 11th Street Gateway - Murray Morgan Bridge</li> <li>5.6 Fireman's Park Hill Climb</li> <li>5.7 Passenger Only Ferry Terminal/Water Taxi</li> <li>5.8 Waterway Park</li> <li>5.9 11th Street ROW Boat Launch</li> <li>5.10 East Foss Esplanade</li> </ul> | <ul style="list-style-type: none"> <li>5.11 Wheller-Osgood Pedestrian Bridge</li> <li>5.12 Seaplane Float</li> <li>5.13 East Foss Central Park</li> </ul> <p></p> <p><b>6 Port Tidelands</b></p> <ul style="list-style-type: none"> <li>6.1 Puyallup River Levee Trail</li> <li>6.2 Foss Peninsula Viewpoint</li> <li>6.3 Middle Waterway Habitat Observation</li> <li>6.4 Hylebos Creek Trail</li> </ul> <p></p> <p><b>7 Northeast Tacoma and Marine View Drive</b></p> <ul style="list-style-type: none"> <li>7.1 NE Tacoma Trail Network</li> <li>7.2 Scenic Drive</li> <li>7.3 11th Street Blue Trail Access Point and Beach</li> <li>7.4 View Platforms and Interpretive Elements</li> </ul> <p></p> <p><b>8 Wapato Lake and Park</b></p> <p></p> |
|--|--|--|

## DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

### 1.1 Blue Trail Access Point

Develop a blue trail access point where beach grade is conducive for kayak and hand launch craft or incorporate a handcraft accessible float into marina design.



1.1 Blue Trail Access Point: An example of a creative facility for non-motorized access where beach grade or other conditions inhibit direct walk-in access.

### 1.2 West Slope Trail - Crystal Springs Creek Segment

From City's southern boundary at Lemons Beach Road and West 27<sup>th</sup> Street north to Titlow Park at Sixth Avenue. Trail will use City of Tacoma property along Seashore Drive and will require use of Burlington Northern Railroad ROW.



Alternative routes for completing the Crystal Spring Creek segment.

Possible locations for non-motorized launch or other access amenities.

### 1.3 Public Boat Launch

If the Tacoma Outboard Association site transitions to other uses, seek opportunities to improve existing launch ramp for public use.

### 1.4 West Slope Trail - Titlow Park Segment

The trail will use the Burlington Northern Railroad right-of-way and the Titlow Park trail system to the War Memorial trail near Hwy 16.

### 1.5 West Slope Trail - War Memorial Park Segment

The trail will require use of the Burlington Northern Railroad right-of-way and traverse the steep slopes above. In addition, the trail will extend to a trailhead at War Memorial Park. In conjunction with trail development, provide viewing platforms or lookouts along the West Slope that will facilitate public views of the Tacoma Narrows.

### 1.6 West Slope Trail - Gold Creek Gulch Segment

This trail segment will extend from the boundaries of Point Defiance Park to the Tacoma-Lake Cushman Transmission Line south of Gold Creek Gulch. The proposed trail will form a loop by using a portion of the Burlington Northern Railroad right-of-way and traversing the steep slopes above. In order to accomplish this, a public access easement or dedication for the purpose of trail right-of-way needs to be pursued with

Burlington Northern. In addition, the corridor trail will follow Gold Creek through the gulch to a trailhead at Narrows Drive. In conjunction with trail development, provide viewing platforms or lookouts along the West Slope that will facilitate public views of the Tacoma Narrows.



# SECTION 2

## POINT DEFIANCE PARK

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### Introduction

Point Defiance Park is a 702 acre regional recreation and natural area located on the tip of a steep-cliffed peninsula. The park provides substantial public beach access along the northwest tip of Commencement Bay as well as a world class zoo, aquarium, flower gardens, picnic areas, and historic museums. Much of the park remains a virgin forest with numerous trails winding their way through the woods and along the high banks of the park. An historic waterfront promenade connects the Boathouse to Owen Beach. The promenade, a three-quarter mile, seawalled walk, was once equipped with a railing and benches. Near the center of the promenade lies the “Midway Ravine” area where a small creek exits from a culvert under Five Mile Drive. A switchback walkway leads up from the ravine to Five Mile Drive and the north end of the main picnic area.

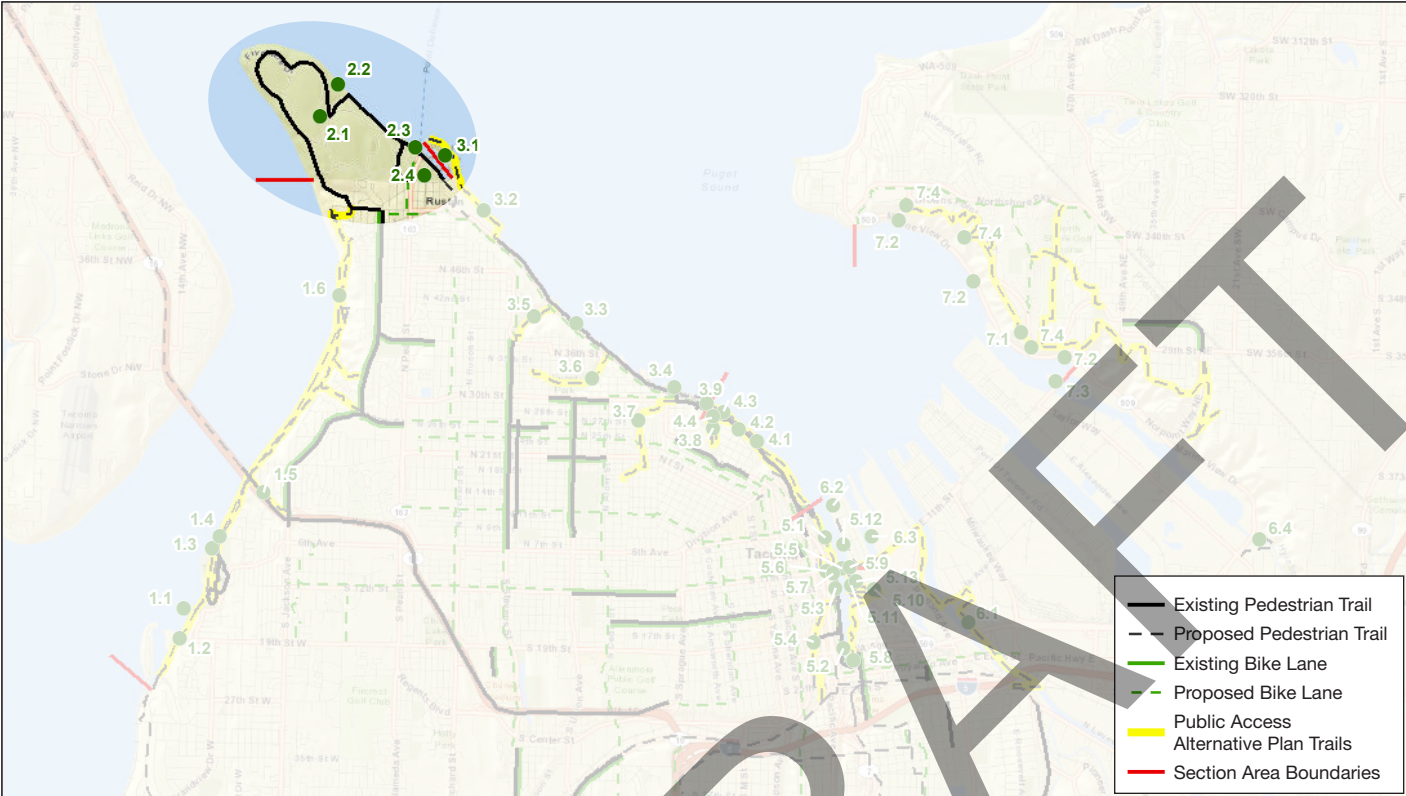
The two shoreline districts that comprise Point Defiance Park provide approximately 4.5 miles of shoreline access, though a considerable portion of the shoreline is obstructed. Steep bluffs limit the access points to the public beach, and a combination of shoreline vegetation,

marine currents, landslides and high tides makes traversing the Point itself tenuous. As a result, public use tends to be limited to the Owens Beach area and promenade connecting Owens beach to the Pt. Defiance boathouse. A drive and trail system atop the bluff provides some view opportunities which could be enhanced. The beach slope makes the area around Owen Beach suitable for kayak hand launch sites and other existing recreational boating opportunities are available at the Pt. Defiance boathouse and marina.

Residential, some commercial uses, the Town of Ruston and the Point Ruston mixed-use community, abut the park to the south. Portions of Salmon Beach, a historic overwater residential community abuts the park property to the west. Breakwater marina and the Tacoma Yacht Club occupy property leased from the Metro Parks Tacoma. In addition, the Washington State Department of Transportation operates a ferry to Vashon Island from the park.

Metro Parks has developed a master plan to guide the next 100 years of the Park’s life, use and improvement.

# Tacoma Shorelines Potential Public Access Improvements Map



## PUBLIC ACCESS LEGEND

- |  |                           |  |                              |
|--|---------------------------|--|------------------------------|
|  | Boat Launch Motorized     |  | Picnic Area                  |
|  | Boat Launch Non-Motorized |  | Saltwater Trail Access Point |
|  | Boat Rentals              |  | Seaplane                     |
|  | Dock/Pier                 |  | Shoreline Promenade          |
|  | Float Non-Motorized       |  | Trail                        |
|  | Moorage Temporary         |  | View Point                   |
|  | Natural Areas/Wildlife    |  | Water Taxi                   |
|  | Park                      |  |                              |

- Existing Pedestrian Trail
- Proposed Pedestrian Trail
- Existing Bike Lane
- Proposed Bike Lane
- Public Access Alternative Plan Trails
- Section Area Boundaries

## Potential Public Shoreline Access Points and Features

- |   |  |  |
|---|--|--|
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|---|--|--|

## DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

### 2.1 Point Defiance Trail System

Public access to/within the park—the City will strive to coordinate/leverage resources with Metro Parks Tacoma

### 2.2 Passenger Only Ferry Terminal/Water Taxi

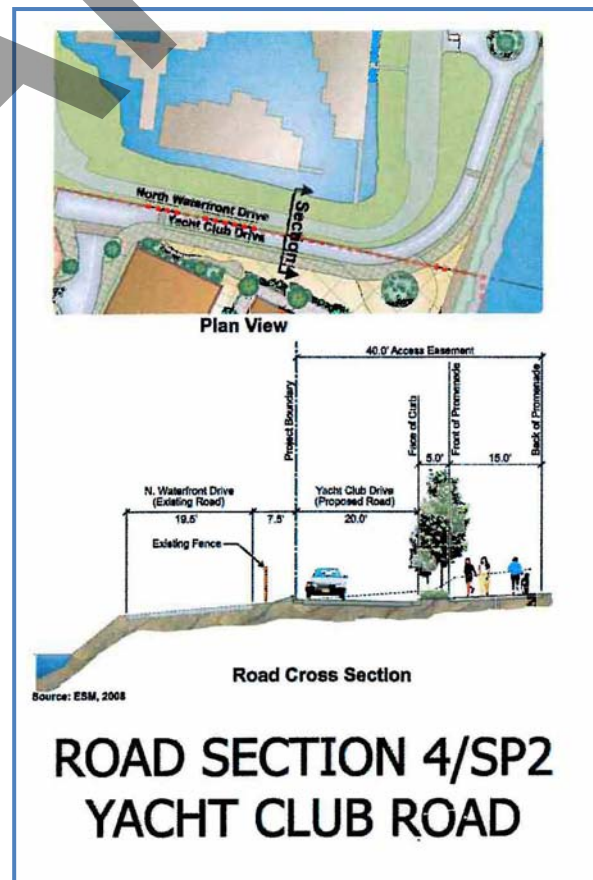
Develop a low impact terminal for water taxi or passenger only ferry access that could connect Point Defiance to other shoreline areas, including the Foss Waterway.

### 2.3 Guest Moorage

Provide additional capacity for guest moorage to serve the needs of recreational boaters.

### 2.4 Promenade 'Missing Link'

The purpose of the 'Missing Link' is to connect the Point Ruston Water Walk to the main Gardens of Point Defiance Park. Phase I consists of physical surveying, conceptual and master planning regarding all aspects of the Missing Link. The Missing Link project area encompasses Peninsula Park (north) to 54th Street (south) and from Trolley Lane (west) into the western edge of Point Ruston.



# SECTION 3

## RUSTON WAY

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### Introduction

Tacoma's earliest industrial district extended along the shoreline from the boundary of Point Defiance Park to today's Thea Foss Waterway. At the turn of the century this shoreline was an unbroken linear industrial complex of sawmills, granaries, boat building and shipping firms. The deep waters provided a natural harbor that encouraged industrial development. At that time, the water's edge skirted the base of the steep slopes. As industry developed, the shallower waters were filled in. More fill was added for the construction of the railroad and later for a city street (Ruston Way) until the area developed its present appearance. The process of erosion and irregular filling produced the existing meandering shoreline edge.

Space limitations, changing technology and competition with the newer Port Industrial area eventually forced the demise of most of the industrial and commercial operations along the Ruston Way shoreline.

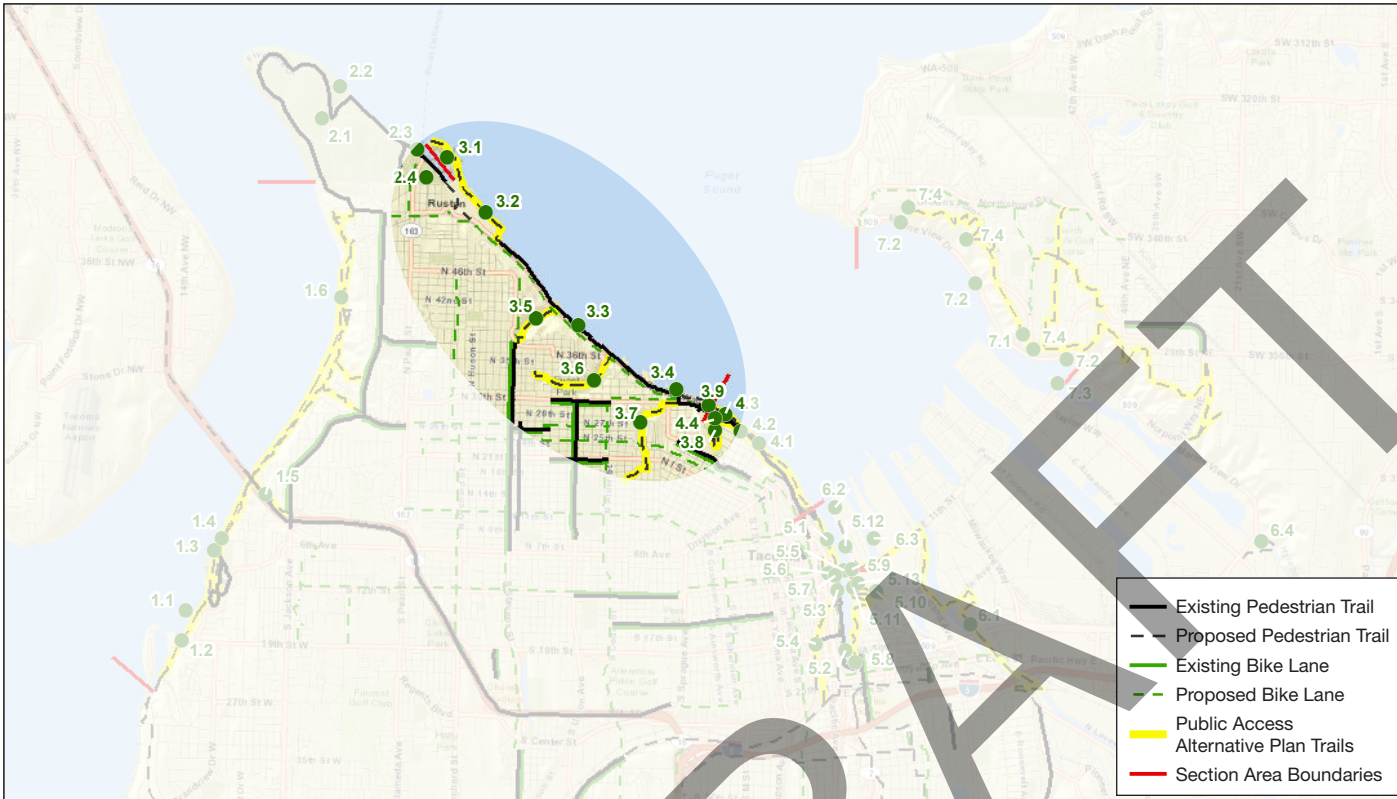
Today the Ruston Way shoreline is one of Tacoma's best known and most beloved waterfront recreation areas – boasting

panoramic views, beaches, piers, and restaurants.

As the Point Ruston development proceeds, it is expected that trail connections will be established that will create a direct connection between Ruston Way and Point Defiance. Implementing the planned connection across the Point Ruston site is a high priority for developing an integrated system.

It is intended that an organized trail system will be developed in the slopes and gulches. Some paths are already present but are maintained on an irregular basis. Development of trails in Mason, Puget Creek and Garfield Gulches will enhance system capacity and provide further options for the public to get to the shoreline promenade. A developed trail system will also serve the hiking public, seeking a more natural walking experience. It is intended that the trails be developed in a manner that preserves the natural wooded setting of the hillsides as much as possible. Generally, the trails will follow the existing topography. Slope stability and public safety are primary concerns.

# Tacoma Shorelines Potential Public Access Improvements Map



## PUBLIC ACCESS LEGEND

- |  |                           |  |                              |
|--|---------------------------|--|------------------------------|
|  | Boat Launch Motorized     |  | Picnic Area                  |
|  | Boat Launch Non-Motorized |  | Saltwater Trail Access Point |
|  | Boat Rentals              |  | Seaplane                     |
|  | Dock/Pier                 |  | Shoreline Promenade          |
|  | Float Non-Motorized       |  | Trail                        |
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|  | Natural Areas/Wildlife    |  | Water Taxi                   |
|  | Park                      |  |                              |

- Existing Pedestrian Trail
- Proposed Pedestrian Trail
- Existing Bike Lane
- Proposed Bike Lane
- Public Access Alternative Plan Trails
- Section Area Boundaries

## Potential Public Shoreline Access Points and Features

### 1 Tacoma Narrows

- 1.1 Blue Access Trail Point
- 1.2 West Slope Trail - Crystal Springs Creek Segment
- 1.3 Public Boat Launch
- 1.4 West Slope Trail - Titlow Park
- 1.5 West Slope Trail - War Memorial Park Segment
- 1.6 West Slope Trail - Gold Creek Gulch Segment



### 2 Point Defiance Park

- 2.1 Point Defiance Trail System
- 2.2 Passenger Only Ferry Service/Water Taxi
- 2.3 Guest Moorage
- 2.4 Promenade 'Missing Link'



### 3 Ruston Way

- 3.1 Peninsula Park
- 3.2 Point Ruston Waterwalk
- 3.3 Transient Moorage
- 3.4 Old Town Dock
- 3.5 Mason Gulch Trail
- 3.6 Puget Gulch Trail

- 3.7 Buckley Gulch Trail
- 3.8 Garfield Gulch Trail
- 3.9 Chinese Reconciliation Park



### 4 Schuster Corridor

- 4.1 Schuster Parkway Trail
- 4.2 Bayside Trail
- 4.3 Esplanade/Overwater Boardwalk
- 4.4 Garfield Gulch Viewpoint



### 5 Thea Foss Waterway

- 5.1 Complete Esplanade Segments
- 5.2 Repair Esplanade Segments
- 5.3 West Foss Central Park
- 5.4 15th Street Gateway - Prairie Line Trail
- 5.5 11th Street Gateway - Murray Morgan Bridge
- 5.6 Fireman's Park Hill Climb
- 5.7 Passenger Only Ferry Terminal/Water Taxi
- 5.8 Waterway Park
- 5.9 11th Street ROW Boat Launch
- 5.10 East Foss Esplanade

- 5.11 Wheller-Osgood Pedestrian Bridge
- 5.12 Seaplane Float
- 5.13 East Foss Central Park



### 6 Port Tidelands

- 6.1 Puyallup River Levee Trail
- 6.2 Foss Peninsula Viewpoint
- 6.3 Middle Waterway Habitat Observation
- 6.4 Hylebos Creek Trail



### 7 Northeast Tacoma and Marine View Drive

- 7.1 NE Tacoma Trail Network
- 7.2 Scenic Drive
- 7.3 11th Street Blue Trail Access Point and Beach
- 7.4 View Platforms and Interpretive Elements



### 8 Wapato Lake and Park



## DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

### 3.1 Peninsula Park

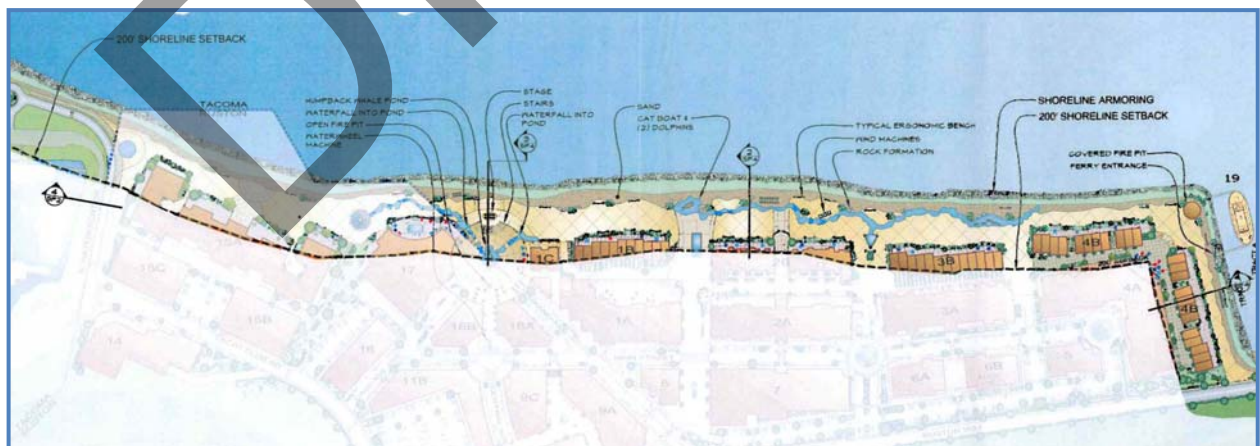
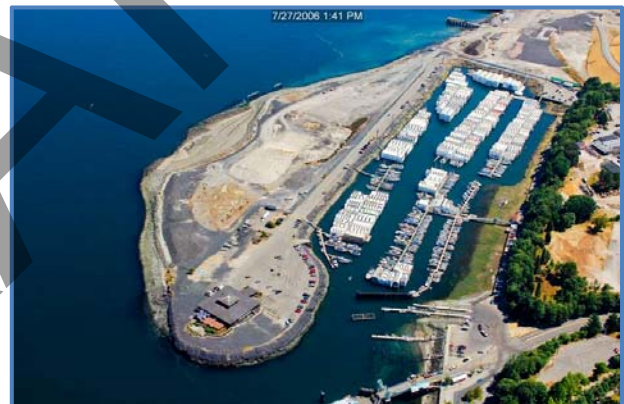
Construct a public park on Slag Peninsula that will take advantage of the unique viewing opportunities and provide a large gathering and recreation area for the public. The park could include an amphitheater to promote outdoor events.



3.1 Peninsula Park: The picture below depicts the existing conditions of the peninsula. Above: A preliminary concept for the future park.

### 3.2 Point Ruston WaterWalk

Construct a public promenade averaging 100' in width, the length of the Point Ruston development site, connecting the Ruston Way promenade to the Peninsula Park and Point Defiance. The image below illustrates the proposed build-out of the Point Ruston WaterWalk.



### 3.3 Guest Moorage

Provide additional capacity for guest moorage to serve the needs of recreational boaters.

### 3.4 Old Town Dock

This project will include repairs to Old Town Dock and upgrades to the access ramp and transient moorage float. Funding for this project is finalized. Design work has begun and is complete through 90%. Permit review is ongoing at National Marine Fisheries Service.



Above: An beach access point allowing improved ease of entry for scuba divers along Ruston Way. Below: The area shaded in white depicts an area of approximate walking distance to the gulch trails.

### 3.5 Mason Gulch Trail

Trail or viewpoints providing visual and/or pedestrian access to portions of the gulch and from the gulch to the Ruston Way shoreline.

### 3.6 Puget Gulch Trail

Provide pedestrian access to the gulch and from residential areas and Puget Park to Ruston Way.

### 3.7 Buckley Gulch Trail

Provide visual and/or pedestrian access to portions of the gulch and from the gulch to the Ruston Way shoreline.

### 3.8 Garfield Gulch Trail

Provide pedestrian access to the gulch and from residential area at the top of the slope to the Schuster Parkway



### 3.9 Chinese Reconciliation Park

The Chinese Reconciliation Park is a planned 3.9 acre park that is located at the southern end of the 1.5-mile Ruston Way waterfront along Commencement Bay, and is in the proximity of the early Chinese settlement that was burned down during the tragic expulsion. The park design is a mixture of traditional Chinese scholar's style gardens and beautiful natural waterfront setting. Construction of the park will proceed through IV Phases. Two phases are nearing completion.



3.9 Chinese Reconciliation Park: Visitors can get their feet wet along a restored gravel beach with gentle grade.





# SECTION 4

## SCHUSTER CORRIDOR

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### Introduction

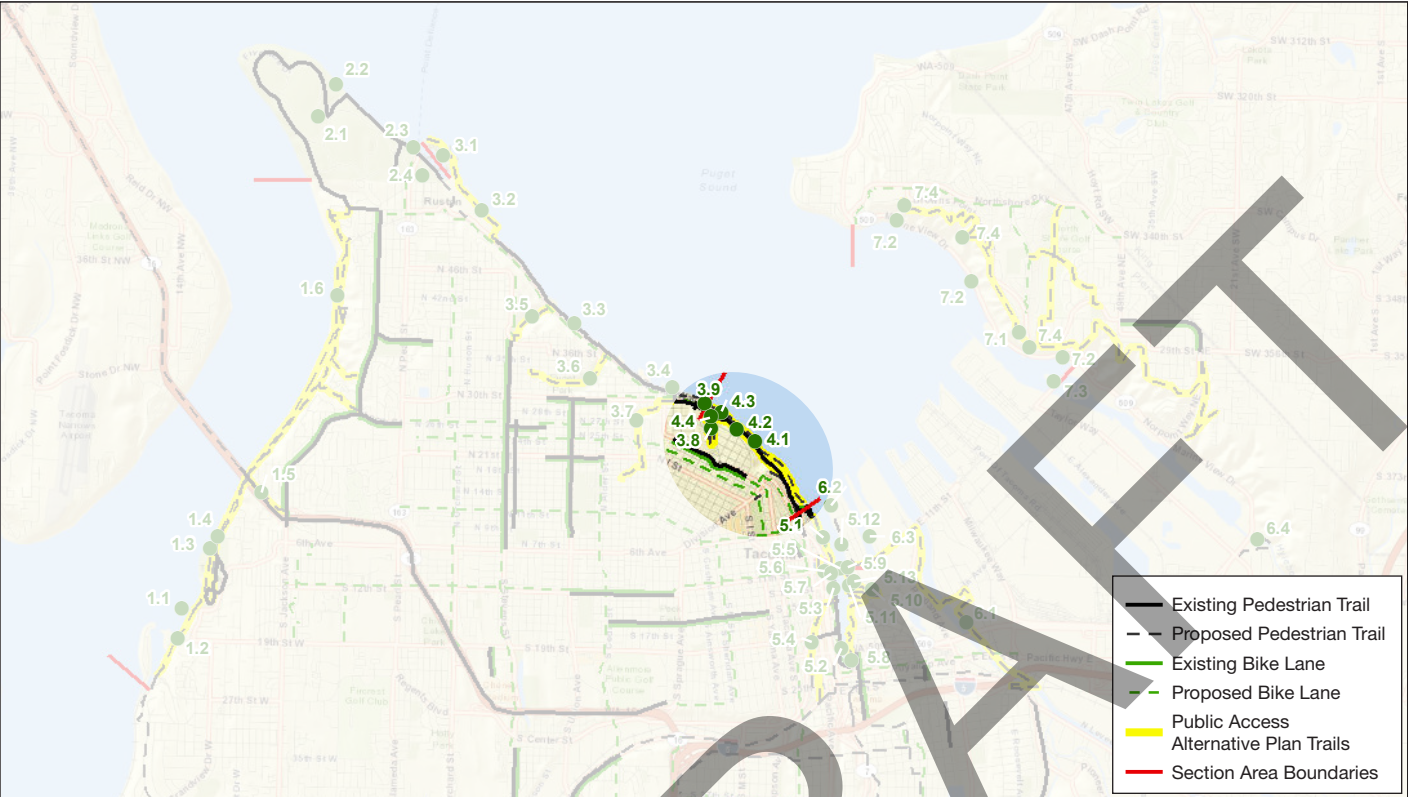
This shoreline district is an active industrial area fronting on deep water and bisected by the mainline BNSF railroad. Current uses include a grain terminal and docking for two military ships. The 1.5 mile long district sits between two shoreline districts to the north and south that have undergone a transformation from their past industrial character into attractive urban waterfronts lined with parks, and interspersed with restaurants and other uses. It has been a long-term vision to connect these two urban waterfronts with a pedestrian walkway.

The Schuster Corridor presents a major impediment to that vision. The existing uses and railroad prevent safe access on the water's edge. The configuration of Schuster Parkway, a multilane arterial providing primary access from the interstate to north end residential areas has no existing sidewalk on the water's side. The Parkway is a highly traveled roadway with a 40 mph speed limit that is not conducive to pedestrian and bicycle use as currently constituted. A sidewalk extends the length of the parkway on the landward side, connecting Pacific Avenue, 4th Street

Bridge, and North 30<sup>th</sup> Street. This sidewalk connects Bayside Trails with the Foss Waterway esplanade via the 4th Street Bridge and through downtown using City sidewalks, Fireman's Park and the East 11th Street Bridge.

Bayside Trails once offered some excellent views of Commencement Bay, Mount Rainier, and the Cascades. This formal trail system was built in 1975. Construction and design were funded by an Interagency Committee for Outdoor Recreation Grant (IAC). Bayside Trails are located within the slopes abutting Schuster Parkway and extend from the trailhead at South 5th Street and Stadium Way to Garfield Gulch. The trail system is approximately one and one-half miles long and is currently closed.

# Tacoma Shorelines Potential Public Access Improvements Map



### PUBLIC ACCESS LEGEND

- Boat Launch Motorized
- Boat Launch Non-Motorized
- Boat Rentals
- Dock/Pier
- Float Non-Motorized
- Moorage Temporary
- Natural Areas/Wildlife
- Park
- Picnic Area
- Saltwater Trail Access Point
- Seaplane
- Shoreline Promenade
- Trail
- View Point
- Water Taxi

- Existing Pedestrian Trail
- Proposed Pedestrian Trail
- Existing Bike Lane
- Proposed Bike Lane
- Public Access Alternative Plan Trails
- Section Area Boundaries

### Potential Public Shoreline Access Points and Features

#### 1 Tacoma Narrows

- 1.1 Blue Access Trail Point
- 1.2 West Slope Trail - Crystal Springs Creek Segment
- 1.3 Public Boat Launch
- 1.4 West Slope Trail - Titlow Park
- 1.5 West Slope Trail - War Memorial Park Semgment
- 1.6 West Slope Trail - Gold Creek Gulch Segment



#### 2 Point Defiance Park

- 2.1 Point Defiance Trail System
- 2.2 Passenger Only Ferry Service/Water Taxi
- 2.3 Guest Moorage
- 2.4 Promenade 'Missing Link'



#### 3 Ruston Way

- 3.1 Peninsula Park
- 3.2 Point Ruston Waterwalk
- 3.3 Transient Moorage
- 3.4 Old Town Dock
- 3.5 Mason Gulch Trail
- 3.6 Puget Gulch Trail

- 3.7 Buckley Gulch Trail
- 3.8 Garfield Gulch Trail
- 3.9 Chinese Reconciliation Park



#### 4 Schuster Corridor

- 4.1 Schuster Parkway Trail
- 4.2 Bayside Trail
- 4.3 Esplanade/Overwater Boardwalk
- 4.4 Garfield Gulch Viewpoint



#### 5 Thea Foss Waterway

- 5.1 Complete Esplanade Segments
- 5.2 Repair Esplanade Segments
- 5.3 West Foss Central Park
- 5.4 15th Street Gateway - Prairie Line Trail
- 5.5 11th Street Gateway - Murray Morgan Bridge
- 5.6 Fireman's Park Hill Climb
- 5.7 Passenger Only Ferry Terminal/Water Taxi
- 5.8 Waterway Park
- 5.9 11th Street ROW Boat Launch
- 5.10 East Foss Esplanade

- 5.11 Wheller-Osgood Pedestrian Bridge
- 5.12 Seaplane Float
- 5.13 East Foss Central Park



#### 6 Port Tidelands

- 6.1 Puyallup River Levee Trail
- 6.2 Foss Peninsula Viewpoint
- 6.3 Middle Waterway Habitat Observation
- 6.4 Hylebos Creek Trail



#### 7 Northeast Tacoma and Marine View Drive

- 7.1 NE Tacoma Trail Network
- 7.2 Scenic Drive
- 7.3 11th Street Blue Trail Access Point and Beach
- 7.4 View Platforms and Interpretive Elements



#### 8 Wapato Lake and Park



## DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

### 4.1 Schuster Parkway Multi-Use Trail

Reconstruct Schuster Parkway to accommodate a 14' shared-use path. The trail could run on either the landward or waterward edge of Schuster Parkway.

### 4.2 Bayside Trail

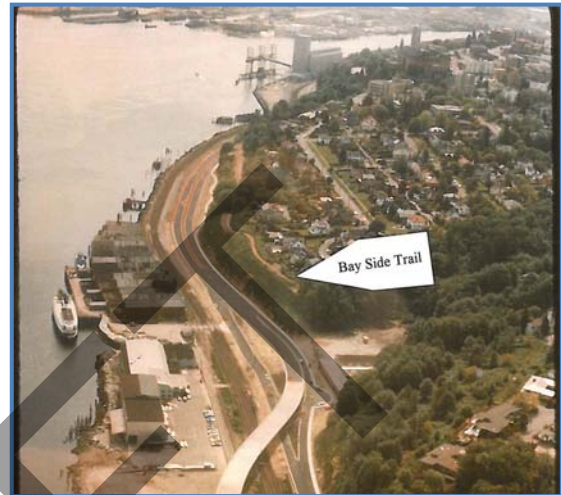
Improve the Bayside Trails to provide a natural trail parallel to the shoreline with connecting access from upland residential areas to shoreline paths. Priority connections should be constructed between Stadium Way and Schuster Parkway. The Bayside Trail also includes natural trails within Garfield Gulch.

### 4.3 Esplanade/Overwater Boardwalk

When and where feasible, construct a 15' esplanade along the water's edge or overwater where necessary. Implementation of this project will necessitate acquisition of properties or easements.

### 4.4 Garfield Gulch Viewpoint

Improve and maintain a viewing area at the site of the historic lookout at the top of Garfield Gulch at the intersection of Garfield Gulch and the Schuster Slope.



4.2 Bayside Trail: An aerial view of the historic Bayside Trail.



Above: Illegal dumping and surface water problems will need to be addressed for Bayside Trail to reopen.



4.4 Garfield Gulch Viewpoint: An example of the types of views available from the top of Garfield Gulch – overlooking Commencement Bay.

# SECTION 5

## THEA FOSS WATERWAY

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### Introduction

In 1974, the City of Tacoma adopted the *City Waterway Policy Plan* (the City Waterway is now known as the Thea Foss Waterway) that provided the foundation for activities to transform the former shipping terminal and industrial waterfront into an urban waterfront with a mix of public and private uses emphasizing public access and enjoyment. The 1974 Plan was the first of many studies and plans to follow which were developed by both the City and civic organizations interested in the redevelopment of the blighted and abandoned waterfront. These plans envisioned redevelopment with uses that included marinas, restaurants, public spaces, residential hotel/motel and pedestrian uses and event spaces.

The *City Waterway Policy Plan* was later replaced by the *Thea Foss Waterway Design and Development Plan (The Foss Plan,)* adopted in 1992, which provided policy and design guidelines for all new public and private development in and surrounding both sides of the Thea Foss Waterway. This Plan, in conjunction with development regulations in Tacoma Municipal Code

13.10, guided public and private redevelopment of the Thea Foss Waterway

The Foss Plan envisioned a mixed use community, attuned to the intrinsic qualities of its water setting and inseparable from the city around it. The Plan strove to attain the “ABC’s” of waterfront development: *Access, Boating and Character*.

As part of the City of Tacoma Shoreline Master Program update, the policy and regulatory guidance contained in the Foss Plan has been incorporated into the Shoreline Master Program. The public access projects identified in the Foss Plan have been updated through the public process and incorporated herein. The Foss Plan vision of a Waterway unified through common design and character and linked by a continuous waterfront walkway is a central element of the City’s public access system. This Section of the PAAL describes the public access vision for the Waterway. The design vision is incorporated into the Tacoma Waterfront Design Guidelines.

The public access projects identified in the PAAL are closely aligned with the vision of the Foss Plan: They support the ABC's of waterfront development. The access priorities for the Foss Waterway will primarily be undertaken on public properties, but may also be implemented on private properties as redevelopment occurs.

Projects on the west side of the Foss Waterway emphasize completion of the public esplanade and boardwalk with improved linkages to and from Downtown Tacoma. Additional open space is sought along the central waterfront area.

Projects on the east side of the Foss Waterway emphasize boating and recreation. Park development is planned at the south end of the Waterway and the 11<sup>th</sup> Street right-of-way could be utilized as a public boat launch. Where feasible, and consistent with public safety and private

security requirements, a waterfront walkway should be implemented to link uses and public access together to facilitate pedestrian and bicycle access.

Improvements to East D Street should be implemented wherever access cannot be provided along the shoreline.

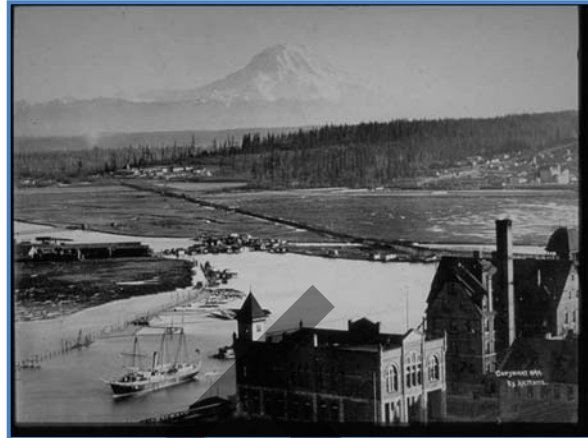


Above: Thea's Park provides multiple public access amenities: Public artwork; views of TEMCO and the container ships coming into the Port of Tacoma; a public beach where visitors can get their feet wet; and a walking trail connecting to the public esplanade. Below: The public esplanade on the West Foss links gathering areas, restaurants, and recreational boating activities. The historic Murray Morgan Bridge spans the Waterway.



The Shoreline Master Program policies highlight the industrial and maritime history of the Waterway. This history can be commemorated through site design and through architectural or artistic elements of public access. Specific waterfront locations or walkway segments could be designated as part of a maritime “Heritage Trail” that provide educational, artistic and cultural learning opportunities for the public.

The east side of the Foss Waterway is home to several industrial and water-dependent uses and is adjacent to an industrial area. Where these uses are located, access should be routed around rather than through these properties, until such time as the properties redevelop or change uses. As improvements to East D Street occur, policy guidance in the Shoreline Master Program directs improvements to provide a separation of recreation and industrial traffic and to protect those businesses and industrial uses that are east of East D Street.

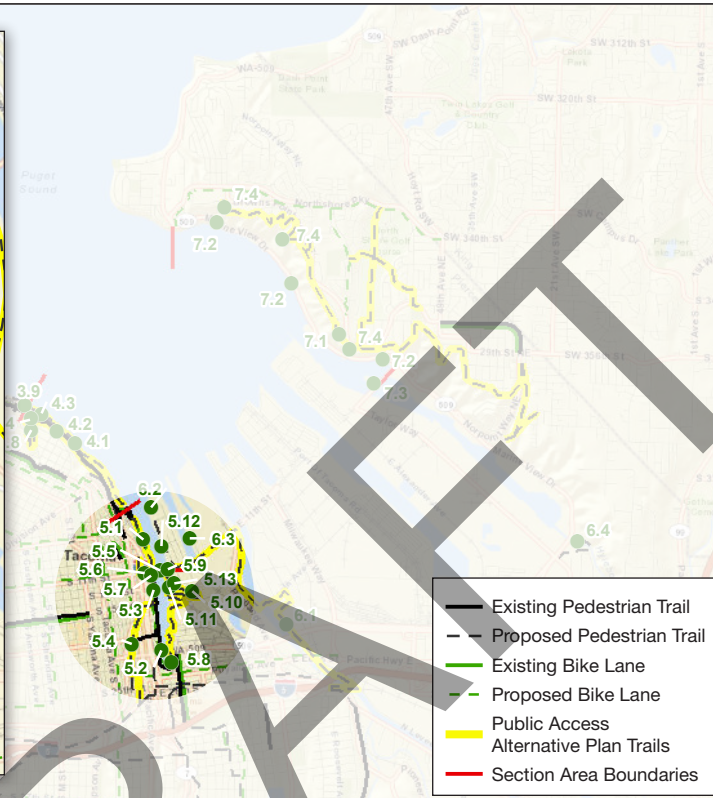
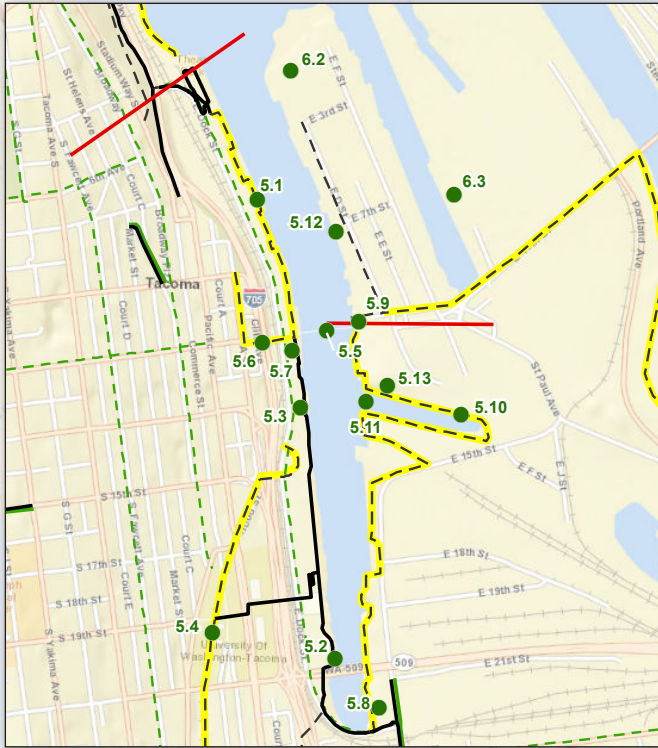


The Foss Waterway is within Downtown Tacoma and within walking distance of the University of Washington, Tacoma, the Dome District, the Brewery District and the International Financial Services Area. However, access to the Foss Waterway is impeded by the BNSF line and I-705. The recent completion of the D Street overpass improves the Waterway's connection to the

Dome District and the planned Prairie Line Trail would improve access by developing a direct trail connection from the University of Washington Tacoma campus to the 15<sup>th</sup> Street entry to the Foss Waterway. Improved linkages to the surrounding districts should be sought when feasible.



# Tacoma Shorelines Potential Public Access Improvements Map



## PUBLIC ACCESS LEGEND

- |  |                           |  |                              |
|--|---------------------------|--|------------------------------|
|  | Boat Launch Motorized     |  | Picnic Area                  |
|  | Boat Launch Non-Motorized |  | Saltwater Trail Access Point |
|  | Boat Rentals              |  | Seaplane                     |
|  | Dock/Pier                 |  | Shoreline Promenade          |
|  | Float Non-Motorized       |  | Trail                        |
|  | Moorage Temporary         |  | View Point                   |
|  | Natural Areas/Wildlife    |  | Water Taxi                   |
|  | Park                      |  |                              |

## Potential Public Shoreline Access Points and Features

### 1 Tacoma Narrows

- 1.1 Blue Access Trail Point
- 1.2 West Slope Trail - Crystal Springs Creek Segment
- 1.3 Public Boat Launch
- 1.4 West Slope Trail - Titlow Park
- 1.5 West Slope Trail - War Memorial Park Segment
- 1.6 West Slope Trail - Gold Creek Gulch Segment



### 2 Point Defiance Park

- 2.1 Point Defiance Trail System
- 2.2 Passenger Only Ferry Service/Water Taxi
- 2.3 Guest Moorage
- 2.4 Promenade 'Missing Link'



### 3 Ruston Way

- 3.1 Peninsula Park
- 3.2 Point Ruston Waterwalk
- 3.3 Transient Moorage
- 3.4 Old Town Dock
- 3.5 Mason Gulch Trail
- 3.6 Puget Gulch Trail

- 3.7 Buckley Gulch Trail
- 3.8 Garfield Gulch Trail
- 3.9 Chinese Reconciliation Park



### 4 Schuster Corridor

- 4.1 Schuster Parkway Trail
- 4.2 Bayside Trail
- 4.3 Esplanade/Overwater Boardwalk
- 4.4 Garfield Gulch Viewpoint



### 5 Thea Foss Waterway

- 5.1 Complete Esplanade Segments
- 5.2 Repair Esplanade Segments
- 5.3 West Foss Central Park
- 5.4 15th Street Gateway - Prairie Line Trail
- 5.5 11th Street Gateway - Murray Morgan Bridge
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- 5.10 East Foss Esplanade

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- 5.12 Seaplane Float
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### 6 Port Tidelands

- 6.1 Puyallup River Levee Trail
- 6.2 Foss Peninsula Viewpoint
- 6.3 Middle Waterway Habitat Observation
- 6.4 Hylebos Creek Trail



### 7 Northeast Tacoma and Marine View Drive

- 7.1 NE Tacoma Trail Network
- 7.2 Scenic Drive
- 7.3 11th Street Blue Trail Access Point and Beach
- 7.4 View Platforms and Interpretive Elements



### 8 Wapato Lake and Park





## DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

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### WEST FOSS

#### 5.1 Complete Esplanade Segments

Construct public esplanade that will serve pedestrians, roller skaters, bicyclists and provide lighting, street furniture, landscaping and supporting utilities.

#### 5.2 Repair Esplanade Segments

Repair and replace deteriorated public esplanade to serve pedestrians, roller skaters, bicyclists and provide lighting, street furniture, landscaping and supporting utilities.

#### 5.3 West Foss Central Park

Acquire and develop a 1 acre park and recreation area for large events on the central Foss Waterway.

#### 5.4 15<sup>th</sup> Street Gateway – Prairie Line Trail

This project will design and construct a Class 1 trail along the BNSF railroad track through downtown Tacoma. The new trail segment will connect the Foss Waterway to the Water Ditch Trail project along South Tacoma Way.

#### 5.5 11<sup>th</sup> Street Gateway – Murray Morgan Bridge

This project will improve way-finding and install design details to create a gateway from 11<sup>th</sup> street to the Foss Waterway, including improvements to the Murray Morgan Bridge.

#### 5.6 Fireman’s Park Hill Climb

Construct a staircase and overpass from Fireman’s Park to Dock Street on the Foss Waterway.

#### 5.7 Passenger Only Ferry Terminal/Water Taxi

Improve the Municipal Dock site to accommodate the necessary infrastructure for a passenger-only-ferry that could serve both local water taxi and regional POF service.

## EAST FOSS

### 5.8 Waterway Park

Develop a park and recreation area at the 3.7 acre Berg Scaffolding site.

### 5.9 11<sup>th</sup> Street ROW Boat Launch

Improve existing public right-of-way to accommodate a recreational and/or commercial boat launch.

### 5.10 East Foss Esplanade

Establish a 15' shared use walkway adjacent to the waterway, connecting the north and south ends of the Foss Waterway. The walkway will connect the Wheeler-Osgood Waterway to the Murray Morgan Bridge.

### 5.11 Wheeler-Osgood Pedestrian Bridge

Explore opportunities to develop a pedestrian and bicycle bridge across the Wheeler-Osgood that would connect future walkway improvements and create a more direct route across the waterway and a scenic viewpoint.

### 5.13 Seaplane Float

Construct a moorage float designed to accommodate sea planes, to support diverse forms of transportation and recreation.

### 5.14 East Foss Central Park

Seek acquisition of BNSF property at the mouth of the Wheeler-Osgood for development of a nature park and preserved open space.



Above: Possible route connecting East D Street to the proposed East Foss Central Park and pedestrian/bicycle bridge across the Wheeler-Osgood Waterway. This alignment would require acquisition of properties to complete.

# SECTION 6

## PORT TIDEFLATS

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### Introduction

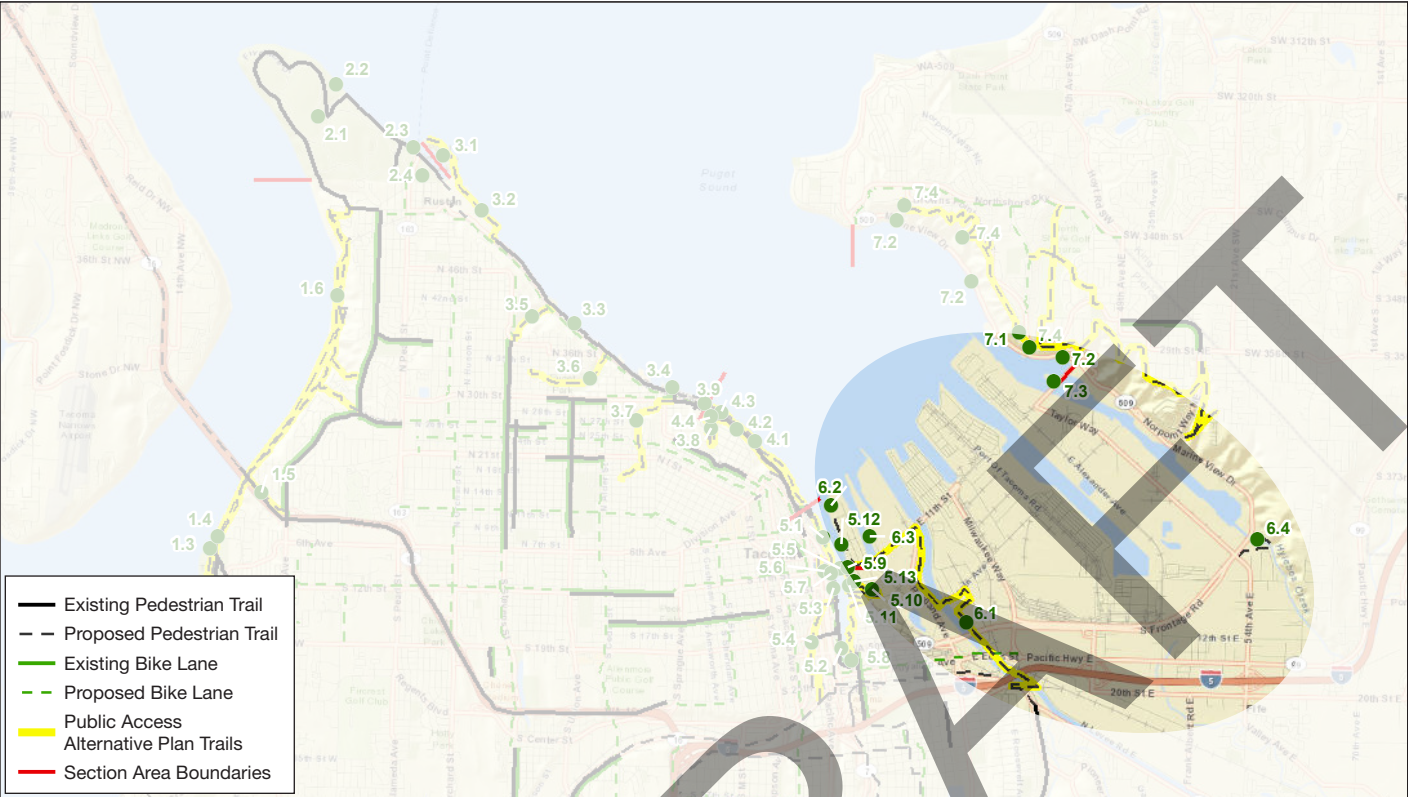
The Port Industrial shoreline is predominantly developed with heavy industrial and Port/Terminal related facilities. As a result there is very limited opportunity for the public to reach and touch the water in this area. Safety and security concerns require sensitivity in locating access in this shoreline. The Port of Tacoma office on Sitcum Waterway is an example of the type of access that is appropriate -providing a viewing platform from which the public can observe the day to day operations of the Port from a safe distance.

There is also considerable cleanup and restoration activity that has been undertaken in this shoreline area which could accommodate limited access, including natural trails, kayak hand launch sites, or separated habitat viewing platforms. For example, the Port of Tacoma has developed a viewing area at the Rhone Poulenc habitat mitigation site on the Blair Waterway that provides the public with an opportunity to observe one of many habitat restoration projects located in the Port Industrial shoreline area. Access would need to be designed sensitively to prevent

damage or harm to natural areas and mitigation sites.

Access is planned in areas that will not interfere with port operations or cause public safety concerns. Where possible, trails are planned that would link recreation and transportation systems, but these are generally located on the periphery of port/industrial operations and along existing publicly owned lands and right-of-ways.

# Tacoma Shorelines Potential Public Access Improvements Map



## PUBLIC ACCESS LEGEND

- Boat Launch Motorized
- Boat Launch Non-Motorized
- Boat Rentals
- Dock/Pier
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- Moorage Temporary
- Natural Areas/Wildlife
- Park
- Picnic Area
- Saltwater Trail Access Point
- Seaplane
- Shoreline Promenade
- Trail
- View Point
- Water Taxi

- Existing Pedestrian Trail
- Proposed Pedestrian Trail
- Existing Bike Lane
- Proposed Bike Lane
- Public Access Alternative Plan Trails
- Section Area Boundaries

## Potential Public Shoreline Access Points and Features

- |  |  |  |
|--|--|--|
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|--|--|--|

## DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

### 6.1 Puyallup River Levee Trail

Construct 2.5 mile trail along the Puyallup River levee, from the City limits with Fife to 11<sup>th</sup> Street.

### 6.2 Foss Peninsula View Area and Beach Access

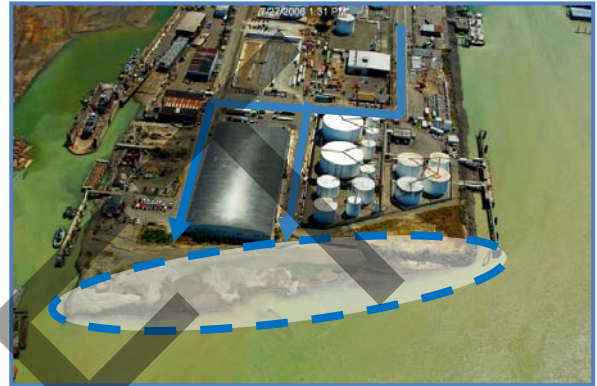
Provide viewpoint on City of Tacoma property at the head of the Foss Peninsula, as well as public amenities, including seating, waste bins, and signage.

### 6.3 Middle Waterway Habitat Observation Point

Construct a habitat viewing platform with associated educational signage and seating area. Site could be located at head of Middle Waterway on publicly owned properties near the Fire Station or along Middle Waterway Road.

### 6.4 Hylebos Creek Trail

Construct a low impact natural trail, including educational and wayfinding signage, to provide opportunities to learn about habitat and wildlife along the creek and to connect recently completed habitat observation area with the BPA Trail in Fife.



6.2 Foss Peninsula View Area and Beach Access



6.3 Middle Waterway Habitat Observation Point



6.4 Hylebos Creek Trail: Offers impressive views of recently restored wetlands and opportunities for bird watching.

# SECTION 7

## NORTHEAST TACOMA AND MARINE VIEW DRIVE

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### Introduction

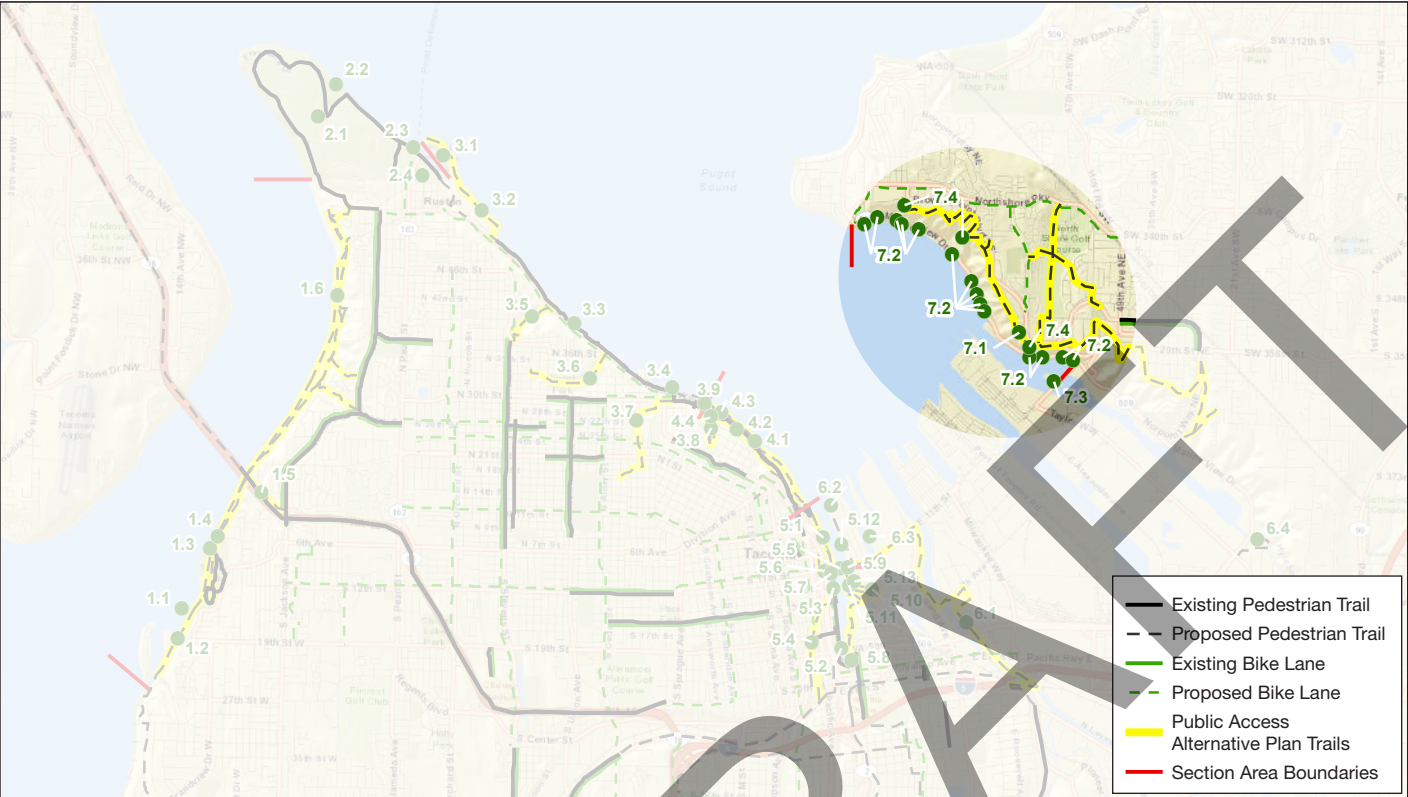
The Marine View Drive shoreline is currently characterized by a combination of water-oriented recreation uses, overwater residences, and relatively unmodified shoreline. There are large areas of public ownership (City of Tacoma and Port of Tacoma) both along the shoreline and the bluffs, but additional acquisition or easements would be necessary to establish a cohesive trail system. The Puyallup Tribe also owns considerable property along the shoreline.

Additional impediments to public access include the relatively constrained land supply along the shoreline as well as the potential for restoration activity. As this shoreline contains large areas of shoreline without structural stabilization (bulkheads), habitat preservation and restoration is a priority.

New shoreline public access should be designed and located with sensitivity for the shoreline environment and the existing and potential mitigation sites. As a result, planned access in this area is generally

located away from the shoreline, through a trail system that will traverse the bluffs overlooking Commencement Bay. However, there are several opportunities to provide beach access for the public that would facilitate non-motorized recreational boating or beachcombing. These sites should be designed to facilitate access while protecting the ecological functions of the shoreline. In addition, this shoreline area provides unique viewing opportunities looking back across Commencement Bay on Downtown Tacoma and Port of Tacoma tide flats.

# Tacoma Shorelines Potential Public Access Improvements Map



### PUBLIC ACCESS LEGEND

- Boat Launch Motorized
- Picnic Area
- Boat Launch Non-Motorized
- Saltwater Trail Access Point
- Boat Rentals
- Seaplane
- Dock/Pier
- Shoreline Promenade
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### Potential Public Shoreline Access Points and Features

- |  |  |  |
|--|--|--|
| <p><b>1 Tacoma Narrows</b></p> <ul style="list-style-type: none"> <li>1.1 Blue Access Trail Point</li> <li>1.2 West Slope Trail - Crystal Springs Creek Segment</li> <li>1.3 Public Boat Launch</li> <li>1.4 West Slope Trail - Titlow Park</li> <li>1.5 West Slope Trail - War Memorial Park Semgment</li> <li>1.6 West Slope Trail - Gold Creek Gulch Segment</li> </ul> <p><b>2 Point Defiance Park</b></p> <ul style="list-style-type: none"> <li>2.1 Point Defiance Trail System</li> <li>2.2 Passenger Only Ferry Service/Water Taxi</li> <li>2.3 Guest Moorage</li> <li>2.4 Promenade 'Missing Link'</li> </ul> <p><b>3 Ruston Way</b></p> <ul style="list-style-type: none"> <li>3.1 Peninsula Park</li> <li>3.2 Point Ruston Waterwalk</li> <li>3.3 Transient Moorage</li> <li>3.4 Old Town Dock</li> <li>3.5 Mason Gulch Trail</li> <li>3.6 Puget Gulch Trail</li> </ul> | <ul style="list-style-type: none"> <li>3.7 Buckley Gulch Trail</li> <li>3.8 Garfield Gulch Trail</li> <li>3.9 Chinese Reconciliation Park</li> </ul> <p><b>4 Schuster Corridor</b></p> <ul style="list-style-type: none"> <li>4.1 Schuster Parkway Trail</li> <li>4.2 Bayside Trail</li> <li>4.3 Esplanade/Overwater Boardwalk</li> <li>4.4 Garfield Gulch Viewpoint</li> </ul> <p><b>5 Thea Foss Waterway</b></p> <ul style="list-style-type: none"> <li>5.1 Complete Esplanade Segments</li> <li>5.2 Repair Esplanade Segments</li> <li>5.3 West Foss Central Park</li> <li>5.4 15th Street Gateway - Prairie Line Trail</li> <li>5.5 11th Street Gateway - Murray Morgan Bridge</li> <li>5.6 Fireman's Park Hill Climb</li> <li>5.7 Passenger Only Ferry Terminal/Water Taxi</li> <li>5.8 Waterway Park</li> <li>5.9 11th Street ROW Boat Launch</li> <li>5.10 East Foss Esplanade</li> </ul> | <ul style="list-style-type: none"> <li>5.11 Wheller-Osgood Pedestrian Bridge</li> <li>5.12 Seaplane Float</li> <li>5.13 East Foss Central Park</li> </ul> <p><b>6 Port Tidelands</b></p> <ul style="list-style-type: none"> <li>6.1 Puyallup River Levee Trail</li> <li>6.2 Foss Peninsula Viewpoint</li> <li>6.3 Middle Waterway Habitat Observation</li> <li>6.4 Hylebos Creek Trail</li> </ul> <p><b>7 Northeast Tacoma and Marine View Drive</b></p> <ul style="list-style-type: none"> <li>7.1 NE Tacoma Trail Network</li> <li>7.2 Scenic Drive</li> <li>7.3 11th Street Blue Trail Access Point and Beach</li> <li>7.4 View Platforms and Interpretive Elements</li> </ul> <p><b>8 Wapato Lake and Park</b></p> |
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## DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

### 7.1 NE Tacoma Trail Network

Construct 6 mile trail along the slope top of Marine View Dr. from Slayden Rd. to Norpoint Way, with an extension from Browns Pt. Blvd. to Northshore Parkway and a connector between Crescent Heights and Alderwood Parks.

### 7.2 Scenic Drive

Improve a turnout and scenic viewpoint for automobiles along Marine View Drive. Provide signage and public amenities.

### 7.3 11<sup>th</sup> Street Blue Trail Access Point and Beach

Provide signage and access for a nonmotorized boat launch and picnic area.

### 7.4 View Platforms and Interpretive Elements

In conjunction or in advance of trail development, provide view platforms along the top of the bluff and along the shoreline where possible to facilitate public views of the water. Provide wayfinding and educational signage where appropriate.



An example of the types of views available along the Northeast Tacoma bluffs – looking down on the Port of Tacoma and across the Bay to Downtown Tacoma.

A series of viewpoints and pullovers can be provided along Marine View Drive that offer casual picnic and rest areas with tremendous views of the Port of Tacoma and Downtown Tacoma along with educational materials highlighting the cleanup and restoration of Commencement Bay. Below are examples of potential site locations. Identified sites are in the public right-of-way or public





# SECTION 8

## WAPATO LAKE AND PARK

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### Introduction

The Wapato Lake shoreline is situated within a single family residential area and adjacent to a commercial area in south Tacoma. The lake shoreline is approximately 1 mile long but there are additional wetlands associated with the Lake - the Park itself encompasses 88 acres in and around the lake. Wapato Park is a family oriented, resort style park reminiscent of its founding in the late 1800's. A Parks Improvement Bond Measure was approved in 2005 to fund infrastructure and water quality improvements. The Metro Parks Master Plan is proceeding through several phases:

- Bathhouse Reconstruction (completed)
- Demolition of Existing Residences - (completed)
- Phase 1a: Lake Water Quality Treatment
- Phase 1b: Initial Lakeshore Development
- Phase 2: Park Capital Improvements

Planned public access projects include new and upgraded trails and viewpoints, picnic shelters, and paddle boat dock.

Wapato Park is one of Tacoma's signature parks and will continue to be a focal point, of not only the South Tacoma Neighborhood but also the surrounding region as a vital urban park and green space. Developed over the years as a family oriented "resort" style park, Wapato Park will continue to be a destination for those seeking a high quality leisure experience in a close to home natural setting.

The Master Plan provides a long-range view for uses and activities that might best occur at Wapato Park. The following proposals take into consideration the historical context of the site, the diversity of uses from the past and present, and the relationship of the surrounding residential neighborhoods.

The Master Plan carefully balances the historic qualities of the park with the current and future needs of the community with a central goal of serving as a guide for future development and improvements to the park.



**DESCRIPTION OF  
IMPROVEMENTS AND  
PROJECT DETAILS**

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## 4.0 PRIORITIES FOR PROVIDING NEW SHORELINE PUBLIC ACCESS

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Priorities for providing new shoreline public access in Tacoma are derived from existing goals and policies. Common themes from the Comprehensive Plan and Metro Parks Strategic Plan are emphasized, including:

- Connecting existing public lands and facilities to and along the shoreline;
- Balancing shoreline restoration and public access;
- Improving views;
- Meeting demonstrated demand for new shoreline access and providing a variety of water-oriented types of access; and
- Maximizing public access funds.

Public access prioritization criteria below are organized according to the five themes; they are not listed in order of importance. Implementation criteria from the 2006 Metro Parks Strategic Plan were used as the basis for this guidance.

### 4.1 Connecting existing public lands and facilities to and along the shoreline

- Does the project facilitate additional access to existing parks?
- Is the project appropriately located and accessible to residents?

- Does the project promote an interconnected system of parks, greenspaces, trails, and community facilities?
- Does the project improve access to Tacoma's valued water resources?
- Is public transportation available?
- Is the project connected to pedestrian and non-motorized transportation?
- Does the project help facilitate the completion of the 'Dome to Defiance' trail system?

### 4.2 Balancing shoreline restoration and public access

- Would the project inhibit a moderate or high priority restoration action?
- Would the project incorporate shoreline protection or restoration elements?
- Does the project include a management plan to protect or restore shoreline resources?

### 4.3 Improving Views

- Does the project provide a new view point of the shoreline?
- Would the project enhance an existing view point or view corridor?

### 4.4 Meet demonstrated demand for new shoreline access and providing a variety of water-oriented types of access

- Is the project consistent with identified shoreline use demands?
- Is the project accessible to diverse community members, including diverse cultures, ages, abilities, income levels, and individuals and families?
- Would the project provide recreation opportunities that would bring residents, businesses, and tourists to the City?
- Would the project increase the diversity of public access opportunities in the given shoreline district or shoreline reach?

### 4.5 Maximizing public access funds

- Is the site already in public ownership and underutilized (such as a public street end)?
- Does the project include improvements to an existing park or facility such that its lifecycle is extended or its recreation value is increased?
- Does the project add recreational or educational value to other projects underway or planned?
- Does the project expand fiscal resources by leveraging other funding resources? Would funding this project attract additional funds, such as matching grant funds or special donations?
- Are funds identified for the maintenance and operations of the park or facility?
- Does the project provide opportunities for community sponsorship, education and/or volunteerism?

## 5.0 IMPLEMENTATION STRATEGY

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This section discusses strategies for implementing the priority projects identified in the City of Tacoma Shoreline **Public Access Alternatives Plan (PAAL)**, an implementation timeline, and performance measures.

Implementing the projects identified in this Plan will require a broad base of community support, cooperation between public and private property owners, financial assistance from federal, state and local sources and City staff resources. Several factors will affect development of these projects and the full build-out of the public access system, such as funding availability, property acquisition, timing and sequencing of projects, permit activity, and public commitment.

Substantial capital expenditures will be required to accomplish and complete the overall system. Additional acquisitions or development which may be desirable or necessary for public benefit will increase these expenditures. All improvements identified in this plan will not occur simultaneously, but rather, strategically, depending upon funding sources and availability, environmental conditions, permitting, and community support.

It is also important to note that the Metropolitan Park District is the primary provider of public recreation and open space facilities. The District owns, operates and maintains parks, playgrounds, playfields, and other recreation facilities within the City

limits. The City of Tacoma is responsible for serving the overall needs of the community, which includes public access and waterfront recreation. Therefore, close cooperation between the City and Metro Parks is essential to the implementation of this Plan.

The Shoreline Public Access Alternatives Plan (PAAL), including the guiding policies and proposed access projects, will be implemented through four primary methods. These are: 1) public funds and grants; 2) shoreline permit requirements; and 3) public access fund contributions; and 4) Public Agency Master Planning. The following section describes each of these implementation methods.

### 5.1 Public Funds and Grants

Funding the Shoreline Public Access Alternatives Plan will likely require funding from multiple sources. Some elements of the Shoreline Public Access Alternatives Plan may compete very well for some funding sources, but not be competitive, or eligible, for other funding sources. Also, some funding sources can be used for both capital improvement and maintenance needs while others are restricted for capital projects only. Generally, the PAAL will be implemented via existing park and recreation programs. The following is a brief description of potential funding sources.

### **5.1.1 General Fund – Available for both capital improvement and maintenance**

Typically the General Fund has been used to fund operational expenses such as maintenance. The City’s operational expenses for enhancement programs, such as the non-motorized plan, urban forestry, and traffic calming are funded from the General Fund. However, the General Fund could also be used as a source of funding for public access projects if desired by the City Council.

### **5.1.2 Real Estate Excise Tax (REET) – Available for capital improvement**

Real Estate Excise Tax has been used to help fund a limited number of transportation and recreation projects in Tacoma, such as some of the Foss Waterway development projects and repairs on both the Puyallup and Lincoln Avenue Bridges.

### **5.1.3 Grants – Available for capital improvement**

There are a variety of grant funds which could be used for elements of shoreline public access projects. The City has been successful in the past securing grant funding for trails, including the Foss Waterway esplanade, boating facilities, park acquisition and development, and other transportation projects. Funding has been secured in the past from PSRC, Conservation Futures, WSDOT, RCO, and Congressional earmarks. Typically the various grant programs target

particular access elements, which requires partial funding from a number of these sources to assemble full funding for a public access project.

### **5.1.4 Bond issue – Available for capital improvement**

The City has utilized internal bonding capacity, as well as voter approved bonds, for public improvements. Build Tacoma Together is a good example of the use of voter approved bonds for major capital improvements. A similar bond issue could be used to fund, or partially fund, public access to the shoreline.

### **5.1.5 Metro Parks bond issue – Available for capital improvement**

Many of the City of Tacoma shoreline parks and recreation facilities are owned or maintained by Metro Parks Tacoma. Metro Parks maintains a 6-year comprehensive capital projects list to implement recommendations in the Metro Parks Strategic Plan; this capital program includes public access projects located along the shoreline. Most funding resources for these projects are limited in scope and can only be used to fund specific types of projects or improvements. Metro Parks continues to investigate all available funding options, including maintaining and expanding general fund support, aggressively seeking grants, partnerships and donations, and being prepared to act as opportunities arise.

### 5.1.6 Gas Tax

Revenue generated from the gas tax is distributed to counties, cities and state accounts. The state receives about half of the total revenues collected. These are the funds which support the WSDOT highway programs as well as the Washington State Ferry System, which is deemed a state highway system by constitution. Highway construction, maintenance, preservation, administration and debt service on highway construction bonds are all funded by these revenues.

The other half of the fuel tax revenues are distributed directly to cities, counties and other agencies for roadway programs that are not part of the state highway system.

The City of Tacoma receives a proportionate share of the State Motor Vehicle Fuel Tax (Gas Tax), based on population. The amount varies depending on the amount of fuel consumed. In 2005, the State Legislature approved a gas tax increase to replace the City's transportation revenues lost as a result of Initiative 776.

Projected future gas tax revenues for Tacoma are estimated at \$2.7 million for years 2008 through 2014.

### 5.1.7 Open Space Fund

The City Open Space Fund is utilized for the acquisition, restoration and management of open space lands and facilities. The fund is primarily generated from the sale of vacated City rights-of-way, as directed by Ordinance

20606 adopted in 1975. The Open Space Fund is utilized principally for habitat-related purposes. Property acquired vis-à-vis the Open Space Fund may also provide a low impact public access function.

### 5.1.8 Impact Fee – Parks

The Growth Management Act ("GMA") provides a mechanism for local governments to impose impact fees on all new development to defray a portion of the costs arising from "new growth and development" for certain types of system improvements. Case law indicates that the nexus and rough proportionality requirements do not apply if local governments use this type of mechanism to collect incremental impact fees (as opposed to requiring dedications of land or easements). However, the statutory authorization for these fee programs imposes several limitations that are similarly designed to match required contributions with project impacts.

If the City decided to pursue this option, it would need to follow the process outlined in the GMA impact fee statutes to make sure that any fee imposed satisfies the statutory limitations and protections.

Because this type of fee program would have to be based on a determination that new development imposes new demands for public shoreline access, and because it would likely be difficult to distinguish the public shoreline access generated by new shoreline development as distinguished from new non-shoreline development, it is likely that any



such shoreline access impact fee program would have to be applied to new

development throughout the City and not just to new shoreline development.

## 5.2 Permit Requirements

The Shoreline Public Access Alternatives Plan (PAAL) will also be implemented on a project-by-project basis through standard shoreline permit requirements. The TSMP requires public access for the following types of projects, when a shoreline permit is required:

1. Public projects;
2. Water-enjoyment and non-water-oriented uses and development;
3. Private water-dependent and water-related use or development when one of the following conditions exists:
  - a. The project increases demand for public access;
  - b. The project impacts or interferes with existing access by blocking access or discouraging use of existing access;
  - c. The project impacts or interferes with public use of waters subject to the Public Trust Doctrine.

The type, amount and location of public access is determined on a case-by-case basis during review of shoreline permit applications (including land division). The public access requirement for any proposed

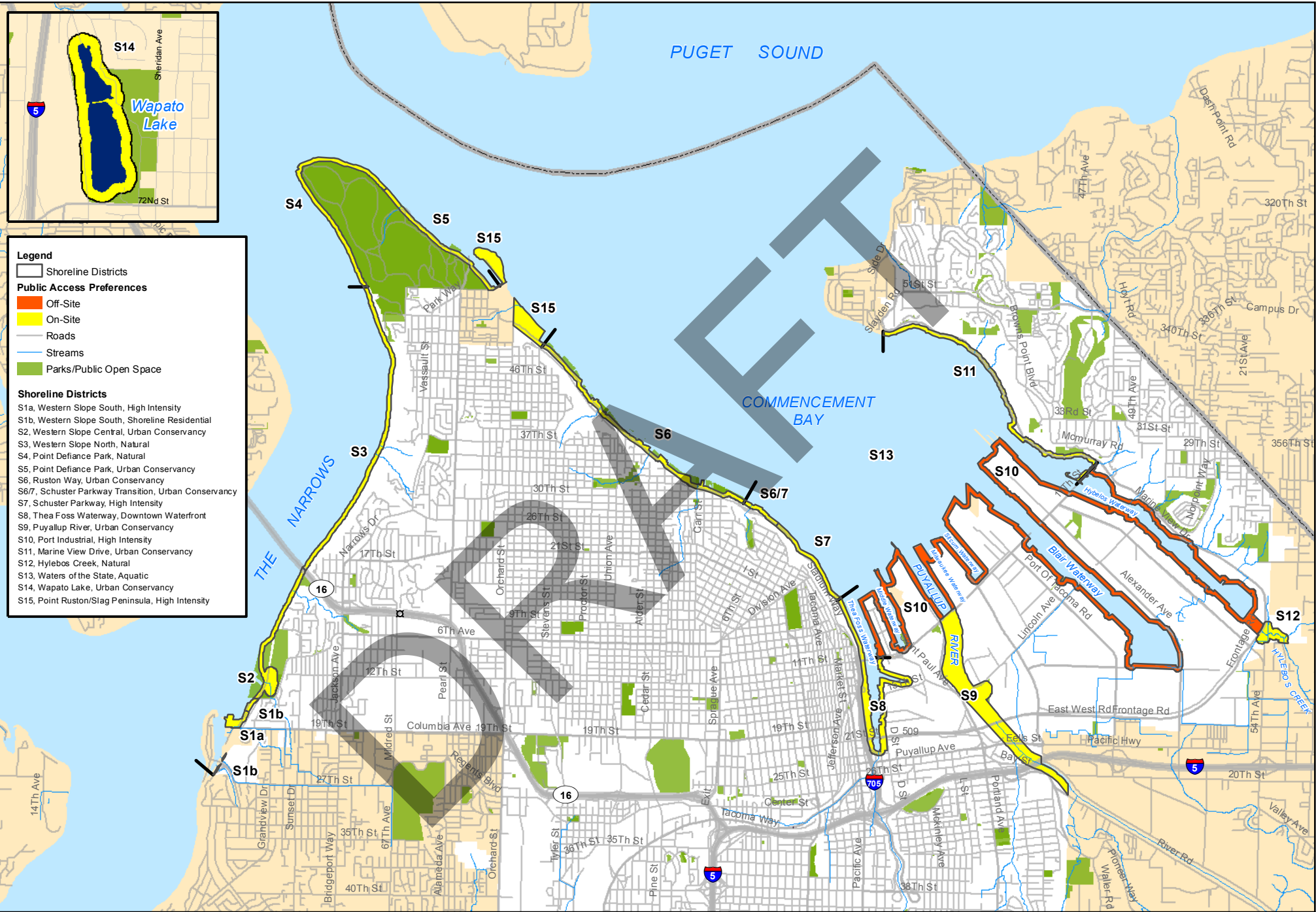
shoreline development or use is determined by the Land Use Administrator based on a review of the specific proposal. The Land Use Administrator reviews the proposed uses and developments and makes specific findings demonstrating the essential nexus between the use or development and the permit conditions requiring public access. The findings will also include a determination that the permit conditions requiring public access are roughly proportional to the impacts caused by the proposed use or development. The public access requirement may be satisfied through the preservation of shoreline views, the establishment of public access easements to and along the shoreline, enhancement of an adjacent street-end or park or other consideration commensurate with the degree of impact caused by the development.

Typically, the preference is to have public access provided on-site. For development that occurs in areas with planned shoreline trail segments, the on-site preference contributes towards the completion of these systems. However, under certain circumstances, the Administrator may approve alternatives to on-site, physical access to the shoreline under the following circumstances. For example, new water-oriented uses and development occurring within the S-10 Port Industrial Area, or that are covered under a Public Agency's adopted public access plan, are not subject to on-site

public access preferences. The S-10 Shoreline District is not a preferred location for most types of public access. Therefore, the off-site flexibility in meeting permit requirements allows permit applicants to provide access in a way that is consistent with public safety, Homeland Security requirements, and the planned access system.

The map on the following page depicts these preferences based upon the Shoreline District. The “On-Site” preferences correspond to areas with a planned trail system either along the shoreline or immediately adjacent, for example the trail may have to be located within or on top of a bluff along the Tacoma Narrows or Northeast Tacoma. Areas identified as having an “Off-Site” preference are typically areas where land has been given priority for water-oriented industrial uses.

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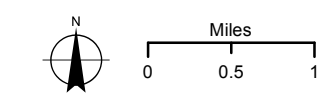


**Legend**

- Shoreline Districts
- Public Access Preferences**
  - Off-Site
  - On-Site
- Roads
- Streams
- Parks/Public Open Space

**Shoreline Districts**

- S1a, Western Slope South, High Intensity
- S1b, Western Slope South, Shoreline Residential
- S2, Western Slope Central, Urban Conservancy
- S3, Western Slope North, Natural
- S4, Point Defiance Park, Natural
- S5, Point Defiance Park, Urban Conservancy
- S6, Ruston Way, Urban Conservancy
- S6/7, Schuster Parkway Transition, Urban Conservancy
- S7, Schuster Parkway, High Intensity
- S8, Thea Foss Waterway, Downtown Waterfront
- S9, Puyallup River, Urban Conservancy
- S10, Port Industrial, High Intensity
- S11, Marine View Drive, Urban Conservancy
- S12, Hylebos Creek, Natural
- S13, Waters of the State, Aquatic
- S14, Wapato Lake, Urban Conservancy
- S15, Point Ruston/Slag Peninsula, High Intensity



Map data are the property of the sources listed below. Inaccuracies may exist, and ESA implies no warranties or guarantees regarding any aspect of data depiction.  
 SOURCE: City of Tacoma GIS, 2009; King County, 2005; Pierce County, 2005-2008.

**Public Access Implementation Preferences for New Use and Development Within the Shoreline**  
**TACOMA, WASHINGTON**

### 5.3 Contributions to a Public Access Fund

Allowing contributions to a public access fund in-lieu of developing public access on-site is an innovative strategy for more effectively implementing public access objectives in a way that provides certainty for the development community while directing new access to areas that support the community's vision for its shorelines.

The standard approach to public access is to require access on-site through the permit process, when supported by a demonstrated nexus, which often results in small public

The fee-in-lieu strategy prevents this cycle by directly aligning new development with the community's desire for public access by creating a mechanism whereby new development activity can contribute directly to the community's priorities. The use of a fee-in-lieu allows developers and property

improvements (small view areas, benches, picnic sites) and/or isolated improvements in the midst of large scale port/industrial projects. Applying the standard permitting approach in these circumstances can result in suboptimal outcomes for both the property owner and the public. Conversely, where public access is most desirable, there is often little reasonably foreseeable development. Therefore, relying strictly on standard permit requirements could result in access that does not align with the community's goals and vision in location or activity type. The following is a visual depiction of how this disconnect occurs

owners to contribute to a public access fund, in lieu of providing access on-site, that is managed by the City for the purposes of providing access where is it of the greatest benefit and in support of public demand.

## 5.4 Public Access Master Plan – Limited to public agencies

The Washington Administrative Code provides additional flexibility for public agencies to plan for and incorporate public access and recreation as part of an agency master plan.

WAC 173-26-221(4)(c) states that “Where a port district or other public entity has incorporated public access planning into its master plan through an open public process, that plan may serve as a portion of the local government's public access planning, provided it meets the provisions of this chapter.”

Public agencies’ public access plans should be consistent with both the policies and regulations of the Shoreline Master Program and the goals, objectives, and opportunities identified in the Public Access Alternatives Plan. Depending on the intended use of the plan and the level of detail, different mechanisms may be appropriate in different circumstances for adopting the master plan. The following are two options, but not the exclusive options, for adopting a public agencies public access plan:

1. Shoreline Amendment: A public agency can apply to the City of Tacoma seeking to amend the Shoreline Master Program and Public Access Alternatives Plan to incorporate said agencies public

access master plan, either in its entirety or via reference. This option shall be processed according to the requirements outlined in the Shoreline Master Program, Chapter 1.5.

2. Inter-local Agreement: Consistent with RCW 39.34, a public agency could enter into an inter-local agreement with the City of Tacoma to adopt a public access master plan. Unlike a shoreline amendment, the inter-local agreement process does not require Department of Ecology approval. In addition to the joint powers identified in RCW 39.34.030, the agreement should identify anticipated levels of future use and development of the shoreline including the scope, scale, location and intensity of use and development, potential impacts to existing and proposed public access, proposed public access and recreation projects that are commensurate with the anticipated use and development of the shoreline under the duration of the agreement, procedural requirements for monitoring and reporting, and a review and finding by City staff that the proposed agreement is consistent with the City of Tacoma Shoreline Master Program and TMC 13.10.

## 6.0 MEASURING PERFORMANCE

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To gain an understanding of its effectiveness, the PAAL calls for ongoing monitoring and reporting of progress towards goals, in coordination with the Open Space Habitat and Recreation Plan. This practice will provide information to be used to refine the plan and improve results. In addition, monitoring will increase the accountability of the City and its partner agencies and help build public understanding of issues, goals and challenges.

Data used to measure success is organized according to these goals. In general, the types of data to be used include public participation in or use of shoreline recreational resources, revenue/costs, facility and property type and condition, customer satisfaction and staff assessment. Measuring the City's performance in implementing the PAAL will be coordinated with the Metro Parks Open Space Habitat and Recreation survey and monitoring efforts.

### 6.1 Provide accessible, convenient, safe, and attractive parks and facilities

- Percentage of community members and customers who rate shoreline park/facility safety, cleanliness and maintenance as good or excellent on customer satisfaction surveys.

- Percentage of shoreline parks and facilities with a staff condition assessment rating of good or excellent.
- Percentage of shoreline parks accessible via pathways, sidewalks and bike lanes.

### 6.2 Foster stewardship of community assets and historical/cultural resources

- Number of shoreline recreation opportunities that promote awareness, appreciation or stewardship of historical or cultural resources.
- Number of participants attending shoreline events or programs that promote or celebrate customs, traditions, arts/culture and history.
- Number of interpretive signs and facilities provided to inform residents about shoreline cultural and historical resources.

### 6.3 Provide affordable and high-quality recreation and educational experiences for a diverse community

- Percentage of customers or program participants reporting that they are "satisfied" or "very satisfied" with

shoreline recreation opportunities in customer satisfaction surveys.








- Numbers of seniors, youth, members of diverse ethnic groups and people with disabilities participating in shoreline recreation programs and activities.

- Number of total visitors visiting shoreline parks and recreational sites.
- Percentage of visitors who rate visits, services and programs at shoreline parks as good or excellent on customer satisfaction surveys.

#### **6.4 Partner in responsible economic and community development**

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# 7.0 PUBLIC ACCESS PROJECT LIST

| #                                | Segment Name                                     | Cost   | Status | Issues to Resolve |              |          |        | Facility Type  | Phasing |   |   |   | CFP / TIP |
|----------------------------------|--|--------|--------|-------------------|--------------|----------|--------|--|---------|---|---|---|-----------|
|                                  |  |        |        | Environmental     | Right-of-Way | Railroad | Design |  | 1       | 2 | 3 | D |           |
| <b>Section 1: Tacoma Narrows</b> |  |        |        |                   |              |          |        |  |         |   |   |   |           |
| 1.1                              | Blue Trail Access Point                          | \$     |        |                   |              |          |        |    |         |   |   |   |           |
| 1.2                              | West Slope Trail - Crystal Springs Creek Segment | \$\$   |        |                   |              |          |        |    |         |   |   |   | X         |
| 1.3                              | Public Boat Launch                               | \$\$\$ |        |                   |              |          |        |   |         |   |   |   |           |
| 1.4                              | West Slope Trail - Titlow Park Segment           | \$\$   |        |                   |              |          |        |  |         |   |   |   | X         |
| 1.5                              | West Slope Trail - War Memorial Park Segment     | \$\$   |        |                   |              |          |        |  |         |   |   |   | X         |
| 1.6                              | West Slope Trail - Gold Creek Gulch Segment      | \$\$   |        |                   |              |          |        |  |         |   |   |   | X         |
| 1.7                              | View Platforms/Outlooks                          | \$     |        |                   |              |          |        |  |         |   |   |   |           |

















Issues to Resolve

Phasing

| #                                     | Segment Name                             | Cost     | Status | Issues to Resolve |              |          |        | Facility Type  | Phasing |   |   |   |           |
|---------------------------------------|--|----------|--------|-------------------|--------------|----------|--------|--|---------|---|---|---|-----------|
|                                       |  |          |        | Environmental     | Right-of-Way | Railroad | Design |  | 1       | 2 | 3 | D | CFP / TIP |
| <b>Section 2: Point Defiance Park</b> |  |          |        |                   |              |          |        |  |         |   |   |   |           |
| 2.1                                   | Point Defiance Trail System              | \$       |        |                   |              |          |        |    |         |   |   |   |           |
| 2.2                                   | Passenger Only Ferry Terminal/Water Taxi | \$\$\$\$ |        |                   |              |          |        |    |         |   |   |   |           |
| 2.3                                   | Guest Moorage                            | \$\$\$   |        |                   |              |          |        |    |         |   |   |   |           |
| 2.4                                   | Promenade 'Missing Link'                 | \$\$\$   |        |                   |              |          |        |  |         |   |   |   |           |
| <b>Section 3: Ruston Way</b>          |  |          |        |                   |              |          |        |  |         |   |   |   |           |
| 3.1                                   | Peninsula Park                           | \$\$\$\$ |        |                   |              |          |        |  |         |   |   |   |           |
| 3.2                                   | Guest Moorage                            | \$\$\$\$ |        |                   |              |          |        |  |         |   |   |   |           |
| 3.3                                   | Point Ruston WaterWalk                   | \$\$\$\$ |        |                   |              |          |        |  |         |   |   |   |           |
| 3.4                                   | Old Town Dock                            | \$\$\$\$ |        |                   |              |          |        |  |         |   |   |   | X         |
| 3.5                                   | Mason Gulch Trail                        | \$\$     |        |                   |              |          |        |  |         |   |   |   |           |
| 3.6                                   | Puget Gulch Trail                        | \$\$     |        |                   |              |          |        |  |         |   |   |   |           |
| 3.7                                   | Garfield Gulch Trail                     | \$\$     |        |                   |              |          |        |  |         |   |   |   |           |


















Issues to Resolve

Phasing

| #                                    | Segment Name                       | Cost     | Status | Issues to Resolve |              |          |        | Facility Type   | Phasing |   |   |   | CFP / TIP |   |
|--------------------------------------|------------------------------------|----------|--------|-------------------|--------------|----------|--------|---|---------|---|---|---|-----------|---|
|                                      |                                    |          |        | Environmental     | Right-of-Way | Railroad | Design |   | 1       | 2 | 3 | D |           |   |
| 3.8                                  | Buckley Gulch Trail                | \$\$     |        |                   |              |          |        |   |         |   |   |   |           |   |
| 3.9                                  | Chinese Reconciliation Park        | \$\$\$\$ |        |                   |              |          |        |          |         |   |   |   |           | X |
| <b>Section 4: Schuster Corridor</b>  |                                    |          |        |                   |              |          |        |   |         |   |   |   |           |   |
| 4.1                                  | Schuster Parkway Multi-modal Trail | \$\$\$\$ |        |                   |              |          |        |   |         |   |   |   |           | X |
| 4.2                                  | Bayside Trail                      | \$\$\$\$ |        |                   |              |          |        |    |         |   |   |   |           |   |
| 4.3                                  | Esplanade/ Boardwalk               | \$\$\$\$ |        |                   |              |          |        |   |         |   |   |   |           | X |
| 4.4                                  | Garfield Gulch Viewpoint           | \$       |        |                   |              |          |        |   |         |   |   |   |           |   |
| <b>Section 5: Thea Foss Waterway</b> |                                    |          |        |                   |              |          |        |   |         |   |   |   |           |   |
| <b>West Foss Shoreline</b>           |                                    |          |        |                   |              |          |        |   |         |   |   |   |           |   |
| 5.1                                  | Extend Esplanade                   | \$\$\$\$ |        |                   |              |          |        |   |         |   |   |   |           | X |
| 5.2                                  | Repair Esplanade                   | \$\$\$\$ |        |                   |              |          |        |   |         |   |   |   |           | X |
| 5.3                                  | West Foss Central Park             | \$\$\$   |        |                   |              |          |        |    |         |   |   |   |           | X |





















Issues to Resolve

Phasing

| #                          | Segment Name   | Cost     | Status | Issues to Resolve |              |          |        | Facility Type  | Phasing |   |   |   | CFP / TIP |   |
|----------------------------|--|----------|--------|-------------------|--------------|----------|--------|--|---------|---|---|---|-----------|---|
|                            |  |          |        | Environmental     | Right-of-Way | Railroad | Design |  | 1       | 2 | 3 | D |           |   |
| 5.4                        | 15 <sup>th</sup> Street Gateway – Prairie Line Trail   | \$\$     |        |                   |              |          |        |    |         |   |   |   |           | X |
| 5.5                        | 11 <sup>th</sup> Street Gateway – Murray Morgan Bridge | \$\$     |        |                   |              |          |        |     |         |   |   |   |           | X |
| 5.6                        | Fireman's Park Hill Climb                              | \$\$\$\$ |        |                   |              |          |        |    |         |   |   |   |           |   |
| 5.7                        | Passenger Only Ferry Terminal/Water Taxi               | \$\$\$\$ |        |                   |              |          |        |   |         |   |   |   |           |   |
| <b>East Foss Shoreline</b> |  |          |        |                   |              |          |        |  |         |   |   |   |           |   |
| 5.8                        | Waterway Park  | \$\$\$\$ |        |                   |              |          |        |  <br> |         |   |   |   |           | X |
| 5.9                        | 11 <sup>th</sup> Street ROW Boat Launch                | \$\$\$   |        |                   |              |          |        |    |         |   |   |   |           |   |
| 5.10                       | East Foss Esplanade                                    | \$\$\$\$ |        |                   |              |          |        |     |         |   |   |   |           |   |
| 5.11                       | Wheeler-Osgood Pedestrian Bridge                       | \$\$\$\$ |        |                   |              |          |        |     |         |   |   |   |           |   |
| 5.12                       | East Foss Central Park                                 | \$\$\$   |        |                   |              |          |        |  <br> |         |   |   |   |           |   |
| 5.13                       | Sea Plane Float  | \$\$     |        |                   |              |          |        |    |         |   |   |   |           | X |

Issues to Resolve

Phasing

| #                                  | Segment Name                                    | Cost     | Status | Issues to Resolve |              |          |        | Facility Type  | Phasing |   |   |   |           |
|------------------------------------|---|----------|--------|-------------------|--------------|----------|--------|--|---------|---|---|---|-----------|
|                                    |   |          |        | Environmental     | Right-of-Way | Railroad | Design |  | 1       | 2 | 3 | D | CFP / TIP |
| <b>Section 6: Port Tidelands</b>   |   |          |        |                   |              |          |        |  |         |   |   |   |           |
| 6.1                                | Puyallup River Levee Trail                      | \$\$\$   |        |                   |              |          |        |     |         |   |   |   |           |
| 6.2                                | Foss Peninsula Viewpoint                        | \$       |        |                   |              |          |        |     |         |   |   |   |           |
| 6.3                                | Middle Waterway Habitat Observation             | \$       |        |                   |              |          |        |     |         |   |   |   |           |
| 6.4                                | Hylebos Creek Trail                             | \$\$\$   |        |                   |              |          |        |  <br>   |         |   |   |   |           |
| <b>Section 8: Northeast Tacoma</b> |   |          |        |                   |              |          |        |  |         |   |   |   |           |
| 8.1                                | 11 <sup>th</sup> Street Blue Trail Access Point | \$       |        |                   |              |          |        |    |         |   |   |   |           |
| 8.2                                | Scenic Drive                                    | \$\$\$   |        |                   |              |          |        |  <br>   |         |   |   |   |           |
| 8.3                                | NE Tacoma Bluff Trail System                    | \$\$\$\$ |        |                   |              |          |        |     |         |   |   |   |           |
| 8.4                                | View and Interpretive Elements                  | \$       |        |                   |              |          |        |    |         |   |   |   |           |
| <b>Section 9: Wapato Park</b>      |   |          |        |                   |              |          |        |  |         |   |   |   |           |
| 9.1                                | Wapato Park                                     | \$\$\$\$ |        |                   |              |          |        |  <br>  |         |   |   |   |           |

LEGEND:

| <u>Cost</u>                  | <u>Status</u>          |
|------------------------------|------------------------|
| \$ \$0-\$250,000             | P Planning             |
| \$\$ \$250,000-\$500,000     | F Funded               |
| \$\$\$ \$500,000-\$1 million | C Construction         |
| \$\$\$\$ \$1 million +       | E Completed            |
|                              | ~ Action not initiated |

Phasing

- 1 0-3 years
- 2 3-6 years
- 3 6+ years
- Depends on development
- D site

Issues

- Environmental Substantial environmental mitigation
- Right-of-Way Property or easement acquisition necessary
- Railroad Adjacent or over railroad
- Design Substantial design issues (e.g. structured path, steep grade)

CFP/TIP

- X Project is identified in the Capital Facilities Program or Transportation Improvement Program

## 8.0 PERMITTING PUBLIC ACCESS PROJECTS

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If you intend to develop a public access, recreation, or site amenity within a shoreline of the state as defined in TSMP 4.1, consult first with Building and Land Use Services to determine if you need a shoreline permit; they will also tell you about other necessary government approvals.

To find out if your proposal is permitted by the Program, first determine which shoreline district and shoreline environment designation applies to your site. Then check TSMP 2.3 to determine if your proposal is exempt from a shoreline permit. If not, refer to Table 9-2 to see if the proposed use is allowed outright, allowed as a conditional use or prohibited. Then refer to the policies and shoreline district regulations in TSMP Chapters 6 through 9. In some cases your proposal or specific attributes of the proposal may be prohibited, but because of dimensional or other constraints, may be eligible for a shoreline variance (TSMP 2.3.5).

Typically, only water-oriented recreation is permitted within the shoreline.

Although your proposal may be permitted by Program regulations or even exempt from specific permit requirements, all proposals must comply with all relevant policies and regulations of the entire Program as well as the general purpose and intent of the SMP.

For development and uses allowed under this Program, the City must find that the proposal is generally consistent with the applicable policies and regulations, unless a variance is to be granted. When your proposal requires a Letter of exemption, submit the proper application to the City's Permit Intake Center. Processing of your application will vary depending on its size, value, and features.

Contact Building and Land Use Services for additional information.

## 9.0 MANAGEMENT ISSUES

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Most shoreline substantial development permits (SSDP) usually contain “special conditions” that ensure development complies with the TSMP and other regulations. One of the common conditions is that the authorized public access areas will be used properly, managed for the public’s safety and enjoyment, and reasonably maintained. The following are some common requirements for managing public access areas along the shoreline:

### 9.1 Reasonable Rules and Restrictions

Reasonable rules and restrictions may be imposed on the use of the public access areas to correct particular problems that may arise, such as lack of public safety protections or increased vandalism. Rules may include restricting hours of use and delineating appropriate behavior. Such limitations, rules and restrictions typically have to be approved by the Land Use Administrator upon a finding that the proposed rules would not significantly affect the public nature of the area, would not unduly interfere with reasonable public use of the area, and would tend to correct a specific problem that has been both identified and substantiated.

### 9.2 Responsibility for Public Access Areas

Once a SSDP is issued, the permittee is typically responsible for ensuring that the public access area and associated improvements are installed, used and maintained in accordance with the permit. Public access areas are required to be permanently guaranteed, usually through a legal instrument, for use by the public.

### 9.3 Uses within Public Access Areas

Shoreline spaces that are dedicated as public access areas are typically made available to the public for uses, such as walking, bicycling, sitting, viewing, fishing, picnicking, kayaking and windsurfing. If someone wishes to use the public access area for uses other than those specified by the SSDP, prior written approval by the Land Use Administrator is usually required.

### 9.4 Maintenance of Public Access Areas

Public access areas and improvements along the shoreline are required of to be maintained by and at the expense of the permittee(s). Exceptions may include situations where the off-site mitigation for public access is accomplished on publicly-owned lands or at existing publicly owned access areas. In such cases, the responsibility

for ongoing maintenance may be assumed, by authorized agreement, by the appropriate public agency. Such maintenance usually includes: repairs to all path surfaces; replacement of any landscaping that dies or becomes unkempt; repairs or replacement of any public access amenities such as seating areas, restrooms, drinking fountains, trash containers and lights; periodic cleanup of

litter and other materials deposited within the access areas; removal of any hazards in or encroachments into the access areas and assuring that public access signage remains in place and is clearly visible. To reduce ongoing maintenance requirements, public access areas should be built with durable materials using high-quality construction methods.

DRAFT