



AGENDA

MEETING: Regular Meeting
TIME: Wednesday, February 20, 2013, 4:30 p.m.
PLACE: Tacoma Public Utilities Auditorium
3628 South 35th Street, Tacoma, WA 98409

Note Changes in Meeting
Starting Time and Location

A. CALL TO ORDER

B. QUORUM CALL

C. APPROVAL OF MINUTES – N/A

D. DISCUSSION ITEMS

1. Annual Amendment #2013-01 Drive-through Regulations

- Review staff's response to the Commission's questions raised at the last meeting.
- See "Agenda Item D-1"
- Dustin Lawrence, 591-5845, dlawrence@cityoftacoma.org

2. Annual Amendment #2013-09 Sign Code Revisions

- Complete the review of proposed amendments to the Tacoma Municipal Code related to onsite digital signs; and authorize the distribution of the proposal for public review.
- See "Agenda Item D-2"
- Dustin Lawrence, 591-5845, dlawrence@cityoftacoma.org

3. 2013 Annual Amendment Package

- Complete the review and authorize the distribution of the Package for public review, and set a public hearing date for March 20, 2013.
- See "Agenda Item D-3"
- Lihuang Wung, 591-5682, lwung@cityoftacoma.org

4. Retreat (5:30-6:30 p.m.)

- Prep time for the Commissioners and the Short Course presenters. No decision-making involved. Refreshments provided for the Commissioners and the presenters only.

5. A Regional Short Course on Local Planning (6:30-9:30 p.m.) (open to the public)

- A workshop covering current planning efforts and issues in Tacoma, the legal basis of planning in Washington State, the Comprehensive Plan and its implementation, and the roles and relationships of entities involved in the planning process.
- See "Agenda Item D-5" (Short Course Agenda and Driving and Parking Directions)
- Lihuang Wung, 591-5682, lwung@cityoftacoma.org



E. COMMUNICATION ITEMS & OTHER BUSINESS

1. Sands' Application for Open Space Current Use Assessment
– See “Agenda Item E-1”
2. Shoreline Public Access Alternatives Plan and Tacoma Waterfront Design Guidelines
– See “Agenda Item E-2”
3. Tentative Agenda for the March 6, 2013 meeting:
 - Development and Permitting Activity Reports (2nd half of 2012)
 - South Downtown Subarea Plan and EIS

F. ADJOURNMENT



City of Tacoma
Planning and Development Services

Agenda Item
D-1

TO: Planning Commission
FROM: Dustin Lawrence, Planning Services Division
SUBJECT: Annual Amendment #2013-01 Drive-through Regulations
DATE: February 14, 2013

At the February 20, 2013 meeting, staff will provide a response to the questions raised by the Planning Commission at the last meeting on February 6 concerning the proposed amendments to the Tacoma Municipal Code related to drive-through facilities.

The key issues raised by the Commission include:

- Drive-through restrictions in the downtown should be summarized in a table like the other zoning districts;
- The 150-foot separation requirement from bus stops doesn't include an adequate waiver process;
- Stacking lane landscaping buffers and screening should include provisions for maintenance and irrigation;
- The stacking space quantity requirement could be clarified;
- Coffee stands shouldn't be exempt from all standards; and
- Incorporate illustrations and examples into the draft code.

The responses from staff to these issues and some proposed illustrations are included as Attachments "A" and "B", respectively. In addition, the City Council's Economic Development Committee had an opportunity to review the proposed amendment at their February 12th meeting. The issues raised by the Committee are outlined in Attachment "C".

If you have any questions, please contact me at (253) 591-5845 or dlawrence@cityoftacoma.org.

c: Peter Huffman, Interim Director

Attachments (3)

Drive Throughs – Responses to Issues

Below, please find a summary of the issues raised by the Planning Commission and responses from staff regarding the updated Drive Through and Driveway codes presented on February 6th, 2013.

Planning Commission Comment:

Drive through restrictions in the downtown districts should be outlined on a table, consistent with the other zoning districts (draft code, page 2)

Response from Staff:

Staff will update the staff report to include a table outlining the drive throughs next to the tables for the other zoning districts.

Planning Commission Comment:

The 150 foot separation requirement of drive through entrances from bus stops doesn't include an adequate variance/waiver process (draft code, page 4)

The 150 foot separation requirement could be based off of lot frontage (draft code, page 4)

Response from Staff:

Drive through entrances that will enter from a street containing a bus stop should be infrequent due to the drive way hierarchy, in which alleys, followed by side streets should be accessed before any pedestrian or arterial streets. In the event that a drive through has to access a street containing bus stops, any deviation from the requirement would fall under an administrative review and approval process in which Traffic Engineering would ask for a memo or waiver with supporting information justifying the request. Any decision made by Traffic Engineering to allow a request to deviate from the 150 standard would be based off of life and safety issues, consultation from Pierce Transit, traffic frequency, and site layout.

Planning Commission Comment:

Drive through screening buffers and vegetated walls should be irrigated and maintained (draft code, page 4).

Response from Staff:

The landscaping section of the zoning code contains requirements regarding landscaping maintenance. Staff will include a reference for drive through landscaping noting it has to be maintained consistently with the requirements of the landscaping section of code.

Planning Commission Comment:

It isn't clear how many drive through stacking spaces are required (draft code, page 4)

Response from Staff:

The proposed language will allow the City Engineer to determine appropriate number of stacking lane spaces. The type of business, type of roadway, and location from other types of businesses all affect how many stacking lanes should be required. Having the flexibility of the City Engineer to determine stacking lanes on a case by case basis will ensure there aren't too little stacking lane spaces as well as prevent an excess of stacking spaces.

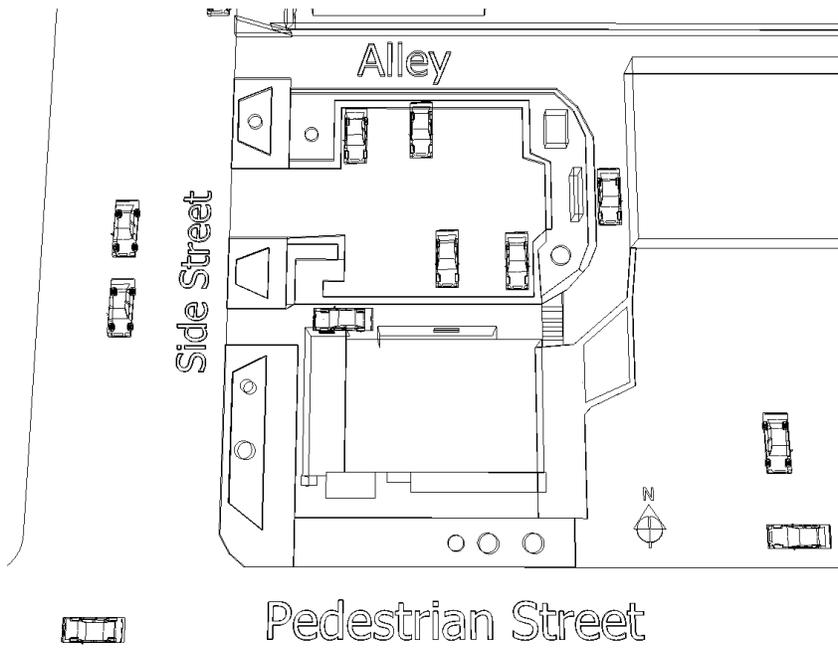
Planning Commission Comment:

Coffee stands could be required to obtain a temporary use permit, where after a certain period they could be reviewed to see if permanent features such as landscaping should be installed.

Coffee stands shouldn't be exempt from all standards (draft code, page 5)

Response from Staff:

In recognition of maintaining the pedestrian oriented character of these districts, the code has been revised to only include the landscaping and stacking lane delineation exemption in the C-2 commercial district, CCX Community Commercial Mixed-Use District, UCX Urban Commercial Mixed-Use District, and all industrial zoning districts. Through additional research, requiring a temporary use permit would be difficult to administer, as these types of coffee stands contain permanent features such as running water, electricity, and a foundation. Further



Site Plan 1



Site Plan 2



Raised crosswalk illustration 1



Raised crosswalk illustration 2

Economic Development Committee Feedback: Drive Throughs

Per the request of the Economic Development Committee (EDC), the annual amendment application was placed on the EDC's agenda for review on February 12, 2013. The committee had a few comments related to the proposed amendment. These include the follow:

1. The new Taco Time building on 6th Avenue is placed too close to the side street. As a result, pedestrians cannot see cars in the drive through that are located behind the building.
2. Consider requiring drive throughs to serve bicyclists.
3. Look at the new Its Greek to Me drive through on 6th Avenue. Wanted to see if the currently proposed code will allow same drive through configuration.
4. It is possible for some businesses to only have access from designated Pedestrian Streets. We want to make sure not to negatively impact businesses and still allow for flexibility to allow drive through when only Pedestrian Street access is available.

These items will be discussed with the Commission, as some of them may require further modifications to the proposed drive-through code amendments.



City of Tacoma
Planning and Development Services

Agenda Item
D-2

TO: Planning Commission
FROM: Dustin Lawrence, Planning Services Division
SUBJECT: 2013 Annual Amendment #2013-09 – Digital Sign Regulations
DATE: February 14, 2013

At the February 20, 2013 meeting, the Planning Commission will continue to review the proposed sign code amendment. The review will focus on the staff's responses to the questions and concerns raised by the Commission at the last meeting on February 6th.

These questions and concerns included:

- Number of exempt above sidewalk/under canopy blade signs;
- Prohibition of digital changing message center signs in pedestrian oriented areas;
- Frequency of changing messages on digital changing message center signs;
- Hours of operation for digital changing message center signs;
- Super regional mall and public facility exemptions on digital changing message center signs;
- Adding standards for feather signs; and
- Increasing the number of A-Board signs allowed per business.

Staff has conducted additional research and provided responses to the issues raised, following review of the issues brought forward by the Planning Commission (see Attachment "A"). As a result, the draft code has been revised (see Attachment "B").

Staff will seek authorization from the Commission to move forward with the public hearing notice for the proposed amendment. If you have any questions, please contact me at (253) 591-5845 or dlawrence@cityoftacoma.org.

Attachments (2)

c: Peter Huffman, Interim Director

Sign Code – Responses to Issues

Below, please find a summary of the issues raised by the Planning Commission and responses from staff regarding the updated Sign code presented on February 6th, 2013.

<p>Planning Commission Comment: The exemption for the hanging and blade signs does not address how many signs are exempt per business. The thickness requirement on hanging and blade signs should be removed.</p>
<p>Response from Staff: A minimum of one per business note has been applied to the exemption. The exemption is intended to allow one of these types of signs outright. Additional signs would still be allowed, but would count against the allotted sign area for the site. The thickness portion of the exemption has been removed for clarity, as thickness is addressed in a separate section of the sign code.</p>
<p>Planning Commission Comment: Digital changing message center signs should be prohibited in pedestrian oriented areas.</p>
<p>Response from Staff: Per the Commissions guidance, it has been recognized that digital changing message center signs may not be in harmony with the vision for the Cities more pedestrian oriented areas. As such, the proposed amendment will prohibit all digital changing message center signs within the "NCX" district as well as for all properties located on a designated pedestrian street, as defined in 13.06.200.E and 13.06.300.C.</p>
<p>Planning Commission Comment: The frequency of digital changing message center changes should be based off of safety standards. Consider using the same changing message frequency for on-site digital changing message centers signs as was proposed for digital billboards.</p>
<p>Response from Staff: The duration of each message will be changed to 8 seconds, with no black screen or transitions. The 8 seconds is based off of a recommended standard from the Federal Highway Administration and is consistent with the previous research that staff conducted on digital billboards.</p>
<p>Planning Commission Comment: Limiting digital changing message centers to hours of operation of the business is difficult to administer for schools and churches. Consider requiring signs to be shut off for a set time, similar to the City of Bellevue's code.</p>
<p>Response from Staff: In recognition that schools, churches, and other types of uses that are in residential areas, the code has been revised to prohibit digital signs in "R" districts from being turned on between 10 pm and 6 am. Further, the hours of operation portion in the previous draft will still apply to all other uses in other zoning districts. Concerns related to pedestrian areas will be addressed through digital signs being prohibited on pedestrian streets.</p>
<p>Planning Commission Comment: Exemption for Public Facilities should be reviewed. Commission is unsure what constitutes as a public facility that would meet the exemption for digital sign area and height.</p>
<p>Response from Staff: TMC 13.06.700 defines "public facility". These sites are typically publically funded and include public</p>

schools, parks, libraries, community centers, government facilities, or similar uses. The exemption will only apply to these sites that are over 5 acres in area.

Planning Commission Comment/Additional Issue Brought up at Commission:

Regulations need to be incorporated into this amendment package to include feather signs. The current code does not address feather signs very well. This item was added per the request of Ian Munce in consultation with interested stakeholders.

Response from Staff:

The code has been updated to include a definition of feather signs, how big they can be, their location, and how many are allowed per business.

Planning Commission Comment/Additional Issue Brought up at Commission:

Consider allowing additional A-Board signs for businesses. This item was added per the request of Ian Munce in consultation with interested stakeholders.

Response from Staff:

The code currently allows one A-Board sign per business. With their unique character and location, a second A-Board sign has been allowed for businesses within the downtown zoning districts.



2013 Annual Amendment Application No. 2013-09
Sign Code Revisions

DRAFT LAND USE REGULATORY CODE CHANGES
February 20, 2013

These proposed amendments include modifications to the following Sections of TMC Title 13, the Land Use Regulatory Code

*Note – These amendments show all of the changes to the *existing* land use regulations. The sections included are only those portions of the code that are associated with these amendments. New text is underlined and text that is deleted is shown in ~~striketrough~~. New text added since the last Commission meeting is underlined and highlighted.

Chapter 13.06 - Zoning

* * *

13.06.521 General sign regulations.

* * *

B. Exempt signs. The following signs shall be exempt from all requirements of this section and shall not require permits; however, this subsection is not to be construed as relieving the user of such signage from responsibility for its erection and maintenance, pursuant to Title 2 or any other law or ordinance relating to the same.

1. Changing of the advertising copy or message on a sign specifically designed for the use of replaceable copy.
2. Repainting, maintenance, and repair of existing signs or sign structures; provided, work is done on-site and no structural change is made.
3. Signs not visible from the public right-of-way and beyond the boundaries of the lot or parcel.
4. Incidental and warning signs.
5. Sculptures, fountains, mosaics, murals, and other works of art that do not incorporate business identification or commercial messages.
6. Signs installed and maintained on bus benches and/or shelters within City right-of-way, pursuant to a franchise authorized by the City Council.
7. Seasonal decorations for display on private property.
8. Memorial signs or tablets, names of buildings and date of erection, when cut into any masonry surface or when constructed of bronze or other incombustible material.
9. Signs of public service companies indicating danger and aid to service or safety.
10. Non-electric bulletin boards not exceeding 12 square feet in area for each public, charitable, or religious institution, when the same are located on the premises of said institutions.
11. Construction signs denoting a building which is under construction, structural alterations, or repair, which announce the character of the building enterprise or the purpose for which the building is intended, including names

of architects, engineers, contractors, developers, financiers, and others; provided, the area of such sign shall not exceed 32 square feet.

12. Window sign.

13. Political signs, as set forth in Title 2.

14. Real estate signs, 12 square feet or less, located on the site. Condominiums or apartment complexes shall be permitted one real estate sign with up to 12 square feet per street frontage. Such sign(s) may be used as a directory sign that advertises more than one unit in the complex.

15. Off-premises open house or directional signs, subject to the following regulations:

a. The signs may be placed on private property or on the right-of-way adjacent to said private property, with the permission of the abutting property owner. The signs shall be displayed in such a manner as to not constitute a traffic hazard or impair or impede pedestrians, bicycles, or disabled persons. If either condition is not met, the abutting property owner or the City may remove the sign.

b. Signs shall not be fastened to any utility pole, street light, traffic control device, public structure, fence, tree, shrub, or regulatory municipal sign.

c. A maximum of three off-premises open house or directional signs will be permitted per single-family home. One additional open house or directional sign identifying the open house shall be permitted at the house being sold.

d. Signage shall not exceed four square feet in area per side (eight square feet total) and three feet in height. Off-premises open house or directional signs shall not be decorated with balloons, ribbons, or other decorative devices.

e. Signage shall only be in place between the hours of 11:00 a.m. and 6:00 p.m., when the seller of the product, or the seller's agent, is physically present at the location of the product.

f. Each off-premises open house or directional sign that is placed or posted shall bear the name and address of the person placing or posting the sign in print not smaller than 12 point font. The information identifying the name and address of the person placing or posting the sign is not required to be included within the content of the speakers' message, but may be placed on the underside of the sign or in any other such location.

g. New plats may have up to a maximum of eight plat directional signs for all new homes within the subdivision. New plat directional signs shall identify the plat and may provide directional information but shall not identify individual real estate brokers or agents. New plat directional signs shall be limited in size and manner of display to that allowed for off-premises open house or directional signs. Off-premises open house or directional signs shall not be permitted for new homes within new plats.

h. A maximum of three off-premises open house or directional signs shall be allowed per condominium or apartment complex.

16. Professional name plates two square feet or less.

17. Changing plex-style faces in existing cabinets; provided, work is done on-site without removing sign.

18. Temporary public event signs not exceeding 12 square feet, and temporary event banners, placed on publicly owned land or adjacent public right-of-way. Signs or banners shall be securely attached to the ground or a structure and must be removed after the event.

19. One individual blade sign, per business, located above sidewalk and under canopy blade signs located above sidewalk up to eight square feet and one foot thick. Shall be illuminated only by indirect lighting, maximum projection of 3 ½ feet, and shall maintain a minimum clearance of eight feet above the sidewalk.

* * *

D. Special regulations by type of sign. In addition to the general requirements for all signs contained in this section, and the specific requirements for signs in each zone, there are special requirements for the following types of signs:

Wall signs; Projecting signs; Freestanding signs; Electronic changing message center signs; Under-marquee signs; Canopy and awning signs; Temporary signs; Off-premises direction signs; and Billboards.

1. Wall signs:

2. Projecting signs:

3. Freestanding signs:

4. Marquee signs.

5. Under marquee signs.

6. Canopy and awning signs.

7. Temporary signs.

8. Off premises directional signs.

9. Billboards.

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

E. Wall Signs. Special regulations governing wall signs are as follows:

1. A wall-mounted sign shall not extend above the wall to which attached or above the roofline.
2. A wall sign shall not extend more than 18 inches from the wall to which it is attached.
3. No wall sign shall cover wholly or partially any wall opening nor project beyond the corner of the wall to which it is attached.
4. Where a wall sign extends over a public or private walkway, a vertical clearance of eight feet shall be maintained above such walkway.
5. For the purposes of this subsection, any building with an actual or false mansard roof may use such walls or roof for wall sign installation.
6. An architectural blade designed primarily for the placement of signs may be erected on top of a wall, parapet, roof, or building face and shall comply with all applicable height limitations. All supporting structure for such signs shall be completely enclosed.
7. Painted signs, on the building, shall be calculated with the allowed sign area for a business.

F. Projecting signs. Special regulations governing projecting signs are as follows:

1. No projecting sign shall extend nearer than two feet to the face of the nearest curb line, measured horizontally.
2. The maximum projection permitted for any one sign shall be six and one-half feet or two-thirds of the width of the sidewalk below the location of the projecting sign, whichever is less.
3. A projecting sign shall not rise above the roofline or the wall to which it is attached.
4. Minimum clearance. All projecting signs over the public right-of-way shall have a minimum clearance to the ground as follows:
 - a. Over alleys and driveways, 14-1/2 feet; provided, said projection is no more than 12 inches;
 - b. Over automobile parking lots and other similar areas where vehicles are moved or stored, 14-1/2 feet;
 - c. Over footpaths, sidewalks, and other spaces accessible to pedestrians, eight feet;
 - d. All parts of electric reflector lamps or other illuminating devices extending over the sidewalk space shall be at least ten feet above the sidewalk, and the projection horizontally over the sidewalk space may not be more than six and one-half feet, but no closer than two feet from the curb line.
5. No projecting sign shall be erected in such a position as to completely block visibility of another projecting sign already in place on either side.
6. All projecting signs shall be installed in such a manner that the support structure above a roof, building face, or wall shall be minimally visible.
7. Supporting framework for a projecting sign may rise 12 inches above a parapet; however, where there is a space between the edge of the sign and the building face, such framework must be enclosed.

G. Freestanding signs. Special regulations governing freestanding signs are as follows:

1. No freestanding sign shall be located within 15 feet of a residentially-zoned district, and where the side of a commercially zoned property abuts the side of a residentially-zoned property the first 100 feet of the commercial frontage shall have a sign setback requirement of 15 feet.
2. Minimum clearance. All freestanding signs shall have a minimum clearance to the ground as follows:

- a. Over parking lots and other similar areas where vehicles are moved or stored, 14-1/2 feet;
- b. Over footpaths, sidewalks, and other spaces accessible to pedestrians, eight feet.
3. Signs shall be located upon the frontage for which the sign area is calculated.
4. No freestanding sign shall project over a public right-of-way, unless an adjacent structure or sign is built out to or over the property line that blocks visibility to a freestanding sign on the adjoining property; then, such freestanding sign may be located so that the sign structure is on private property and the sign cabinet may project over the right-of-way, subject to all the provisions regulating projecting signs which project over rights-of-way.
5. Signs placed on public property and/or right-of-way, abutting the business for which they identify, will require a Street Occupancy Permit. Sign regulations shall be determined by the zoning district of the abutting property.

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

1. Freestanding electronic changing message center signs cannot exceed 15 feet in height. Such signs located on sites defined as a “public facility” sites over 5 acres in area and super regional mall sites are exempt from this limitation.
2. The maximum allowed sign area for any electronic changing message center sign shall be limited to 75% of the area that would be allowed outright in the zoning district it is located in, or 30 square feet, whichever is less. Such signs located on sites defined as a “public facility” sites over 5 acres in area and super regional mall sites are exempt from this limitation.
4. Electronic changing message center signs shall never flash, flicker, scroll, animate, depict movement or provide video. The frequency of picture/message change for an electronic changing message center sign shall not be less than a 5-1-5 (message blank message) second minimum. 8 seconds per message.
5. The brightness of an electronic changing message center sign shall not exceed .3 foot candles over ambient light levels at any given time and shall be equipped with an automatic dimmer and/or light adjustments to ensure compliance with this requirement.
6. Electronic changing message center signs located in a Residential zoning district shall only be on from 6 AM to 10 PM. All other electronic changing message center signs shall not operate beyond the hours of operation of the facility for which it serves. Such signs shall be equipped with an automatic timer or sensor that turns the sign off and on to ensure compliance with this requirement.
7. Electronic changing message center signs shall only provide advertising for goods and services that are available on-site. Advertising for other businesses and services that are off-site shall be prohibited.

* * *

I. Under-canopy and blade signs. :

1. Under-canopy signs shall be considered “blade signs” for the purposes of sign area calculation.
2. An under-canopy sign may project the full width of such feature. Such a sign shall not exceed eight square feet in area unless otherwise allowed in the district.
3. A blade sign may project a maximum of 3 ½ feet from the building face.
4. Both blade and under-canopy signs are limited to a maximum sign thickness of 12 inches.
5. Both blade and under-canopy signs must meet all minimum clearance requirements for projecting signs.
6. Each business is allowed one individual blade sign as of right, up to eight square feet in area, located above the sidewalk or an under canopy blade sign up to eight square feet in area located above sidewalk. Such signs shall be illuminated only by indirect lighting, maximum projection of 3 ½ feet, and shall maintain a minimum clearance of eight feet above the sidewalk. Such sign shall not be counted against the businesses allowed sign area.

Section 13.06.522.J	DCC, DMU	WR	DR
Signage Allocation			
Total sign area allocation for signs attached to buildings and freestanding signs	Each business, 1-1/2 square feet per 1 foot building or street frontage on which the sign(s) will be located (area is calculated from frontage occupied by the business it identifies).	Same as DCC.	1 square foot per 1 foot of building frontage occupied by the business.
Signs Attached to Buildings			
Maximum number	Each business allowed 2 signs per frontage, but no more than 3 signs total for the business, no maximum number for public facility over 5 acres.	Same as DCC.	Same as DCC.
Maximum area per sign	Non-residential, 150 square feet per sign. Public facility over 5 acres, 300 square feet. Residential, 20 square feet.	Non-residential, 200 square feet per sign. Residential, 20 square feet.	Non-residential, 100 square feet per sign. Residential, 20 square feet.
Minimum sign area	First floor, 30 square feet. Second floor, 25 square feet.	Same as DCC.	Same as DCC.
Wall	Provisions of Section 13.06.521.E shall apply. Shall not exceed 35 feet above grade level, except for 1 corporate logo sign of 150 square feet allowed per building above 35 feet. Public facility over 5 acres not limited to 35 feet above grade.	Same as DCC.	Same as WR, except no corporate logo allowed.
Awning, canopy, marquee, under marquee	Provisions of Sections 13.06.521.H, I, and J shall apply.	Same as DCC.	Same as DCC.
Projecting	Provisions of Section 13.06.521.F shall apply with one per building allowed if no freestanding sign exists on the same frontage, shall not extend above 35 feet. Public facility over 5 acres not limited to 35 feet above grade.	Same as DCC.	Same as DCC.
Blade, under-canopy	Provisions of Section 13.521.I shall apply. 1 per business, shall not exceed 8 square feet per side, shall be illuminated only by indirect lighting, maximum projection of 3-1/2 feet, maximum wide thickness of 12 inches, and shall maintain a minimum clearance of 8 feet above the sidewalk. Area increase of 25% when using symbolic shape, rather than rectangle or square.	Same as DCC.	Same as DCC.
Rooftop signs	Prohibited.	Prohibited.	Prohibited.
Billboards	Prohibited.	Prohibited.	Prohibited.
Freestanding Signs			
Maximum number	1 per street frontage, per site not use and no more than 2 per site. 1 per street frontage(s) for public facility over 5 acres.	Same as DCC.	Same as DCC.

Section 13.06.522.J	DCC, DMU	WR	DR
Maximum area per sign	30 square feet. 300 square feet for public facility over 5 acres.	100 square feet.	30 square feet.
When not allowed	When building signage exceeds the sign area limit, not allowed on the same frontage as a projecting sign.	Same as DCC.	Same as DCC.
Maximum height	6 feet. 30 feet for public facility over 5 acres.	20 feet.	6 feet.
Directionals	Shall be limited to 4 feet in height.	Same as DCC.	Same as DCC.
Setback	None, but signs shall be on private property.	Same as DCC.	Same as DCC.
Billboards	Prohibited.	Prohibited.	Prohibited.
Sign Features			
Lighting	Indirect, internal illumination, neon, and bare bulb allowed.	Same as DCC.	Bare bulb illumination prohibited.
Rotating, mechanized	Allowed.	Same as DCC.	Prohibited.
Flashing, animated	Prohibited.	Prohibited.	Prohibited.
Electronic changing message center	Allowed.	Same as DCC.	Same as DCC.
Temporary Signs			
A-boards	± 2 permitted each business, shall not exceed 12 square feet in area nor 4 feet in height and shall not be placed on sidewalks less than 12 feet in width.	Same as DCC.	Same as DCC.
Banners	1 banner per business with a 60 square feet maximum displayed no longer than 6 months per year. Banners for cultural purposes shall not exceed 400 square feet and are not limited in number or duration.	1 banner per business with a 60 square feet maximum displayed no longer than 6 months per year.	Not allowed.
Feather Signs	Prohibited	Prohibited	Prohibited
Flags	Shall be on private property, no advertising allowed except logos.	Same as DCC.	Same as DCC.
Window signs	Exempt, but shall not exceed 25 percent of the window area.	Same as DCC.	Same as DCC.
Searchlights, beacons	1 allowed per site, displayed no longer than 7 days per year. No restrictions during an event for public facility over 5 acres.	Same as DCC.	Prohibited.
Temporary off-premises advertising signs	Section 13.06.521.C shall apply, except public facility sites in DCC shall be allowed temporary advertising signs of 32 square feet, including banners not to exceed 160 square feet, attached to temporary fencing during the time of construction.	Prohibited.	Prohibited.

Section 13.06.522.K	C-2, CIX, CCX, UCX, UCX-TD, M-1, M-2, PMI	C-1
Signage Allocation		
Maximum total sign area	Wall signage, 1 square foot per 1 linear foot of the building frontage with the public entrance. Freestanding signage, 1 square foot per 1 linear foot of street frontage(s).	Same as C-2.
Signs Attached to Buildings		
Maximum number	3 per business, 25 percent allocation allowed on building wall(s) without a public entrance. (Note: 50 percent is allowed provided only 2 signs are installed at the business.) No maximum number for public facility over 5 acres.	Same as C-2.
Maximum area per sign	200 square feet. 400 square feet for public facility over 5 acres.	100 square feet.
Minimum sign area	Each business allowed 30 square feet regardless of frontage.	Same as C-2.
Wall	Provisions of Section 13.06.521.E shall apply.	Same as C-2.
Awning, canopy, marquee, under-marquee	Provisions of Section 13.06.521.H, I, and J shall apply.	Same as C-2.
Projecting	Provisions of Section 13.06.521.F shall apply, maximum projection 6-1/2 feet. Single business, in lieu of freestanding sign. Multi-business, not allowed.	Same as C-2.
Blade, under-canopy	Provisions of Section 13.521.I shall apply. 1 per business, shall not exceed 8 square feet per side, shall be illuminated only by indirect lighting, maximum projection of 3-1/2 feet, maximum wide thickness of 12 inches, and shall maintain a minimum clearance of 8 feet above the sidewalk. Area increase of 25% when using symbolic shape, rather than rectangle or square.	Same as C-2.
Roof signs	Prohibited.	Prohibited.
Billboards	Allowed only in C-2, M-1, M-2, and PMI. Provisions of Section 13.06.521.M shall apply.	Prohibited.
Freestanding Signs		
Maximum number	1 per street frontage, each 300 feet considered separate street frontage, corner sites require a minimum 300 feet on both frontages for an additional sign.	Same as C-2.
Maximum area per sign	200 square feet (additional 100 square feet allowed for name of shopping center), sites with freeway frontage shall not exceed 75 percent of the maximum allowed. 400 square feet for public facility over 5 acres.	100 square feet.
When not allowed	No freestanding sign shall be on same frontage as a projecting sign.	Same as C-2.
Maximum height	35 feet maximum; signs located 300 feet or less from residential district shall not exceed height of building it identifies. Sign height for site with freeway frontage is prohibited to exceed height of building it identifies. 45 feet for public facility over 5	6 feet for sites with less than 100 feet of frontage, 15 feet for sites with frontage between 100 feet and 300 feet, no sign shall

Section 13.06.522.K	C-2, CIX, CCX, UCX, UCX-TD, M-1, M-2, PMI	C-1
	acres.	exceed the height of the building it identifies.
Directionals	Shall be limited to 4 feet in height, except 15 feet shall be allowed in PMI.	Same as C-2.
Off-premises directionals	Provisions of Section 13.06.521.L shall apply, except 25 square feet shall be allowed in PMI with a maximum height of 15 feet and a maximum number of four per business.	Same as C-2.
Setback	Provisions of Section 13.06.521.G shall apply, minimum 200 feet separation from other freestanding signs, sites with freeway frontage shall locate signs on the abutting parallel frontage, no signs shall be allowed adjacent to the freeway.	Same as C-2.
Billboards	Allowed only in C-2, M-1, M-2, and PMI. Provisions of Section 13.06.521.M shall apply.	Prohibited.
Sign Features		
Lighting	Indirect, internal illumination, neon and bare bulb allowed.	Bare bulb illumination prohibited.
Rotating, mechanized	Allowed.	Prohibited.
Flashing, animated	Prohibited.	Prohibited.
Electronic changing message center	Allowed, but prohibited on Pedestrian Streets, as defined in 13.06.300.C and 13.06.200.D.	Same as C-2.
Temporary Signs		
A-boards	1 per business, on private property, 12 square feet per side, 4 feet height.	Same as C-2.
Banners	1 per business, 60 square feet maximum, 6 months per year. Banners for cultural purposes shall not exceed 400 square feet and are not limited in number or duration.	Prohibited.
Feather Signs	1 per 25 feet of linear street frontage, per site, with maximum of 3 signs per street frontage. Each sign allowed up to 12 square feet in area and 6 feet in height height. Shall be located on private property.	Same as C-2.
Flags, pennants	Shall be on private property, no advertising allowed, except logos.	Same as C-2.
Window signs	Exempt, but shall not exceed 25 percent of the window area.	Same as C-2.
Searchlights, beacons	One allowed per site, displayed no longer than 7 days per year. No restrictions during an event for public facility over 5 acres.	Prohibited.
Temporary off-premises advertising signs	Provisions of Section 13.06.521.C shall apply, except public facility sites in UCX-TD shall be allowed temporary advertising signs of 32 square feet each, including banners not to exceed 160 square feet, attached to temporary fencing during the time of construction.	Prohibited.

13.06.522.L	T, NCX, URX, Non-Residential Districts with VSD	HM, HMX
Signage Allocation		
Maximum total sign area	1-1/2 square feet per 1 linear feet of building frontage abutting a street frontage, applies to the first 50 feet, with ½ square foot per 1 linear foot of building frontage over 50 feet.	HM and HMX sign regulations for use by hospitals only, all other uses in HM and HMX to follow T sign regulations.
Signs Attached to Buildings		
Maximum number	2 per primary frontage (1 may be ground sign), 1 per perpendicular frontage(s), 1 per alley frontage with a public entrance.	One per elevation.
Maximum area per sign	Shall not exceed size allocation on primary frontage, 50 square feet on perpendicular frontage(s), 25 square feet on alley frontage, 10 square feet on upper story or basement uses.	Identification signs at 75 square feet. Directional signs at 25 square feet.
Minimum sign area	30 square feet, except for upper story or basement uses.	
Wall	Provisions of Section 13.06.521.E shall apply.	Same as T.
Awning, canopy	Provisions of Section 13.06.521.J shall apply.	Same as T.
Blade, under-canopy	Provisions of Section 13.06.521.-I shall apply. Indirect illumination only.	Same as T.
Projecting	40 square feet with frontage of at least 25 feet and not allowed on alleys, provisions of Section 13.06.521.F shall apply.	Provisions of Section 13.06.521.G shall apply.
Roof signs	Prohibited.	Same as T.
Billboards	Prohibited.	Same as T.
Freestanding Signs		
Maximum number	1 per site, sign area shared with building sign allocation (not allowed on an alley).	1 per right-of-way frontage or 1 per access, regardless the number of major accesses on one right-of-way frontage.
Maximum area per sign	30 square feet.	Identification or directory signs at 50 square feet. Directional signs at 25 square feet.
When not allowed	When the building signage has utilized the allowed sign area for wall signage or when a projection sign exists on the site.	N/A.
Maximum height	6 feet.	Identification or directory signs at 15 feet.
Directionals	Shall be limited to 4 feet in height.	Shall be limited to 6 feet in height.
Setback	None, but signs shall be on private property.	Same as T.
Billboards	Prohibited.	Same as T.

13.06.522.L	T, NCX, URX, Non-Residential Districts with VSD	HM, HMX
Sign Features		
Lighting	Indirect, or internal illumination allowed. No bare bulb illumination allowed. All external lighting to be directed away from adjacent properties to minimize effects of light and glare upon adjacent uses.	Same as T.
Rotating, mechanized	Prohibited.	Same as T.
Flashing, animated	Prohibited.	Same as T.
Electronic c Changing message center	Allowed. Prohibited.	Same as T. Allowed, but prohibited on pedestrian streets as defined in 13.06.300.C.
Temporary Signs		
A-boards	1 per business, on private property, 12 square feet per side, 4 feet height.	Prohibited.
Banners, pennants	Prohibited.	Banners allowed at 30 square feet.
Feather Signs	Prohibited.	Prohibited.
Flags	Prohibited, except for the national flag, state flag, flags of other political subdivisions.	Same as T.
Window signs	Exempt, but shall not exceed 25 percent of the window area.	Same as T.
Incidental public service signs	Less than 4 square feet, contains no advertising, intended to provide messages such as "no parking," "exit," "entrance," etc.	Same as T.
Searchlights, beacons	Prohibited.	Same as T.

Section 13.06.522.M	PDB	RCX
Signage Allocation		
Maximum total sign area	Single business (wall signs), 1/2 square foot per 1 linear foot of building frontage.	1 square foot per 1 linear foot of building frontage abutting a street frontage, applies to the first 50 feet, with 1/2 square foot per 1 linear foot of building frontage over 50 ft.
Signs Attached to Buildings		
Maximum number	Single business, 1 per elevation, 2 total. Multi-business, 1 per business.	2 per primary frontage (1 may be a ground sign), 1 per perpendicular frontage(s), 1 per alley frontage with a public entrance.
Maximum area per sign	Single business, 75 square feet per elevation, total 150 square feet for all signs. Multi-business, 20 square feet.	30 square feet maximum on perpendicular frontage(s), but not to exceed size area allocation, 10 square feet on alley frontage, upper story and basement uses.

Section 13.06.522.M	PDB	RCX
Minimum sign area	Single business, 30 square feet each business regardless of frontage. Multi-business, 20 square feet each business regardless of frontage.	20 square feet each business regardless of frontage.
Wall	Provisions of Section 13.06.521.E shall apply.	Same as PDB.
Awning, canopy, under-canopy	Provisions of Section 13.06.521. I and J shall apply.	Same as PDB.
Roof signs	Prohibited.	Prohibited.
Billboards	Prohibited.	Prohibited.
Freestanding Signs		
Maximum number	1 per site (single or multi-business) located in landscaped area.	1 per site (not allowed on an alley).
Maximum area per sign	30 square feet.	25 square feet.
Maximum height	6 feet.	4 feet.
Directionals	Shall be limited to 4 feet in height.	Same as PDB.
Setback	Minimum 5 feet from property lines.	None, but signs shall be on private property.
Billboards	Prohibited.	Prohibited.
Sign Features		
Lighting	Indirect or internal illumination allowed. No bare bulb or neon illumination allowed. All external lighting shall be directed away from adjacent properties to minimize effects of light and glare upon adjacent uses.	Same as PDB.
Rotating, mechanized	Prohibited.	Same as PDB.
Flashing	Prohibited.	Same as PDB.
Electronic Changing message center	Allowed.	Prohibited.
Temporary Signs		
A-boards	Prohibited.	1 per business, on private property, 12 square feet per side, 4 feet in height.
Banners, pennants	Prohibited.	Prohibited.
Window signs	Exempt, but shall not exceed 25 percent of the window area.	Same as PDB.
Feather signs	Prohibited.	Prohibited.
Flags	Prohibited, except the national flag, state flag, flags of other political subdivisions.	Same as PDB.
Incidental public service signs	Less than 4 square feet, contains no advertising, intended to provide messages such as “no parking,” “exit,” “entrance,” etc.	Same as PDB.
Searchlights, beacons	Prohibited.	Prohibited.

* * *

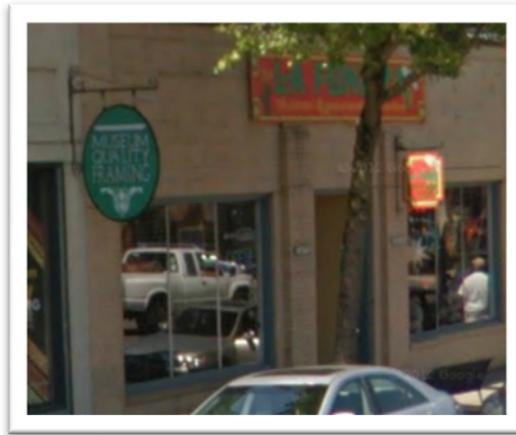
13.06.700 Definitions and illustrations.

* * *

Public facility. Any facility funded in whole or part with public funds, which provides service to the general public, including, but not limited to, public schools, public libraries, community centers, public parks, government facilities, or similar uses.

* * *

Sign, blade. A double-faced sign intended for pedestrian viewing installed no higher than the top of the first floor of a building and generally perpendicular to the building facade for which it identifies.



Sign, feather. A portable freestanding type sign, usually comprised of nylon or similar material affixed to a light weight pole, intended to advertise temporary promotions, services, and events.



Sign, temporary. An on-premises sign, banner, balloon, feather sign, pennant, valance, A-board, or advertising display constructed of cloth, canvas, fabric, paper, cardboard, plywood, wood, wallboard, plastic, sheet metal, or other similar light material, with or without a frame, which is not permanently affixed to any sign structure and which is intended to be displayed for a limited time only



City of Tacoma
Planning and Development Services

Agenda Item
D-3

TO: Planning Commission
FROM: Lihuang Wung, Planning Services Division
SUBJECT: 2013 Annual Amendment Package
DATE: February 14, 2013

At the February 20, 2013 meeting, staff will seek the Planning Commission's authorization for the distribution of the 2013 Annual Amendment Package for public review and set a public hearing date for March 20, 2013.

Attached is a status report that provides an overview of the Package, the schedule for the annual amendment from this point forward, as well as a summary of each of the 9 applications contained in the Package.

It is noted that the 2013 Annual Amendment process began in July 2012 with 12 applications. Three of them have deviated from the process and are being carried out according to their own respective schedules. They are: Container Port Element (Application #2013-03), Affordable Housing Regulations (#2013-10), and Trail-Oriented Design Standards (#2013-11).

Upon the Commission's authorization on February 20, staff will proceed with the public notification process for the March 20th public hearing. The proposed amendments associated with the 9 applications and the respective staff analysis reports will be compiled into a Public Review Document, along with proper background and supportive information such as the environmental determination. We also plan to conduct a community informational meeting on March 13 to provide an additional opportunity for interested citizens to learn more about the Annual Amendment Package and be prepared to participate in the public hearing on March 20.

All relevant information will be posted online at www.cityoftacoma.org/planning (and click on "2013 Annual Amendment").

If you have any questions, please contact me at (253) 591-5682 or lwung@cityoftacoma.org.

Attachment

c: Peter Huffman, Interim Director



2013 ANNUAL AMENDMENT TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE

STATUS REPORT February 14, 2013

Summary of the 2013 Annual Amendment Package

1. Drive-Through Regulations (Application #2013-01)	Restricting drive-throughs in Downtown and Mixed-Use Centers (A private application by Jori Adkins, Dome District Development Group).
2. Countywide Planning Policies (Application #2013-02)	Review of the 2012 Updates to the Pierce County Countywide Planning Policies for consistency with the City's Comprehensive Plan.
3. Transportation Element (Application #2013-04)	Updating and reprioritizing unfunded projects and incorporating "Environmental Justice" into relevant policies (per VISION 2040).
4. Shoreline Related Elements (Application #2013-05)	Rescinding the Thea Foss Waterway Design and Development Plan, the Ruston Way Plan, and the Shoreline Trails Plan, but carrying forward the vision and implementation strategies within the proposed Tacoma Waterfront Design Guidelines and an update of the Public Access Alternatives Plan.
5. Development Intensity Designations (Application #2013-06)	Revising the Comprehensive Plan's land use designation approach from the current Land Use Intensities to a more simplified and easily understood classification system.
6. Adoption and Amendment Procedures (Application #2013-07)	Amending TMC 13.02 to streamline the Planning Commission's processes for the Comprehensive Plan, area-wide rezones, moratoria, and interim zoning.
7. Platting and Subdivision Regulations (Application #2013-08)	Amending TMC 13.04 to increase the maximum short plat size from four to nine lots (per RCW) and address associated regulatory requirements.
8. Sign Regulations (Application #2013-09)	Amending the Sign Code to address on-site digital signage and various sign related issues (per request of the Planning Commission).
9. Regulatory Code Cleanup (Application #2013-12)	Amending various sections of the Land Use Regulatory Code to correct minor errors, provide additional clarity, and improve administrative efficiency.

Schedule

July 18, 2012	Planning Commission review of summary of proposals
August 1, 2012	Planning Commission approved of the Assessment Report for the proposals
Sep. 2012 – Feb. 2013	Technical analyses of the proposals
February 20, 2013	Planning Commission authorization of proposed amendments for public review
March 13	Community Information Session (pre-hearing)
March 20	Planning Commission Public Hearing
April 3	Planning Commission review of testimony
April 17	Planning Commission recommendations
April 30	Economic Development Committee review
May 7	City Council Study Session
May 21	City Council Public Hearing
June 4	First reading of ordinances
June 11	Final reading and adoption of ordinances
July 1, 2013	Effective date of amendments

Website

www.cityoftacoma.org/Planning > "2013 Annual Amendment"

1. Drive-Through Regulations
(Application #2013-01)

Restricting drive-throughs in Downtown and Mixed-Use Centers
(A private application by Jori Adkins, Dome District Development Group)

Proposal (original)

- Applicant – Jori Adkins , Dome District Development Group
- As submitted, the application calls for drive-throughs to be prohibited outright in Downtown and the more urban of the X Districts.

Proposal (modified)

1. The Zoning Code already contains a range of requirements applicable to drive-throughs in X Districts and Downtown. However, there are currently no requirements applicable specifically to drive-throughs in the other zoning districts where they are permitted.
2. The approach is to build on the existing requirements; extend those which have general applicability beyond the zones where they currently apply; and, add some new requirements to address the issues raised by this application.
3. In X Districts, drive-throughs would have several additional requirements, including requiring stacking lanes to be located behind the main building.
4. In Downtown Districts and the UCX-TD District, drive-throughs would need to be located entirely within a building.
5. The proposal would have the following affects citywide (where drive-throughs are permitted):
 - Reduce impacts to the pedestrian environment on designated pedestrian streets or streetcar/light rail streets;
 - Require visual screening of drive-through service areas and stacking lanes;
 - Minimize the likelihood of vehicular and pedestrian conflicts; and
 - Reduce noise impacts.

Outreach

- General outreach to the community - presented the Annual Amendment Package to Master Builders Association (MBA), Sustainability Commission, Neighborhood Councils (New Tacoma, West End, and South End), and South Tacoma Business District Association. Additional outreach will occur through and during the Planning Commission and City Council's public hearing and notice processes.
- Staff also met with Jori Adkins, the applicant, as well as with a representative of the Chamber of Commerce, with City staff responsible for traffic, and for economic development and business districts, and with commercial real estate brokers employed by a firm which assists corporate clients to find appropriate locations for commercial development (including drive-throughs).

Planning Commission's Review

Reviewed on November 7, 2012 and February 6, 2013; concurred with staff's analysis; and authorized the distribution of the proposed amendments for public review.

2. Countywide Planning Policies
(Application #2013-02)

Review of the 2012 Updates to the Pierce County Countywide Planning Policies for consistency with the City's Comprehensive Plan.

Proposal

Review the recently amended Countywide Planning Policies (CPPs) for Pierce County to ensure that the City's Comprehensive Plan continues to be consistent with the CPPs and the regional growth plan, VISION 2040. Amend the Comprehensive Plan if necessary.

Staff has reviewed the CPPs and concluded that:

1. The Comprehensive Plan is consistent with the CPPs; it contains appropriate policy provisions that correspond to the recent amendments to the CPPs;
2. There are opportunities to strengthen the Comprehensive Plan's language pertaining to such policy issues as growth targets, affordable housing allocations, urban design, health, climate change, air quality, and sustainable transportation (where there could potentially be new elements of the Comprehensive Plan to address urban design and health, respectively); and
3. These issues should be incorporated in the scope work for the "2015 Comprehensive Plan Update", which is the next all-encompassing review of the Comprehensive Plan and development regulations mandated by the Growth Management Act for completion by June 30, 2015, so that these issues and other proposed amendments are considered in a coordinated and effective manner.

Outreach

General outreach to the community - presented the Annual Amendment Package to Master Builders Association (MBA), Sustainability Commission, Neighborhood Councils (New Tacoma, West End, and South End), and South Tacoma Business District Association. Additional outreach will occur through and during the Planning Commission and City Council's public hearing and notice processes.

Planning Commission's Review

Reviewed on December 5, 2012; concurred with staff's analysis; and authorized the distribution of the staff report for public review.

Proposal

1. Incorporate “Environmental Justice” to be consistent with VISION 2040 and to align with current community standards and most regional and federal grant funding requirements:
 - Incorporating “Environmental Justice” into Policy T-LUT-5 Accessibility, Policy T-MS-7 Special Transportation Needs, and the Policy Intent for Multimodal System.
 - Adding “Environmental Justice” to the Project Selection and Evaluation Criteria section for certain transportation programs/projects.
2. Update, reprioritize and consolidate projects contained in the Mobility Master Plan (MoMaP).
3. Remove the table for prioritizing classes of bikeway projects, which has been updated with current industry standards.
4. Update the Unfunded Project List by:
 - Adding “Pacific Avenue between S. 43rd and 56th” to the Arterial Street Projects.
 - Revising “6th Avenue from Sprague to Alder” under Neighborhood Action Strategies.
 - Relocating projects from the “Bike Facilities and Trails (1140 Fund) – New” section to the MoMaP section.
5. Update the text to address the following matters:
 - “Active transportation” vs. “non-motorized transportation”
 - “Transportation demand forecasting” vs. “travel demand forecasting”
 - Growth and Transportation Efficiency Center (GTEC)
 - Downtown on the Go (DTOG).
 - Bicycle Friendly Community designation by the League of American Bicyclists.
 - “Safe Routes to School” and “Safe Routes to Transit, Parks and Employment” programs.

Outreach

- General outreach to the community - presented the Annual Amendment Package to Master Builders Association (MBA), Sustainability Commission, Neighborhood Councils (New Tacoma, West End, and South End), and South Tacoma Business District Association. Additional outreach will occur through and during the Planning Commission and City Council's public hearing and notice processes.
- The proposed amendments to the Mobility Master Plan section are from staff observation and expertise, requests from the public and with the oversight of the Bicycle and Pedestrian Action Committee (BPAC).
- The changes to the Unfunded Project List were generated from the project ideas submitted by Neighborhood Business Districts in the summer of 2012, in response to the Public Works Department's community outreach efforts for the annual update of the 2012-2018 Six-Year Program.

Planning Commission's Review

Reviewed on September 19, 2012; concurred with staff's analysis; and authorized the distribution of the proposed amendments for public review.

4. Shoreline Related Elements (Application #2013-05)

Rescinding the Thea Foss Waterway Design and Development Plan, the Ruston Way Plan, and the Shoreline Trails Plan, but carrying forward the vision and implementation strategies within the proposed Tacoma Waterfront Design Guidelines and an update of the Public Access Alternatives Plan.

Proposal

1. Rescind the Thea Foss Waterway Design and Development Plan, Ruston Way Plan, and the Shoreline Trails Plan as elements of the Comprehensive Plan;
2. Update the Public Access Alternatives Plan to further integrate the vision, plan area, and implementation strategies for these subarea plan elements;
3. Develop a set of Tacoma Waterfront Design Guidelines to enhance the shoreline's positive and distinct features, improve the aesthetic qualities of the shoreline, and to ensure that new public access is designed for a variety of users and to promote accessibility for all of Tacoma's residents, consistent with the adopted Shoreline Master Program;
4. Incorporate the Public Access Alternatives Plan and Tacoma Waterfront Design Guidelines by reference into the Open Space Element of the Comprehensive Plan.

Outreach

- General outreach to the community - presented the Annual Amendment Package to Master Builders Association (MBA), Sustainability Commission, Neighborhood Councils (New Tacoma, West End, and South End), and South Tacoma Business District Association. Additional outreach will occur through and during the Planning Commission and City Council's public hearing and notice processes.
- The proposed amendments are in response to public comments provided to City Staff, Planning Commission and City Council as part of the Shoreline Master Program update in 2011.
- City staff has met with and solicited comments from Metro Parks Tacoma staff, Port of Tacoma staff and Foss Waterway Development Authority staff.

Planning Commission's Review

- The Commission reviewed the application staff report on November 7, 2012 and concurred with staff's project approach.
- The Commission reviewed the draft Public Access Alternatives Plan on December 5th and 19th, 2012 and provided comments.
- The Commission reviewed the draft Tacoma Waterfront Design Guidelines on January 16, 2013 and provided comments.

5. Development Intensity Designations
(Application #2013-06)

Revising the Comprehensive Plan's land use designation approach from the current Land Use Intensities to a more simplified and easily understood classification system.

Proposal

1. The overall project has multiple phases. Phase 1 involves review of the existing land use designations ("intensities") and the creation of a new land use designation framework, the adoption of portions of this new framework into the Comprehensive Plan, and some limited redesignations based on the new framework.
2. The specific amendments proposed as part of this application include:
 - Creating separate land use designations for the four different types of mixed-use centers (neighborhood, community, urban and downtown)
 - Adding a new land use designation for Shoreline areas
 - Modifying the land use designation for properties within the mixed-use centers and shoreline areas based on these new designations.
3. Proposed Land Use Designations:
 - Single-Family Residential
 - Multi-Family (low-density)
 - Multi-Family (high-density)
 - Neighborhood Commercial
 - General Commercial
 - Downtown Mixed-Use Center
 - Urban Mixed-Use Center
 - Community Mixed-Use Center
 - Neighborhood Mixed-Use Center
 - Light Industrial
 - Heavy Industrial
 - Parks and Open Space
 - Shoreline
4. The second phase, to be completed next year, would involve complete incorporation of the new framework into the Plan. This will necessitate a comprehensive review of the existing and proposed land use patterns against the new designation framework, as well as substantial redesignation of properties in the City based on the new framework.

Outreach

General outreach to the community - presented the Annual Amendment Package to Master Builders Association (MBA), Sustainability Commission, Neighborhood Councils (New Tacoma, West End, and South End), and South Tacoma Business District Association. Additional outreach will occur through and during the Planning Commission and City Council's public hearing and notice processes.

Planning Commission's Review

Reviewed on January 16 and February 6, 2013; concurred with staff's approach and analysis; and authorized the distribution of the proposed amendments for public review.

6. Adoption and Amendment Procedures
(Application #2013-07)

Amending TMC 13.02 to streamline the Planning Commission's processes for the Comprehensive Plan, area-wide rezones, moratoria, and interim zoning.

Proposal

1. TMC 13.02.040 – Duties and responsibilities

- Require the Planning Commission to “develop the work program for the coming year in consultation with the City Council.” Currently, the Commission approves its work program that is prepared by staff.

2. TMC 13.02.044 – Comprehensive Plan

- Condense the description of the Comprehensive Plan elements mandated by the GMA and make reference to the relevant legislation pertaining to each element.

3. TMC 13.02.045 – Adoption and amendment procedures

- Consolidate the 12 questions into 8 and simplify the form for the application for amendment.
- Consolidate the 7 criteria into 3 for the assessment of proposed amendments.
- Consolidate the 10 criteria into 2 fundamental categories (i.e., benefiting the City and conforming to applicable laws) for the analysis of proposed amendments, and add a requirement to address such additional aspects as public outreach, economic impacts, sustainability impacts, and environmental determination.

4. TMC 13.02.055 – Moratoria and interim zoning

- Streamline the process for Council-initiated moratoria or interim zoning. Currently, the Council's imposition of moratoria or interim zoning shall be referred to the Planning Commission for findings of fact and a recommendation to help justify the Council's action. The Commission must formulate its recommendations, including conducting a public hearing, within 30 days of the time when it was first informed of the Council's referral. The Council must hold a public hearing within 60 days of the adoption of a moratorium or interim zoning to justify its action. The proposed amendment would remove the public hearing requirement and the 30-day timeframe for the Commission.

Outreach

General outreach to the community - presented the Annual Amendment Package to Master Builders Association (MBA), Sustainability Commission, Neighborhood Councils (New Tacoma, West End, and South End), and South Tacoma Business District Association. Additional outreach will occur through and during the Planning Commission and City Council's public hearing and notice processes.

Planning Commission's Review

Reviewed on September 19 and October 3, 2012; concurred with staff's approach and analysis; and authorized the distribution of the proposed amendments for public review.

7. Platting and Subdivision Regulations
(Application #2013-08)

Amending TMC 13.04 to increase the maximum short plat size from four to nine lots (per RCW) and address associated regulatory requirements.

Proposal

1. Amend TMC 13.04 Platting and Subdivisions (the “Platting Code”) to increase the maximum number of lots, tracts or parcels from 4 to 9 under a short subdivision to be consistent with RCW 58.17.020.
2. Require a 14-day, 400-foot public notice for five to nine lot short subdivisions.
3. Require off-site/on-site improvements or bonding prior to recording of all short subdivisions. (Short subdivisions currently do not have this requirement; only applicable to 5 or more lots).
4. Incorporate Complete Streets provisions, street lighting and pedestrian, bicycle and vehicular connectivity as appropriate.
5. Require street lighting and pedestrian-scale lighting for both short subdivisions and subdivisions as deemed appropriate by the appropriate decision makers. (Under the current code, street lighting is currently required for subdivisions but not for short subdivisions.)
6. Require the applicant to demonstrate why public or private accessways cannot be aligned with the surrounding street system for pedestrian, bicycle and vehicular connectivity.
7. Eliminate in-lieu fee for open space dedication.
8. Revise the definitions for “short subdivision” and “subdivision” so that it is clear that critical areas and their buffers are not automatically required to be located within separate, dedicated tracts.
9. Unbuildable Lots will not be counted towards a subdivision/short subdivision determination.

Outreach

- General outreach to the community - presented the Annual Amendment Package to Master Builders Association (MBA), Sustainability Commission, Neighborhood Councils (New Tacoma, West End, and South End), and South Tacoma Business District Association. Additional outreach will occur through and during the Planning Commission and City Council’s public hearing and notice processes.
- Staff will continue to meet with representatives from the Public Works Department, City Surveyor, Legal Department, Tacoma Public Utilities, Tacoma Police Department and current planning to work on the recommendations and revised code language under this application.
- Staff will provide illustrative examples, benchmarking, City permit data, and responses from our public outreach at one of the early 2013 Planning Commission meetings. Of particular interest will be feedback from the MBA on the off-site/on-site improvement proposal for all short plats.

Planning Commission’s Review

Reviewed on December 5 and December 19, 2012; concurred with staff’s approach and analysis; and authorized the distribution of the proposed amendments for public review.

8. Sign Regulations
(Application #2013-09)

Amending the Sign Code to address on-site digital signage and various sign related issues (per request of the Planning Commission).

Proposal

1. Create a new subsection in TMC 13.06 Zoning to better define digital signs (Electronic Changing Message Center Signs).
2. Provide new standards/regulations for Electronic Changing Message Center Signs:
 - Brightness Regulation - Initial requirement of .3 candle maximum
 - Size Limitations - Area maximum increased to 30 square feet; height increased to 15 feet
 - Hours of Operation - Digital changing message centers shall not operate past the hours of operation of the facility in which it serves; will be required to be equipped with device that will automatically limit such operation
 - Message Timing - Revise the current 2-1-2 (message-blank screen-message) time to 5-1-5
 - Exemptions - Super regional mall sites and public facility sites over 5 acres would be exempt from height limitations and area limitations; Sites include the Tacoma Mall, the Tacoma Dome, TCC, Cheney Stadium, and UWT.
3. Exemption for Pedestrian Friendly Signs in all Mixed-Use Districts:
 - Over sidewalk/under canopy hanging signs up to 8 square feet exempt
 - Still has to meet Real Property regulations and meet minimum clearance standards

Outreach

- General outreach to the community - presented the Annual Amendment Package to Master Builders Association (MBA), Sustainability Commission, Neighborhood Councils (New Tacoma, West End, and South End), and South Tacoma Business District Association. Additional outreach will occur through and during the Planning Commission and City Council's public hearing and notice processes.
- Staff will provide illustrative examples, benchmarking, and responses from our public outreach at one of the early 2013 Planning Commission meetings. Of particular interest will be feedback from commercial sign contractors and designers.

Planning Commission's Review

Reviewed on November 7, 2012 and February 6, 2013; and expected to complete the review on February 20, 2013 and authorize the distribution of the proposed amendments for public review.

9. Regulatory Code Cleanup (Application #2013-12)

Amending various sections of the Land Use Regulatory Code to correct minor errors, provide additional clarity, and improve administrative efficiency.

Proposal (key changes)

1. **Administrative Determination Permit Type** – Create an Administrative Determination permit type to provide a more clearly defined process for Determinations of the Director. Notification of an Administrative Determination will be mailed to the property owner and applicant while the discretion to extend the notice to neighbors, community groups, or agencies will be determined on a case-by-case basis by the Director. Examples of Administrative Determinations are reasonable accommodations, review of non-conforming rights, zoning verifications, and minor variances.
2. **Minor Variance Permit Type** – Create a minor variance permit which is a variance in which the relief requested is within 10 percent of the quantified standard contained in the code. These would be processed in accordance with the procedures for the previously mentioned Administrative Determinations.
3. **Authority for Equivalencies** – Provide the Director the discretion to determine that an alternative design proposed by the applicant meets the intent of the regulation and is therefore equivalent. However, the Director may determine that an equivalency has not been proposed and may deny the request, and the applicant may then choose to apply for a variance or redesign the project.
4. **Permit Extensions** – Add provisions for a one-year, one-time permit extension for certain Land Use Permits.
5. **Building Height Measurement** – Through this proposal the height of all buildings that are not located within a View-Sensitive Overlay District will be measured in accordance with the applicable Building Code. Buildings located within a View-Sensitive Overlay District will use the method currently provided in the definition found in TMC 13.06.
6. **Variances in Downtown** – Allow variances in all of the Downtown Districts. Presently, variances are not allowed to certain standards and this change would allow more flexibility in the application of the code in Downtown Tacoma. (TMC 13.06A)
7. **Craft Production** – Create a new use category of “Craft Production” which will replace, and combine the intent and purposes of, “Art/Craft Production,” “Craft food and non alcoholic beverage production,” and “Microwinery, limited.” The new category also would allow for the craft production of alcoholic beverages in quantities of up to 5,000 gallons a year. Craft Production is a commercial use that allows for the production of arts, crafts, foods, and beverages with on-site production of goods using hand tools and small-scale equipment.

Outreach

General outreach to the community - presented the Annual Amendment Package to Master Builders Association (MBA), Sustainability Commission, Neighborhood Councils (New Tacoma, West End, and South End), and South Tacoma Business District Association. Additional outreach will occur through and during the Planning Commission and City Council’s public hearing and notice processes.

Planning Commission’s Review

Reviewed on February 6, 2013, and concurred with staff’s approach and analysis; and authorized the distribution of the proposed amendments for public review.



Department of Commerce
Innovation is in our nature.



Planning Association of Washington

The Planning Association of Washington and
The Washington State Department of Commerce
Present

A Short Course on Local Planning

Hosted by the City of Tacoma
Tacoma Public Utilities Auditorium
3628 South 35th Street, Tacoma
February 20, 2013 6:30 – 9:30 pm

(Agenda subject to change)

6:30 – 6:45 WELCOME AND INTRODUCTIONS.....Anne Fritzel

6:45 – 7:00 CURRENT PLANNING EFFORTS AND ISSUES IN TACOMA Ian Munce

7:00 – 7:50 THE LEGAL BASIS OF PLANNING IN WASHINGTON STATE..... Phil Olbrechts

The statutory basis of planning in Washington State, Constitutional issues in land use planning, the Open Public Meetings Act, the Appearance of Fairness Doctrine, conflicts of interest, quasi-judicial and legislative functions of the planning commission, ex parte communications and how to deal with them, the conduct of meetings, the uses (and misuses) of email, and recent case law affecting land use planning.

7:50 – 8:00 BREAK

8:00 – 8:30 COMPREHENSIVE PLANNING AND IMPLEMENTATION BASICS Ed McGuire

An overview of the Growth Management Act and components of a community comprehensive plan, including the goals of the plan, the basic elements which need to be addressed, the concepts of concurrency, consistency, regional compatibility and coordination, and the tools and techniques available for implementing the plan.

8:30 – 9:00 ROLES AND RELATIONSHIPS IN THE PLANNING PROCESS Deborah Munkberg

A discussion of the various roles in the planning process and the relationships among jurisdictions, appointed and elected officials, planning staff and citizens. Suggestions for encouraging and fostering meaningful public participation and holding effective hearings.

9:00 – 9:15 PANEL DISCUSSIONAll Presenters

9:15 – 9:30 QUESTIONS AND ANSWERSAudience and Presenters

Driving and Parking Directions

Tacoma Public Utilities Auditorium
3628 S. 35th Street
Tacoma, WA 98409

Driving Directions:

From I-5 take SR-16 Exit (Exit 132)
Take Union Avenue exit of SR-16
Head south on Union Avenue
Turn right on S. 35th Street

Parking:

Park in Lot B1 or Lot C across the street (S. 35th).

KEY CONTACT:

Lihuang Wung
City of Tacoma – Planning and Development Services
747 Market Street, Room 345
Tacoma, WA 98402
(253) 591-5682
LWUNG@ci.tacoma.wa.us

MODERATOR:

Anne Fritzel, AICP
Senior Planner
Growth Management Services
Department of Commerce
PO Box 42525
Olympia, WA 98504
(360) 725-3064
anne.fritzel@commerce.wa.gov
www.commerce.wa.gov/growth

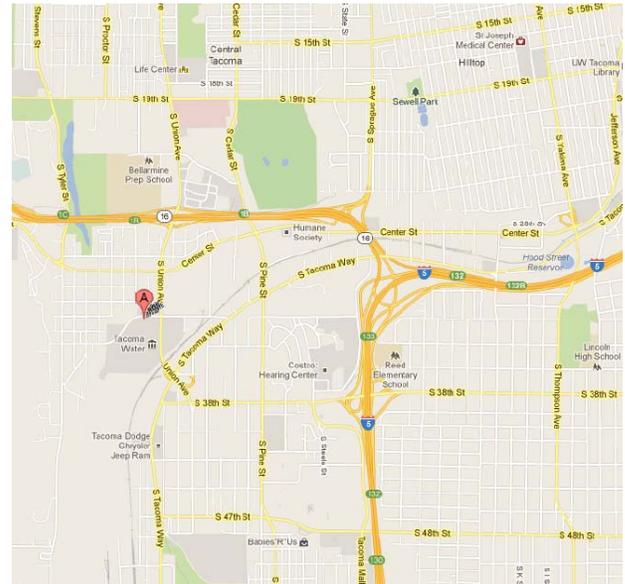
PRESENTERS:

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Seattle, WA 98101
206-577-0565 / 425-214-3504 cell
deborah@inovapcd.com
www.inovapcd.com



ADDITIONAL TRAINING AND EDUCATIONAL OPPORTUNITIES:

- Growth Management Services Web site at www.commerce.wa.gov/growth
 - See Short Course on Local Planning for Short Course Resource Manual, online Short Course and related materials; and
 - See Educational Resources for Planners for information about Planners' Forums and other trainings;
- Planning Association of Washington (PAW) Web site at www.planningpaw.org;
- Western Planning Resources at www.westernplanner.org; and
- Municipal Research and Services Center of Washington at www.mrsc.org

PIERCE COUNTY
 APPLICATION FOR CLASSIFICATION OR RECLASSIFICATION
 AS OPEN SPACE FOR CURRENT USE ASSESSMENT
 RCW 84.34

Agenda Item
E-1

OPEN SPACE LAND MEANS:

- (a) Any land area so designated by a comprehensive land use plan adopted by a city or county authority, or
- (b) Any land area, in which the preservation in its present use would:
 - (i) Conserve and enhance natural or scenic resources,
 - (ii) Protect streams or water supply,
 - (iii) Promote conservation of soils, wetlands, beaches or tidal marshes,
 - (iv) Enhance the value to the public of abutting or neighboring parks, forests, wildlife p
sanctuaries or other open space,
 - (v) Enhance recreation opportunities,
 - (vi) Preserve historic sites,
 - (vii) Preserve visual quality along highway, road, and street corridor or scenic vistas, or
 - (viii) Retain in its natural state tracts of land not less than one acre situated in an urban area a public use on
such conditions as may be reasonably required by the granting authority.
- (c) Or, any land meeting the definition of "farm and agricultural conservation land".

**CITY OF
 TACOMA
 02-12**

XXX
 ADJUST RATE
 FEE

- Fees:** (a) The non-refundable application fee must be submitted with the application. \$1200.00 in unincorporated or \$1450.00 within city limits. Cities may charge an additional fee. Contact your city to inquire.
 (b) Fee for advertising the final public hearing will be billed and payable prior to recording the final contract. The cost varies depending on length of legal. (Approx. \$50.00)
 (c) If public access is requested or mandatory, signage requirements are available at the Pierce County Planning and Land Services office.

Name of Applicant: Norma Jean Sands + Linnea Sands A site visit must be scheduled for approval.
 Mail Address: 6216 23rd Ave NE List several phone #s where you can be
Seattle WA 98115 reached 206 387 6320 206 387 6292
 E-Mail Address: linnea.sands@gmail.com 206 524 6020

1. Interest in property: Fee owner Contract Purchaser Other

2. Property location: 615 S. 82nd St. Tacoma WA 98408

3. Is property within city limits? Yes No If yes, which city? Tacoma WA

4. Assessor's parcel #(s): 2575000060 2575000071 2575000072
2575000040 2575000051 2575000010 2575000020
2575000052 (home) 2575000030 (garage)

5. (a) Total acreage of parcel(s): 2.05 (b) Total acreage of unqualified or excluded areas: 0.45

6. Legal description of land to be classified Open Space: (may attach copy) attached 2 sheets

7. Legal or detailed description of area excluded (if any) from Open Space classification in 5(b)(may attach copy) attached sheet

8. Describe the present improvements on this property: (buildings, etc.) Total property includes one single dwelling house and detached garage

9. Is this land subject to a lease or agreement, which permits any other use than it's present use? Yes No
 If yes, attach copy of the lease agreement.

10. Include a Map or Drawing of the Parcel(s), including location of excluded areas and all structures, etc.

11. Is this a reclassification (transfer) under 84.34.070 or 84.33? If yes, complete form 64.0060 or 64.0038.

STATEMENT OF ADDITIONAL TAX, INTEREST AND PENALTY DUE UPON REMOVAL OF CLASSIFICATION

1. Upon removal of classification, an additional tax shall be imposed which shall be due and payable to the county Treasurer 30 days after removal or upon sale or transfer, unless the new owner has signed the Notice of Continuance. The additional tax shall be the sum of the following:
 - (a) The difference between the property tax paid as "Open Space" and the amount of property tax otherwise due and payable for the last seven years had the land not been so classified; plus
 - (b) Interest upon the amounts of the difference (a), paid at the same statutory rate charged on delinquent property taxes.
 - (c) A penalty of 20% shall be applied to the amount determined in (a) & (b) above if the classified land is applied to some other use except through compliance with the property owner's request for withdrawal process, or except as a result of those conditions listed in (2) below
2. The additional tax, interest, and penalty specified in (1) above shall not be imposed if removal resulted solely from:
 - a) Transfer to a governmental entity in exchange for other land located within the State of Washington.
 - b) A taking through the exercise of the power of eminent domain, or sale or transfer to an entity having the power of eminent domain in anticipation of the exercise of such power.
 - c) A natural disaster such as a flood, windstorm, earthquake, or other such calamity rather than by virtue of the act of the landowner changing the use of such property.
 - d) Official action by an agency of the State of Washington or by the county or city where the land is located disallows the present use of such land.
 - e) Transfer of land to a church when such land would qualify for property tax exemption pursuant to RCW 84.34.020.
 - f) Acquisition of property interest by State agencies or agencies or organizations qualified under RCW 84.34.210 and 64.04.130 (See RCW 84.34.108(6)(f)).
 - g) Removal of land classified as farm & agricultural land under RCW 84.34.020(2) (e) (farm homesite).
 - h) Removal of land from classification after enactment of a statutory exemption that qualifies the land for exemption and receipt of notice from the owner to remove the land from classification.
 - i) The creation, sale, or transfer of forestry riparian easements under RCW 76.13.120
 - j) The creation, sale, or transfer of a fee interest or a conservation easement for the riparian open space program under RCW 76.09.040.
 - k) The sale or transfer of land within two years after the death of the owner of at least a fifty percent interest in the land if the land has been assessed and valued as designated forest land under chapter 84.33 RCW, or classified under this chapter 84.34 RCW continuously since 1993. The date of death shown on the death certificate is the date used.
 - (i) The discovery that the land was classified under this chapter in error through no fault of the owner. For purposes of this subsection (6)(1), "fault" means a knowingly false or misleading statement, or other act or omission not in good faith, that contributed to the approval of classification under this chapter or the failure of the assessor to remove the land from classification under this chapter.
 - (ii) For purposes of this subsection (6), the discovery that land was classified under this chapter in error through no fault of the owner is not the sole reason for removal of classification pursuant to subsection (1) of this section if an independent basis for removal exists. Examples of an independent basis for removal include the owner changing the use of the land or failing to meet any applicable income criteria required for classification under this chapter.
 - l) (i) The discovery that the land was classified under this chapter in error through no fault of the owner. For purposes of this subsection (6)(1), "fault" means a knowingly false or misleading statement, or other act or omission not in good faith, that contributed to the approval of classification under this chapter or the failure of the assessor to remove the land from classification under this chapter.
 - (ii) For purposes of this subsection (6), the discovery that land was classified under this chapter in error through no fault of the owner is not the sole reason for removal of classification pursuant to subsection (1) of this section if an independent basis for removal exists. Examples of an independent basis for removal include the owner changing the use of the land or failing to meet any applicable income criteria required for classification under this chapter.

AFFIRMATION

As owner(s) of the land described in this application, I hereby indicate by my signature that I am aware of the potential tax liability involved when the land ceases to be classified as Open Space under provision of CH 84.34 RCW, and that the Assessor-Treasurer's office may require pertinent data be periodically submitted as to the continued use of the land. I also declare under the penalties for false swearing that this application and any accompanying documents have been examined by me and to the best of my knowledge it is a true, correct, and complete statement.

The agreement to tax according to use of the property is not a contract and can be annulled or canceled at any time by the Legislature (RCW 84.34.070)

Signatures of all Owner(s) or Contract Purchaser(s):

Date:

Kimberly Sandoz
Lennea C. Sands

2/14/12
14 Feb 2012

Submit application and fee to: **Pierce County Planning and Land Services Development Center**
2401 S 35th St Ste 2
Tacoma WA 98409

201202010106 MMCKENZ 2 PGS
02/01/2012 10:48:27 AM \$63.00
AUDITOR, Pierce County, WASHINGTON

Name Norma Jean Sands
Address 6216 23rd Ave NE
City, State, Zip Seattle WA 98115

QUITCLAIM DEED

The Grantor, NORMA JEAN SANDS, Successor Trustee No. 1 of THE SANDS FAMILY LIVING TRUST, for and in consideration of transfer from THE SANDS FAMILY LIVING TRUST to the Trust Beneficiaries, conveys and quitclaims to NORMA JEAN SANDS, a single person, and to LINNEA CLAIRE SANDS, also a single person, as Beneficiaries of THE SANDS FAMILY LIVING TRUST, as Tenants in Common, Grantees, the following real estate, located in the County of Pierce, State of Washington, together with all after-acquired title of the Grantor herein:

Tax Assessor's Parcel/Account Number: 257500 003 0
Legal Description: Lots 10 & 11, in Block 1, in Boulton and Robertson's Tacoma Ave. Addition, which Addition is more specifically described as the S $\frac{1}{2}$ of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 33, Township 20 North, Range 3 East, Willamette Meridian.

garage

Address: 615 South 82nd Street, Tacoma, Washington 98408.
Tax Assessor's Parcel/Account Number: 257500 005 2
Legal Description: Lots 8 through 11, in Block 2, in Boulton and Robertson's Tacoma Ave. Addition, which Addition is more specifically described as the S $\frac{1}{2}$ of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 33, Township 20 North, Range 3 East, Willamette Meridian.

house

Tax Assessor's Parcel/Account Number: 257500 007 2
Legal Description: Lot 6, in Block 3, in Boulton and Robertson's Tacoma Ave. Addition, which Addition is more specifically described as the S $\frac{1}{2}$ of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 33, Township 20 North, Range 3 East, Willamette Meridian.

lot behind Washington's property wooded

WALTER C. SANDS and FLORENCE O. SANDS are now deceased and this transfer is made by the Successor Trustee No. 1 pursuant to the instructions of the SANDS FAMILY LIVING TRUST.

Dated: November 7, 2011

Norma Jean Sands
NORMA JEAN SANDS
as Successor Trustee No. 1 of
THE SANDS FAMILY LIVING TRUST
Grantor

We the People, P.S.

A For-Profit Legal Services Corporation
6109 93rd St. SW • Lakewood, WA 98499
253.588.8811 • Fax 253.581.9758

02/01/2012 10:17:40 AM KYOHN 4277686 6 PGS
EXCISE COLLECTED: \$0.00 PROC FEE: \$5.00
AUDITOR
Pierce County, WASHINGTON TECH FEE: \$5.00

GRANTOR: NORMA JEAN SANDS as Successor Trustee No. 1 of
THE SANDS FAMILY LIVING TRUST

GRANTEES: NORMA JEAN SANDS and LINNEA CLAIRE SANDS as Beneficiaries of
THE SANDS FAMILY LIVING TRUST

Tax Assessor's Parcel/Account Number: 257500 001 0; 257500 002 0;
257500 004 0; 257500 005 1;
257500 006 0; and 257500 007 1

EXHIBIT A

Tax Assessor's Parcel/Account Number: 257500 001 0
Legal Description: Lots 1 through 6, in Block 1, in Boulton and Robertson's Tacoma Ave. Addition, which Addition is more specifically described as the S $\frac{1}{2}$ of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 33, Township 20 North, Range 3 East, Willamette Meridian. Current use RCW 84-34 as amended 1973 Open Space 1976 AUD Fee # 2714690 .45 AC Cont'd 1992 Q805747

wooded lot

Tax Assessor's Parcel/Account Number: 257500 002 0
Legal Description: Lots 7 through 9, in Block 1, in Boulton and Robertson's Tacoma Ave. Addition, which Addition is more specifically described as the S $\frac{1}{2}$ of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 33, Township 20 North, Range 3 East, Willamette Meridian. Current use RCW 84-34 as amended 1973 Open Space 1976 AUD Fee # 2714690 .22 AC

wooded lot

Tax Assessor's Parcel/Account Number: 257500 004 0
Legal Description: Lots 1 through 5, in Block 2, in Boulton and Robertson's Tacoma Ave. Addition, which Addition is more specifically described as the S $\frac{1}{2}$ of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 33, Township 20 North, Range 3 East, Willamette Meridian. Current use RCW 84-34 as amended 1973 Open Space 1976 AUD Fee # 2714690 .34 AC Cont'd 1992 Q805747

wooded lot

Tax Assessor's Parcel/Account Number: 257500 005 1
Legal Description: Lots 6 and 7, in Block 2, in Boulton and Robertson's Tacoma Ave. Addition, which Addition is more specifically described as the S $\frac{1}{2}$ of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 33, Township 20 North, Range 3 East, Willamette Meridian. Current use RCW 84-34 as amended 1973 Open Space 1976 AUD Fee # 2714690 .14 AC NW-33-20-03E out of 005 0 SEG J 2372 SF

wooded lot

Tax Assessor's Parcel/Account Number: 257500 006 0
Legal Description: Lots 1 through 4, in Block 3, in Boulton and Robertson's Tacoma Ave. Addition, which Addition is more specifically described as the S $\frac{1}{2}$ of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 33, Township 20 North, Range 3 East, Willamette Meridian. Current use RCW 84-34 as amended 1973 Open Space 1976 AUD Fee # 2714690 .28 AC Cont'd 1992 Q805747

wooded lot

Tax Assessor's Parcel/Account Number: 257500 007 1
Legal Description: Lot 5, in Block 3, in Boulton and Robertson's Tacoma Ave. Addition, which Addition is more specifically described as the S $\frac{1}{2}$ of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 33, Township 20 North, Range 3 East, Willamette Meridian. Current use RCW 84-34 as amended 1973 Open Space 1976 AUD Fee # 2714690 .07 AC NW-33-20-03e out of 007-0 SEG J 2372 SF

wooded lot

We the People, P.S.

A For - Profit Legal Services Corporation
6109 93rd St. SW • Lakewood, WA 98499
253.588.8811 • Fax 253.581.9758

Pierce County Assessor-Treasurer ePIP

Parcel Map for 2575000052

03/09/2012 02:01 PM

Property Details	Taxpayer Details
Parcel Number: 2575000052	Taxpayer Name: SANDS NORMA J & SANDS LINNEA C
Site Address: 615 S 82ND ST	Mailing Address: 6216 23RD AVE NE
Account Type: Real Property	SEATTLE WA 98115
Category: Land and Improvements	
Use Code: 1101-SINGLE FAMILY DWELLING	

RTSQ Maps: [Normal \(200 Scale\)](#) | [Detailed \(100 Scale\)](#)
 For additional mapping options, visit [Public GIS](#)

I acknowledge and agree to the prohibitions listed in RCW 42.56.070(9) against releasing and/or using lists of individuals for commercial purposes. Neither Pierce County nor the Assessor-Treasurer warrants the accuracy, reliability or timeliness of any information in this system, and shall not be held liable for losses caused by using this information. Portions of this information may not be current or accurate. Any person or entity who relies on any information obtained from this system does so at their own risk. **All critical information should be independently verified.**

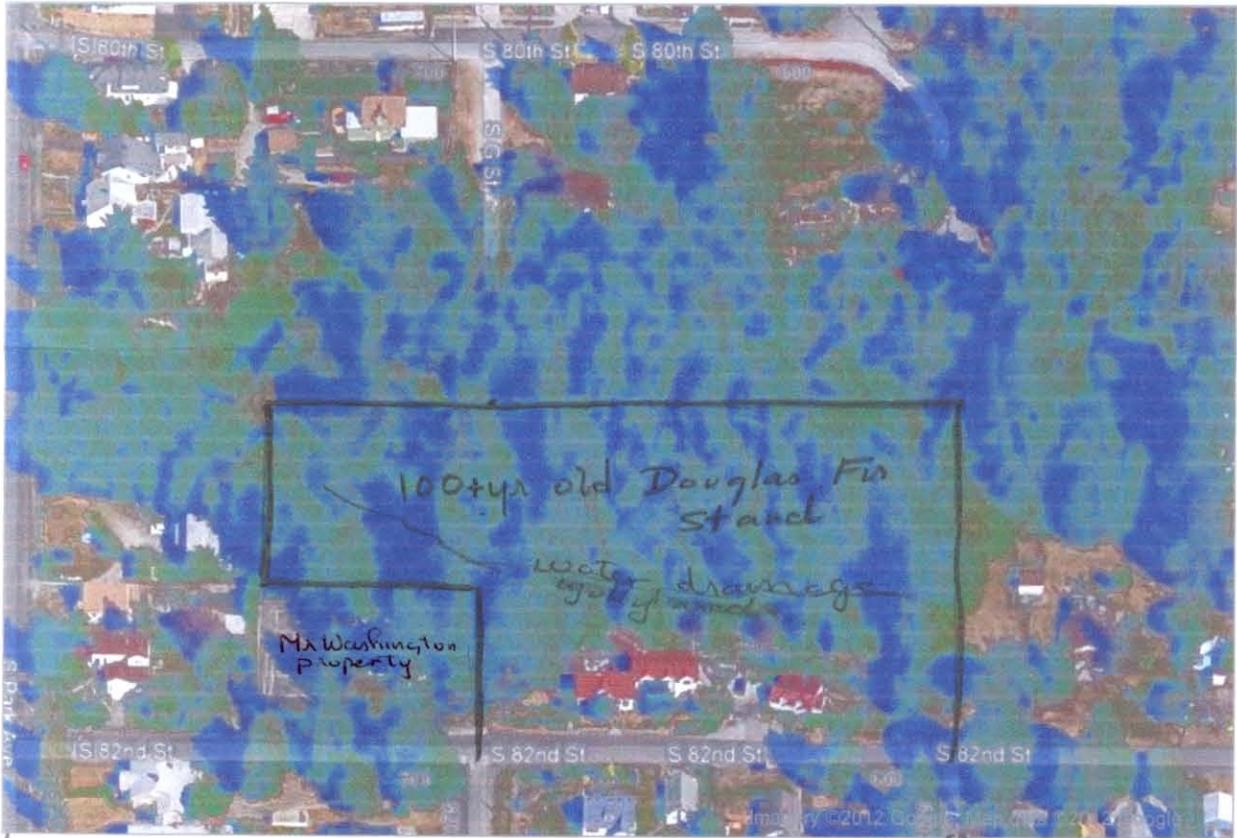
"Our office works for you, the taxpayer"

Pierce County Assessor-Treasurer
Dale Washam
 2401 South 35th St Room 142
 Tacoma, Washington 98409
 (253)798-6111 or Fax (253)798-3142
www.piercecountywa.org/atr

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To see all the details that are visible on the screen, use the "Print" link next to the map.



S Park Ave

Tacoma, WA

S G Street

along 82nd St
yard house driveway yard
way

Tacoma Ave S



City of Tacoma
Planning and Development Services

Agenda Item
E-2

TO: Planning Commission
FROM: Stephen Atkinson, Planning Services Division
SUBJECT: Shoreline Related Elements
DATE: February 14, 2013

Attached for the Planning Commission's information are the updated drafts of the Shoreline Public Access Alternatives Plan (PAAL) and the Tacoma Waterfront Design Guidelines (TWDG). The PAAL and TWDG are intended to carry forward and integrate past shoreline implementation plans, including the Ruston Way Plan, Shoreline Trails Plan, the Foss Waterway Design and Development Plan, and the Foss Waterway Design Guidelines, as well as update the public access and design strategies to respond to the goals and objectives of the recently approved Shoreline Master Program.

Also attached is a track-change draft of the Waterfront Open Spaces and Shoreline Access section of the Open Space, Habitat and Recreation Element of the Comprehensive Plan with new references to the PAAL and TWDG.

These documents will be included in the 2013 Annual Amendment Package to be distributed for public review prior to the public hearing that is tentatively scheduled for March 20, 2013. They will also be posted online at www.cityoftacoma.org/planning (and click on "2013 Annual Amendment").

If you have any questions, please contact Stephen Atkinson at 253.591.5531 or satkinson@cityoftacoma.org.

Attachments

c: Peter Huffman, Interim Director

Waterfront Open Spaces and Shoreline Access

Intent

Tacoma's shorelines and waterfront areas are a source of economic activity, entertainment and recreation, as well as providing invaluable ecological and cultural functions. As such, the promotion of shoreline access and recreation is a major priority for Tacomans. Recognizing the multiple benefits and values of its shorelines, the City and others have made substantial investments to clean up environmental pollution and improve shoreline access, recreation and cultural opportunities. Major parks and open space improvements have been and continue to be made, including the Thea Foss esplanade and parks, Chinese Reconciliation Park, Ruston Way promenade, Point Defiance Park, Titlow Beach boardwalk, and other sites. Given the strong connection many people feel to shorelines, investments like these will provide benefits that will be enjoyed and appreciated by a great number of people, improving Tacoma's livability and long-term prosperity.

Waterfront areas attract a variety of people and uses, from community events attracting thousands of people from Tacoma and the region, including the 4th of July and the Tall Ships Festival, to regular visitors seeking recreational and cultural opportunities. For others, shorelines are the site of daily life and a place to meet daily needs—a place where they live, work and travel. Recreation activities on and in the water, including fishing, SCUBA diving and boating, are also important, with marinas and boat launch facilities on the Thea Foss, Point Defiance Park, Titlow Beach and elsewhere. Shoreline areas are also highly valuable as community heritage sites and for the very important environmental and habitat functions they serve.

Shoreline open spaces and parks will only increase in importance as Tacoma grows. Tacoma has a legacy of industrial and railroad development along the shorelines that has reduced public access and environmental functions. At the same time, the Port of Tacoma and other industrial areas are major economic assets to the City. Continued partnerships with a range of stakeholders to reclaim shoreline areas for public access, recreation, educational and

interpretive displays, public art, community events, habitat restoration and other open space purposes are important.



[To more effectively plan for and implement a unified network of waterfront open spaces, trail systems and recreation facilities, the City has developed a waterfront Public Access Alternatives Plan \(PAAL\). The PAAL should be utilized for coordinating public and private efforts, prioritizing waterfront public access projects, and guiding permit applications in accordance with the Goals and Policies of the Shoreline Master Program.](#)

[In addition, the Tacoma Waterfront Design Guidelines ensure that new waterfront public access sites are being designed with consideration given to the view, aesthetic, and design objectives of the Shoreline Master Program, as well as the policies of the Open Space Element and the Transportation Element of the Comprehensive Plan.](#)

[The Public Access Alternatives Plan and Tacoma Waterfront Design Guidelines are incorporated herein by reference as](#)

implementation elements of the Comprehensive Plan.

OS-SH-1 Prioritize Tacoma’s Shorelines and Waters

Recognize the strong community connection to Tacoma’s shorelines and waters as cultural, historic, recreational, educational, economic, natural and aesthetic assets of tremendous value. Work with partners to undertake a broad range of activities that enhance Tacoma’s identity as a waterfront community, including designating and enhancing shoreline areas for public access, recreation, educational and interpretive displays, public art, community events, habitat restoration and other activities.

OS-SH-2 Shoreline and Water Access

Develop opportunities for public access to the Puget Sound for water-oriented recreation and enjoyment of shorelines, including public access to both natural and man-made waterfront features such as beaches, tidelands, wharfs, piers, esplanades, parks, heritage sites, and waterfront trails and paths.

OS-SH-3 Shoreline and Water Activities

Develop and enhance opportunities for swimming, boating including use of Tacoma’s water trails, fishing, SCUBA diving, educational activities, wildlife observation and other shoreline and water-dependent activities.



OS-SH-4 Reconnect Shorelines and Uplands Habitat

Recognize the critical habitat functions and the loss of historic habitat connectivity between shorelines and upland areas and water courses, and seek to re-create these connections through habitat conservation and restoration efforts.

OS-SH-5 Shoreline Trail Connections

Recognizing that many of Tacoma’s existing and planned trails follow the shoreline or connect shoreline and upland areas, partner to develop and maintain trails oriented to the shorelines, slopes and gulches. Development of trails should be coordinated with habitat restoration efforts.

Habitat Areas and Habitat Corridors

Intent

Open Space Habitat Areas are lands that support, nurture and preserve natural wildlife habitats and vegetation. Habitat areas can range in size from a few hundred square feet to many acres and provide a broad range of benefits to the people of Tacoma, including low-impact recreation; health benefits; storm water retention; waterfront access; bird and wildlife observation; climate regulation; increased property values; improved air and water quality; and, a greener, more livable city. Often referred to as “ecosystem services”, these are benefits that, without functional and healthy habitat areas, would not be available or would have to be provided by human actions. Ecosystem services provide not only local benefits, but also enhance the health of the Puget Sound by filtering stormwater and air.

Over time, fragmentation of habitat areas and proliferation of invasive non-native plants in those areas has diminished the value of Tacoma’s open space habitat lands. Non-native species of wildlife have moved in. This is not necessarily an irreversible condition. Over time, with acquisition, restoration, backyard wildlife enhancements, native wildlife species can reestablish themselves in urban Tacoma.

Habitat lands add to the quality of our lives in economic, environmental and public safety

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 4th 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 3rd 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.

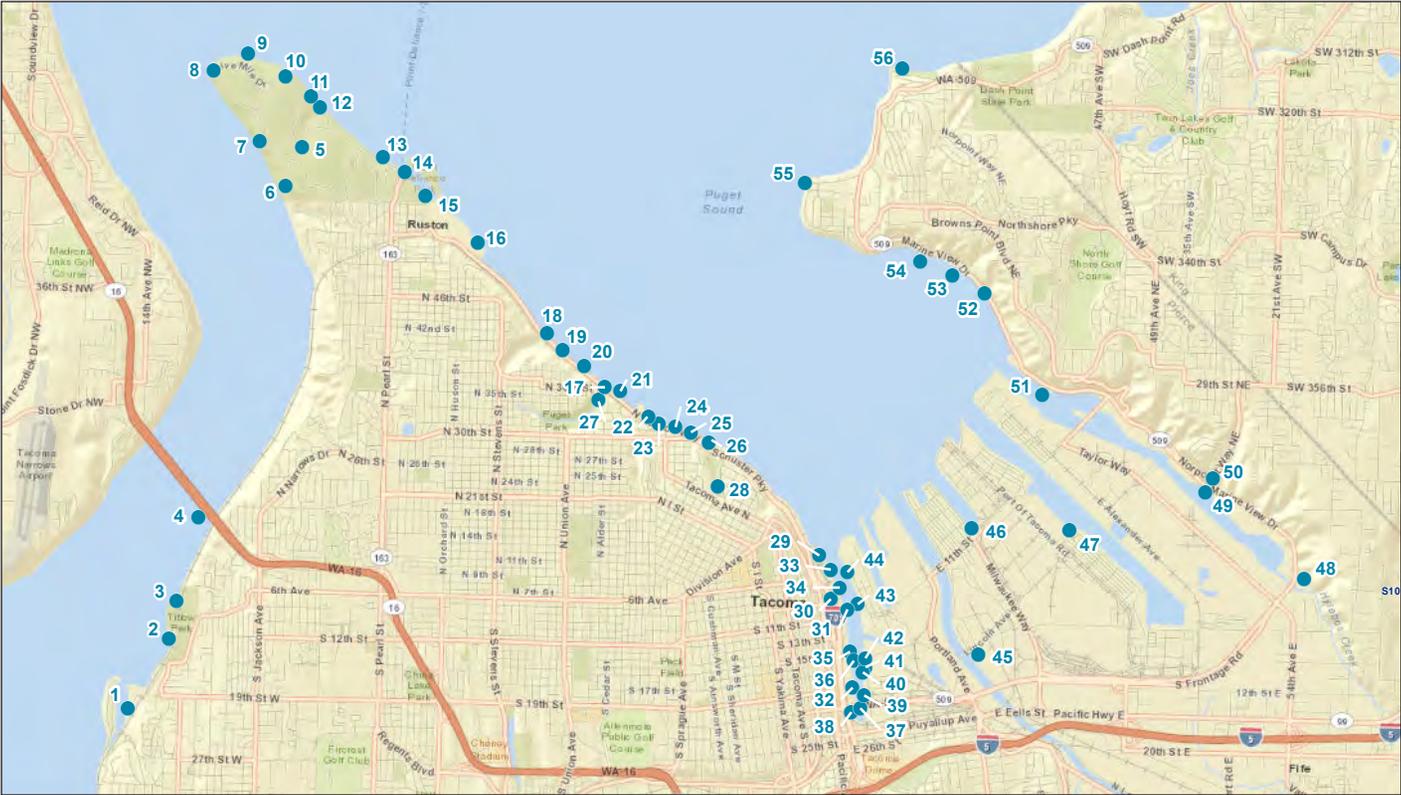
The Six-Year Comprehensive Transportation Program lists planned transportation projects. The program includes roadways, bridges, non-motorized facilities, sidewalks and other capital related transportation projects. The program is based upon anticipated revenues versus desirable projects. There are always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

2.0 EXISTING PUBLIC ACCESS

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

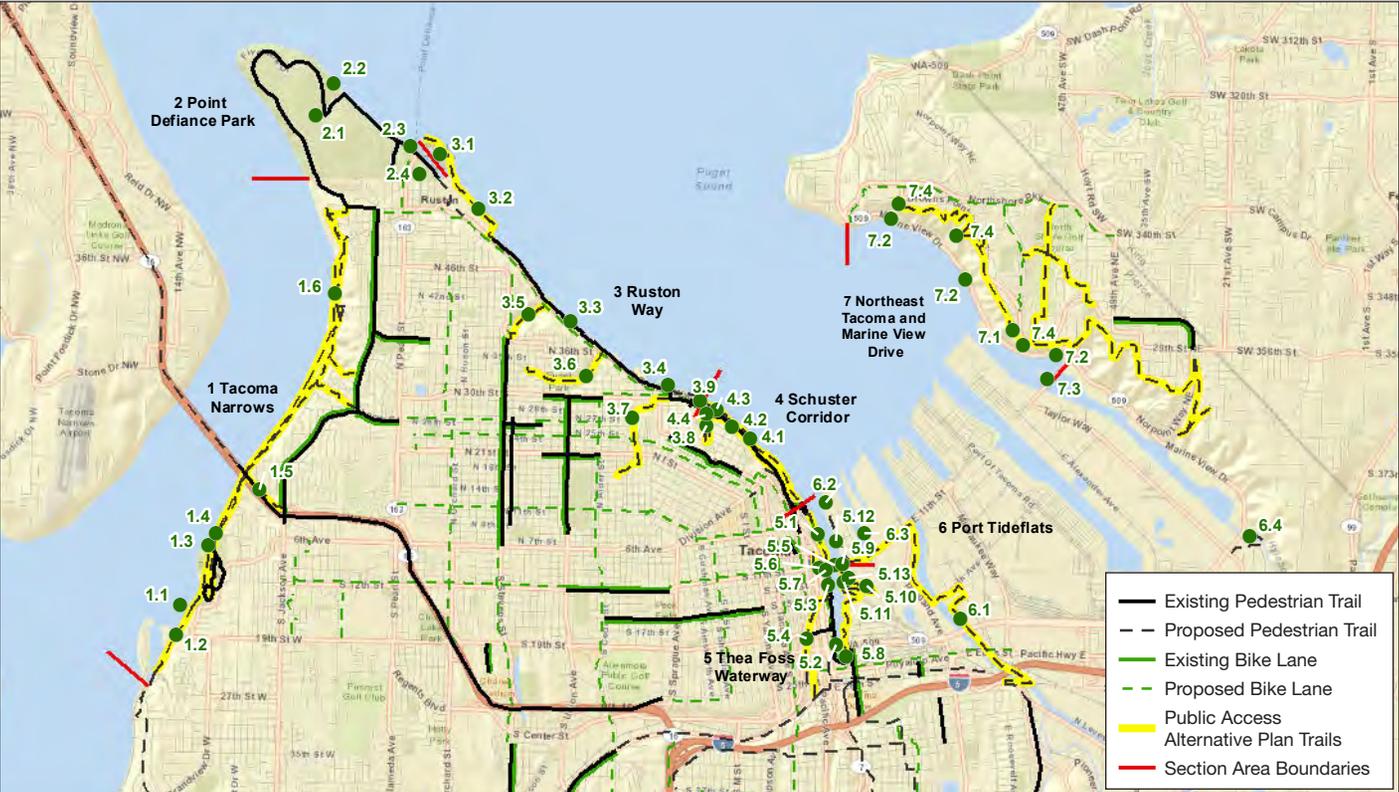


Existing Public Shoreline Access Points and Features

- | | | | | |
|---|--|--|---|---|
| <ul style="list-style-type: none"> 1 Narrows Marina 2 Titlow Beach Park 3 Tacoma Outboard Association 4 Tacoma Narrows Bridge 5 Point Defiance Park 6 Fort Nisqually 7 Narrows View Point 8 Gig Harbor View Point 9 Dalco Passage View Point 10 Vashon Island View Point 11 Owen Beach 12 Main Picnic Area 13 Point Defiance Boathouse & Marina 14 Point Defiance Boat Launch 15 Breakwater Marina | <ul style="list-style-type: none"> 16 Point Ruston Waterwalk 17 Ruston Way 18 Cummings Park 19 Marine Park 20 Les Davis Pier 21 Shenanigan's Public Access 22 Dickman Mill Park 23 Hamilton Park 24 Old Town Dock 25 Jack Hyde Park 26 Chinese Reconciliation Park 27 Puget Creek Natural Area 28 Garfield Park 29 Thea's Park | <ul style="list-style-type: none"> 30 Fireman's Park 31 Foss Harbor Marina 32 Foss Waterway Esplanade 33 North Moorage Float 34 Pier A 35 15th Street Float 36 16th Street Pier 37 Waterway Park Non-Motorized Float 38 21st Street Park 39 Foss Landing Marina 40 Delin Docks 41 Delin Docks Viewing Platform | <ul style="list-style-type: none"> 42 East 15th Street Park 43 Youth Marine Foundation 44 Center for Urban Waters Esplanade 45 Gog-le-hi-te Wetlands 46 Port of Tacoma Observation Tower 47 Rhone-Poulenc 48 Place of Circling Waters 49 Hylebos Marina 50 Julia's Gulch | <ul style="list-style-type: none"> 51 Chinook Landing Marina 52 Dick Gilmur Shoreline Restoration & Kayak Launch 53 Crow's Nest Marina 54 Tye Marina 55 Brown's Point Lighthouse Park 56 Dash Point Park 57 Wapato Lake Park |
|---|--|--|---|---|

3.0 Planned Public Access

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>1 Tacoma Narrows</p> <ul style="list-style-type: none"> 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 <p></p> <p>2 Point Defiance Park</p> <ul style="list-style-type: none"> 2.1 Point Defiance Trail System 2.2 Passenger Only Ferry Service/Water Taxi 2.3 Guest Moorage 2.4 Promenade 'Missing Link' <p></p> <p>3 Ruston Way</p> <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 3.7 Buckley Gulch Trail 3.8 Garfield Gulch Trail 3.9 Chinese Reconciliation Park <p></p> <p>4 Schuster Corridor</p> <ul style="list-style-type: none"> 4.1 Schuster Parkway Trail 4.2 Bayside Trail 4.3 Esplanade/Overwater Boardwalk 4.4 Garfield Gulch Viewpoint <p></p> <p>5 Thea Foss Waterway</p> <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 5.11 Wheller-Osgood Pedestrian Bridge 5.12 Seaplane Float 5.13 East Foss Central Park <p></p> <p>6 Port Tidelands</p> <ul style="list-style-type: none"> 6.1 Puyallup River Levee Trail 6.2 Foss Peninsula Viewpoint 6.3 Middle Waterway Habitat Observation 6.4 Hylebos Creek Trail <p></p> <p>7 Northeast Tacoma and Marine View Drive</p> <ul style="list-style-type: none"> 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 <p></p> <p>8 Wapato Lake and Park</p> <p></p> |
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SECTION 1

TACOMA NARROWS

Introduction

The Tacoma Narrows is comprised of four shoreline districts, stretching from 19th 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.

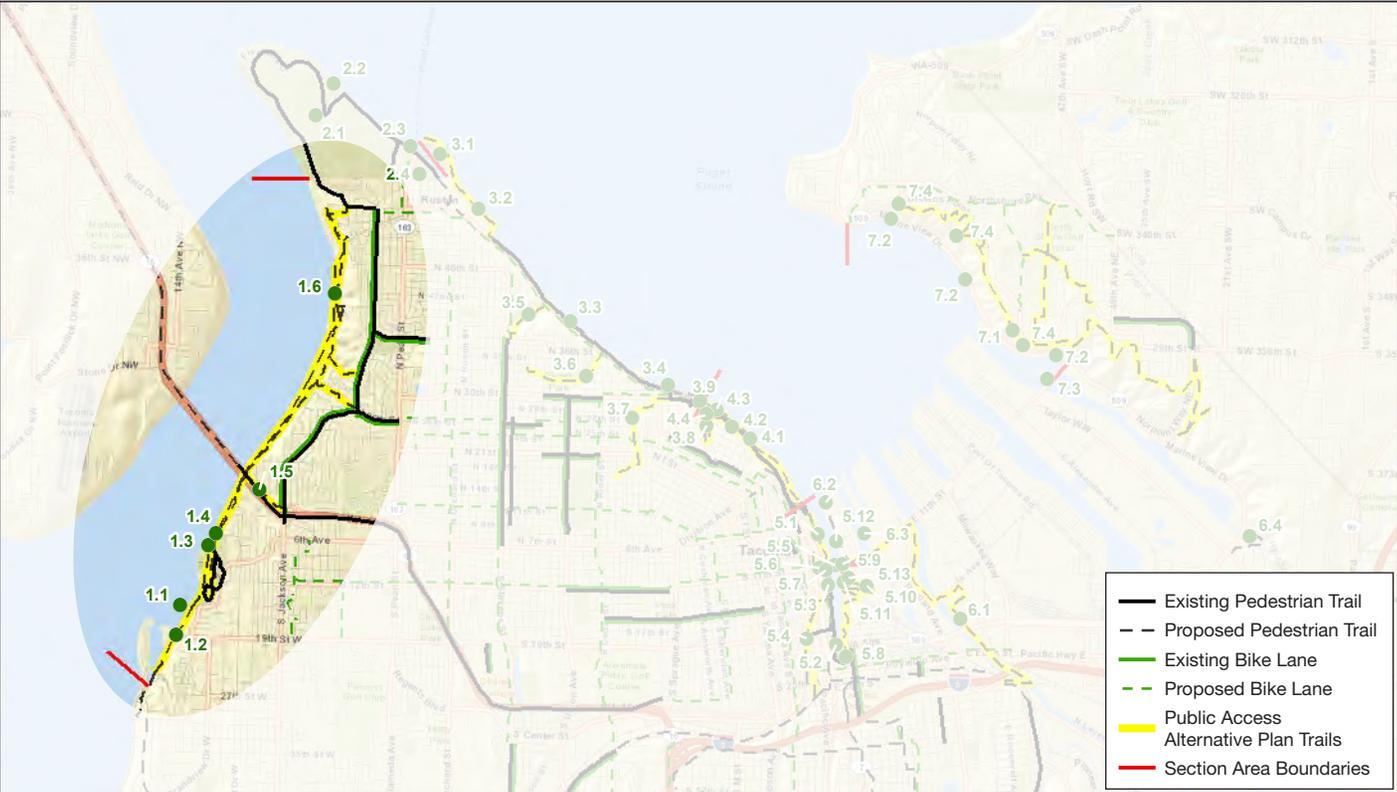
The planned public access along the Western Slope seeks to off-set the relative lack of direct shoreline access by establishing a connected shoreline trail from University Place in the south and connecting to the Pt. Defiance trail system. In most areas the trail will need to be

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
- 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

- 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
- 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
- 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

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 27th 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.



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

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.

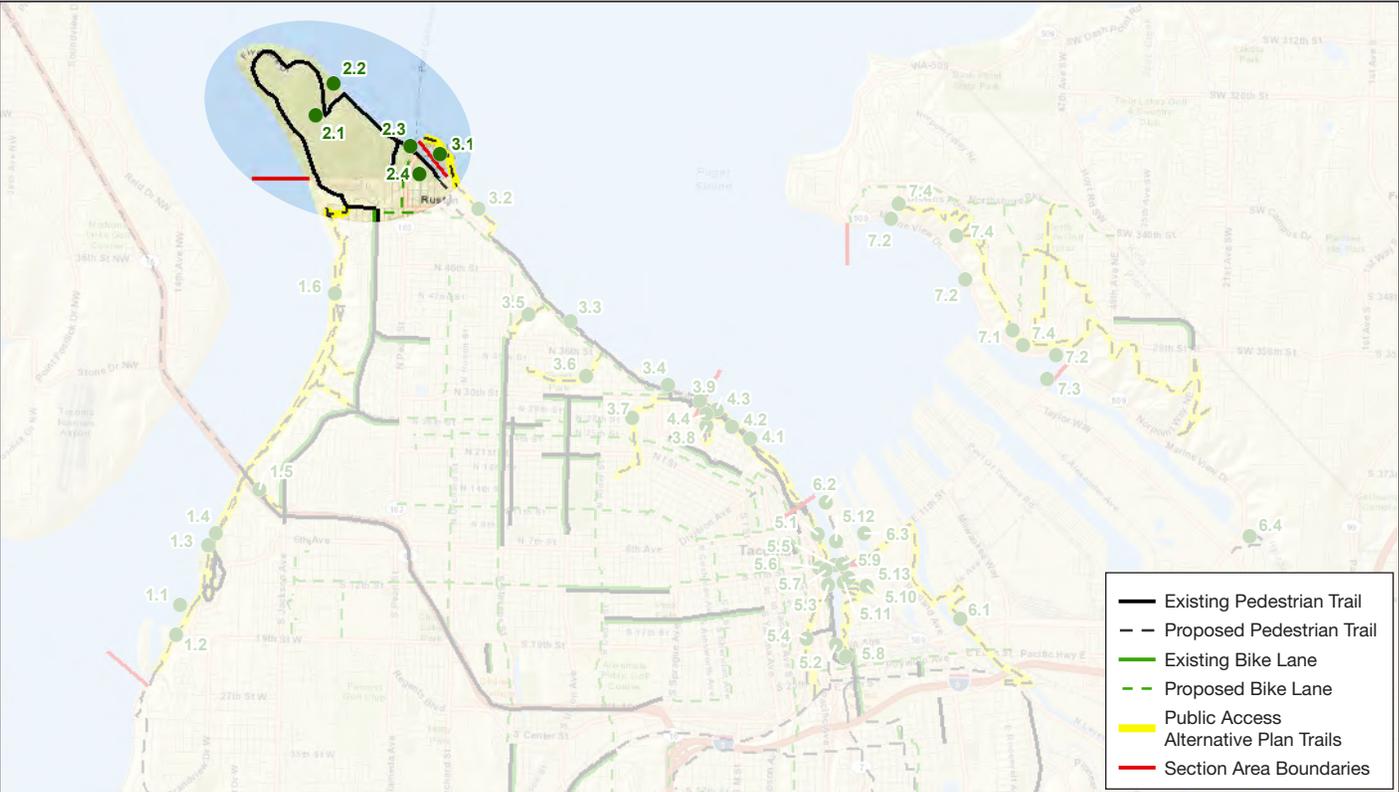
The two shoreline districts that comprise Point Defiance Park provide approximately 4.5 miles of shoreline access, though a considerable portion of the shoreline is obstructed. Steep bluffs limit the access points to the public beach, and a combination of shoreline vegetation,

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
- 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

- | | | |
|---|--|--|
| <p>1 Tacoma Narrows</p> <ul style="list-style-type: none"> 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 <p></p> <p>2 Point Defiance Park</p> <ul style="list-style-type: none"> 2.1 Point Defiance Trail System 2.2 Passenger Only Ferry Service/Water Taxi 2.3 Guest Moorage 2.4 Promenade 'Missing Link' <p></p> <p>3 Ruston Way</p> <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 3.7 Buckley Gulch Trail 3.8 Garfield Gulch Trail 3.9 Chinese Reconciliation Park <p></p> <p>4 Schuster Corridor</p> <ul style="list-style-type: none"> 4.1 Schuster Parkway Trail 4.2 Bayside Trail 4.3 Esplanade/Overwater Boardwalk 4.4 Garfield Gulch Viewpoint <p></p> <p>5 Thea Foss Waterway</p> <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 5.11 Wheller-Osgood Pedestrian Bridge 5.12 Seaplane Float 5.13 East Foss Central Park <p></p> <p>6 Port Tidelands</p> <ul style="list-style-type: none"> 6.1 Puyallup River Levee Trail 6.2 Foss Peninsula Viewpoint 6.3 Middle Waterway Habitat Observation 6.4 Hylebos Creek Trail <p></p> <p>7 Northeast Tacoma and Marine View Drive</p> <ul style="list-style-type: none"> 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 <p></p> <p>8 Wapato Lake and Park</p> <p></p> |
|---|--|--|

SECTION 2: POINT DEFIANCE PARK

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



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

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.

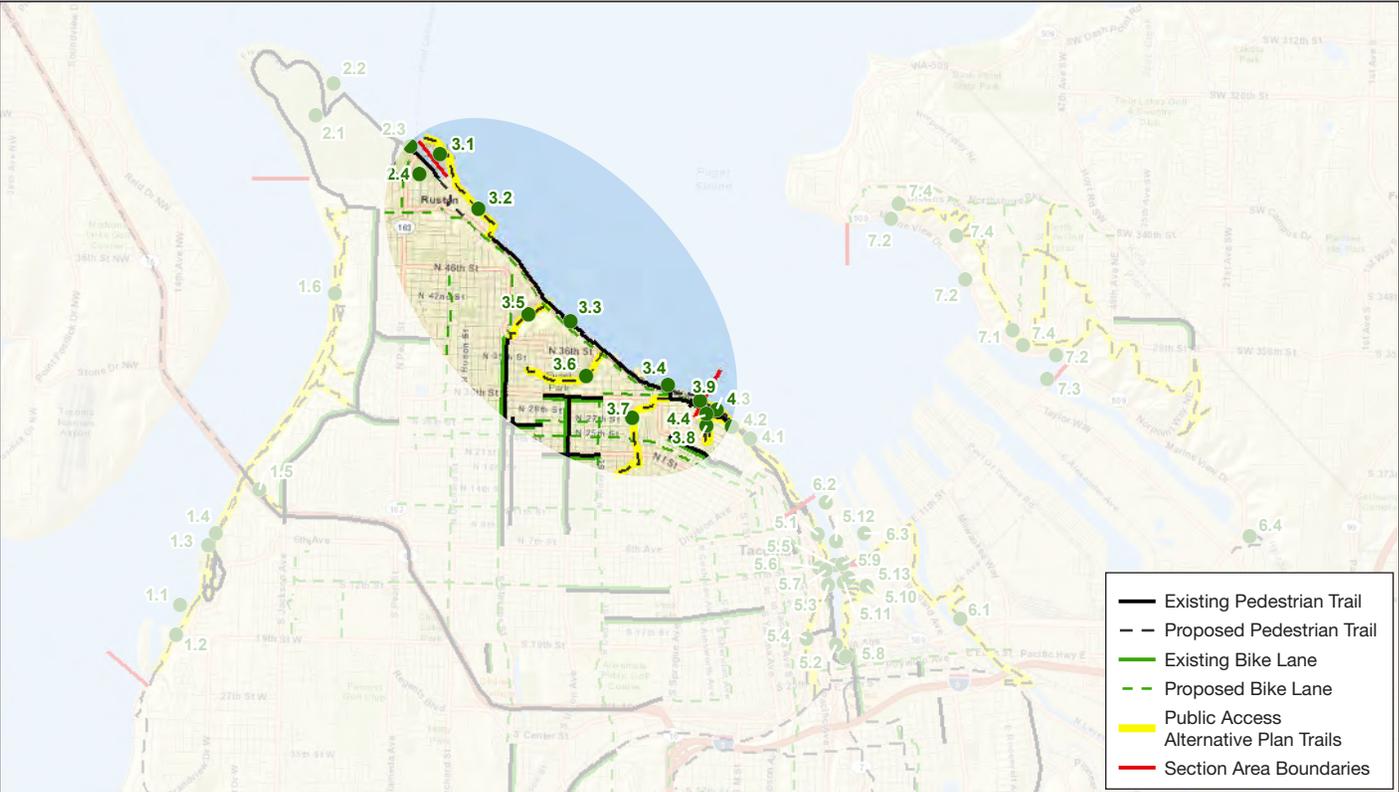
As the Point Ruston development proceeds, it is expected that trail connections will be established that will create a direct connection between Ruston Way and Point Defiance. Implementing the planned connection across the Point Ruston site is a high priority for developing an integrated system.

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
- 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 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
- 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
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- 6 Port Tidelands**
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 - 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

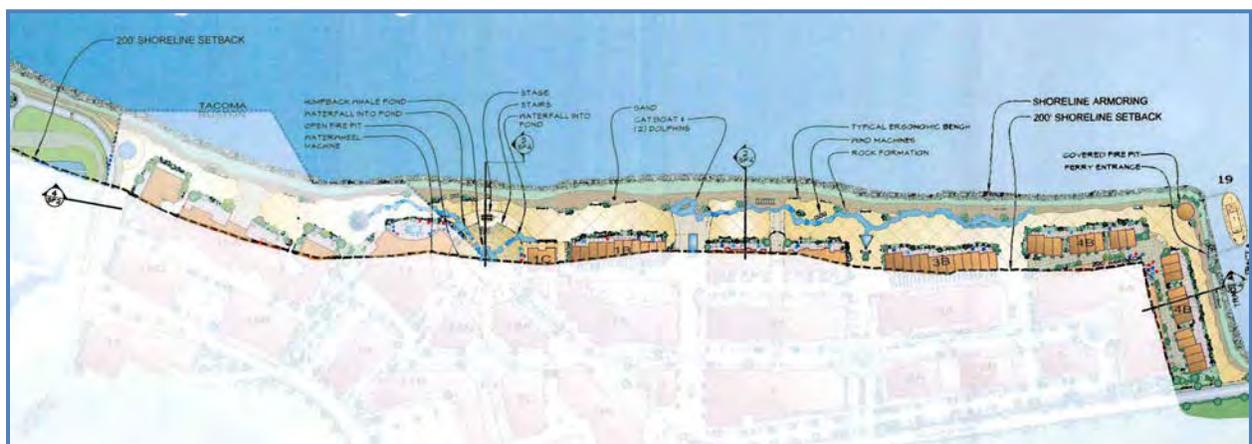
Construct a public park on Slag Peninsula that will take advantage of the unique viewing opportunities and provide a large gathering and recreation area for the public. The park could include an amphitheater to promote outdoor events.



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.

to the Schuster Parkway



Above: A 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



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. Below: The Park Concept shows the planned build-out of the Chinese Reconciliation Park and its enhancement with cultural and educational facilities. Plan implementation will continue through multiple phases.

癒合歷史傷口促進社區協和

The Site Plan Phases / Funding Areas

Expulsion → Reflection → Reconciliation → Education

Chinese Reconciliation Park 和園

Entrance Gate & Sojourners' Room Area

Reconciliation Pavilion Area

Multicultural Pavilion, Pond and Bay-viewing Terrace Area

Classroom Area

10

SECTION 4

SCHUSTER CORRIDOR

Introduction

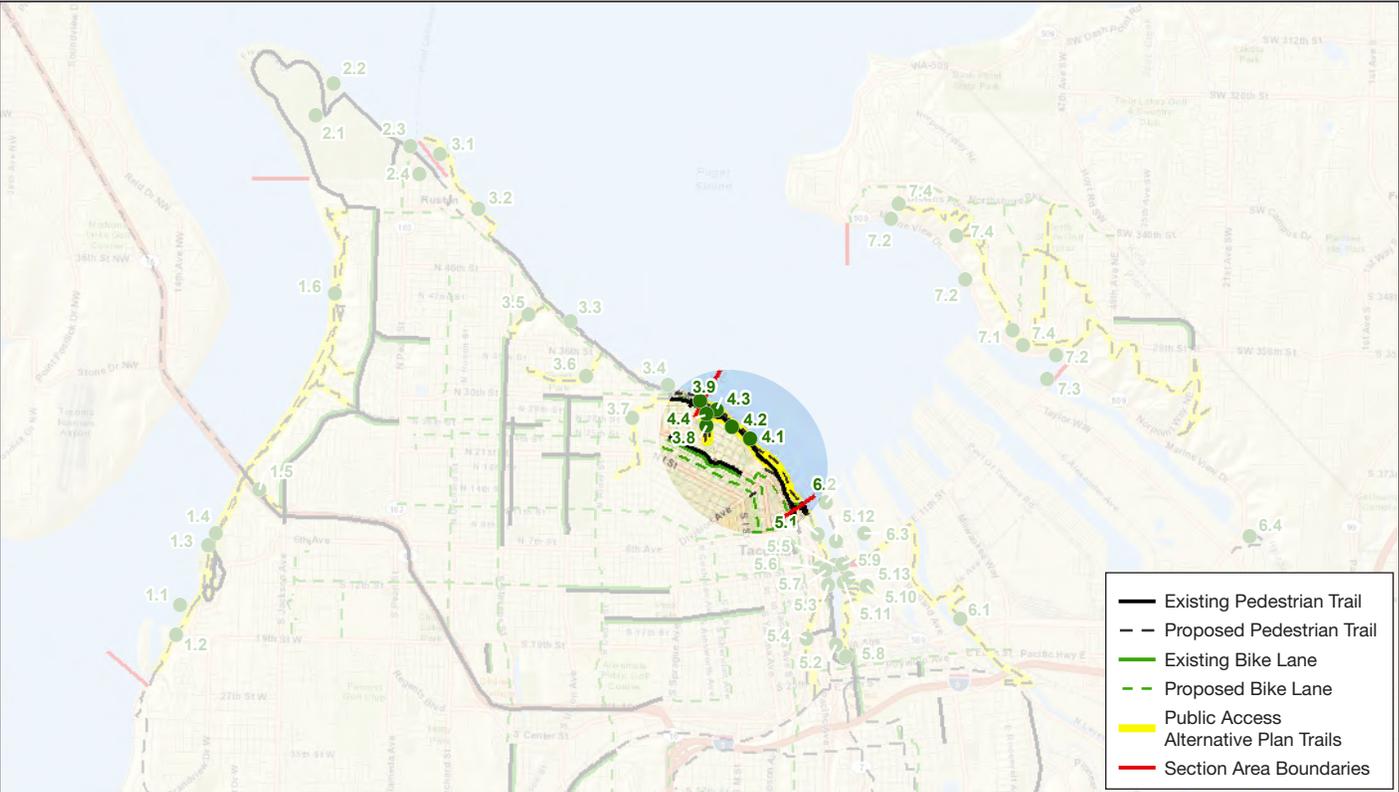
This shoreline district is an active industrial area fronting on deep water and bisected by the mainline BNSF railroad. Current uses include a grain terminal and docking for two military ships. The 1.5 mile long district sits between two shoreline districts to the north and south that have undergone 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 30th 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.

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- Seaplane
- Shoreline Promenade
- Trail
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- | | | |
|---|--|--|
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|---|--|--|

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

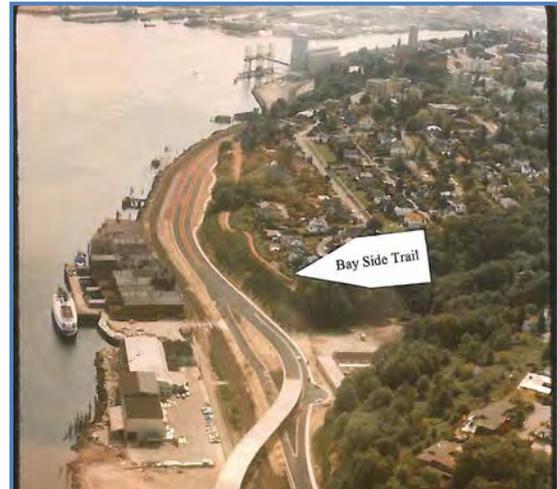
Improve the Bayside Trails to provide a natural trail parallel to the shoreline with connecting access from upland residential areas to shoreline paths. Priority connections should be constructed between Stadium Way and Schuster Parkway. The Bayside Trail also includes natural trails within Garfield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

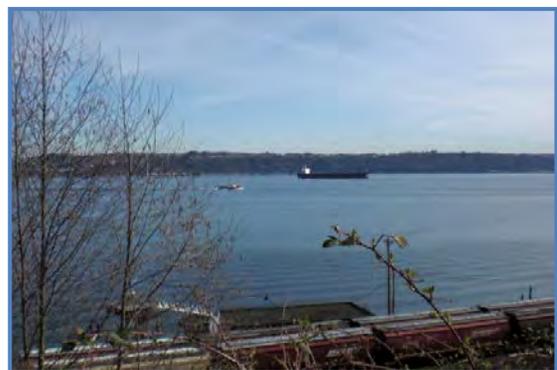
Improve and maintain a viewing area at the site of the historic lookout at the top of Garfield Gulch at the intersection of Garfield Gulch and the Schuster Slope.



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

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.

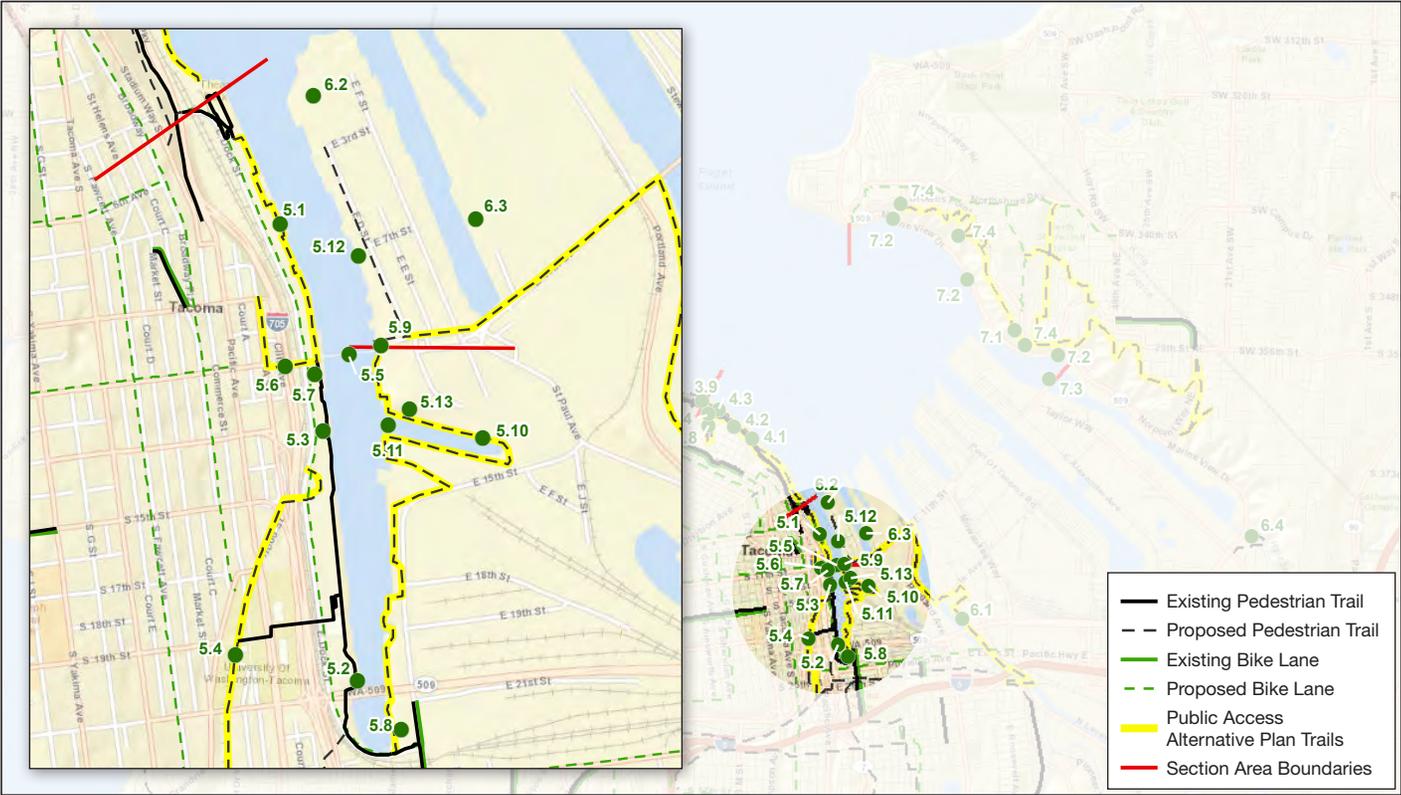
The *City Waterway Policy Plan* was later replaced by the *Thea Foss Waterway Design and Development Plan (The Foss Plan,)* adopted in 1992, which provided policy and design guidelines for all new public and private development in and surrounding both sides of the Thea Foss Waterway. This Plan, in conjunction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

Tacoma Shorelines Potential Public Access Improvements Map



PUBLIC ACCESS LEGEND

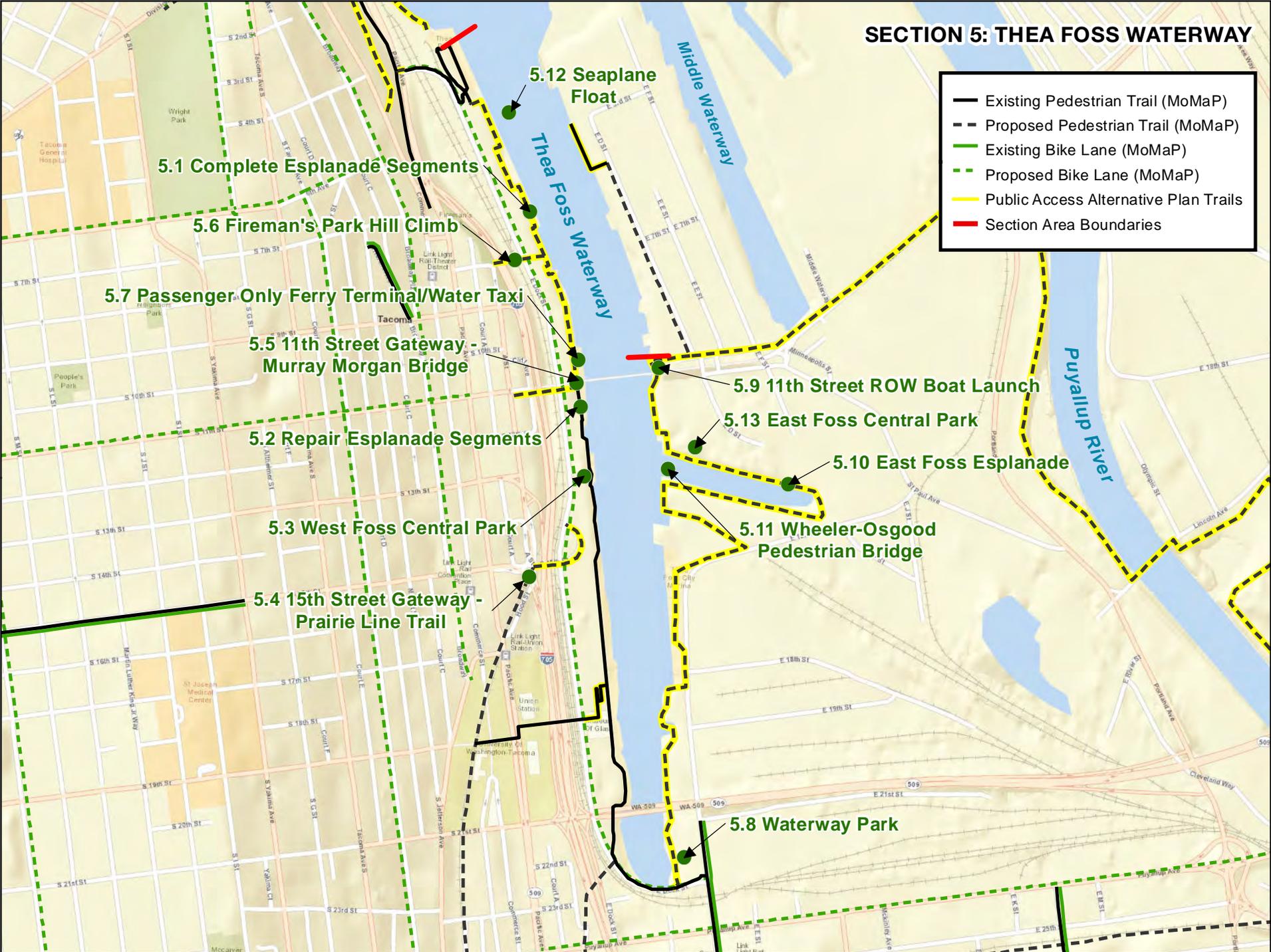
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 - 8.1 Buckley Gulch Trail
 - 8.2 Garfield Gulch Trail
 - 8.3 Chinese Reconciliation Park
 - 8.4 Wheller-Osgood Pedestrian Bridge
 - 8.5 Seaplane Float
 - 8.6 East Foss Central Park

SECTION 5: THEA FOSS WATERWAY



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

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 11th 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 Puyallup River once flowed into the Thea Foss Waterway through what is now the Wheeler-Osgood Waterway.



Waterway Commerce: The City of Tacoma literally grew up from the waterfront, where the deep-water port and western terminus of the Northern Pacific Railroad attracted business and the employees to work them.



Environmental Challenges: Shipbuilding, petroleum processing, coal bunkers and manufacturing operations left a legacy of environmental contamination. Left: The Center for Urban Waters represents the environmental vision of the Foss Waterway, combining state of the art laboratory spaces with public access, habitat, and a LEED Platinum certification.

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 15th Street entry to the Foss Waterway. Improved linkages to the surrounding districts should be sought when feasible.



DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

WEST FOSS

5.1 Complete Esplanade Segments

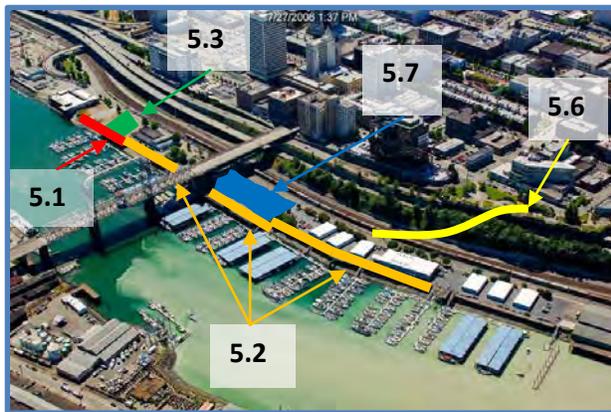
Construct public esplanade that will serve pedestrians, roller skaters, bicyclists and provide lighting, street furniture, landscaping and supporting utilities.

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 15th 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 11th Street Gateway – Murray Morgan Bridge

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

5.6 Fireman’s Park Hill Climb

Construct an overpass or funicular railway 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 11th Street ROW

Improve existing public right-of-way on either side of the Murray Morgan Bridge for public recreation and 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.



5.9 11th Street Right-of-Way: The arrow above indicates a potential alignment for a public boat launch within the 11th Street ROW. Other improvements and public amenities should be considered at this location.

SECTION 6

PORT TIDEFLATS

Introduction

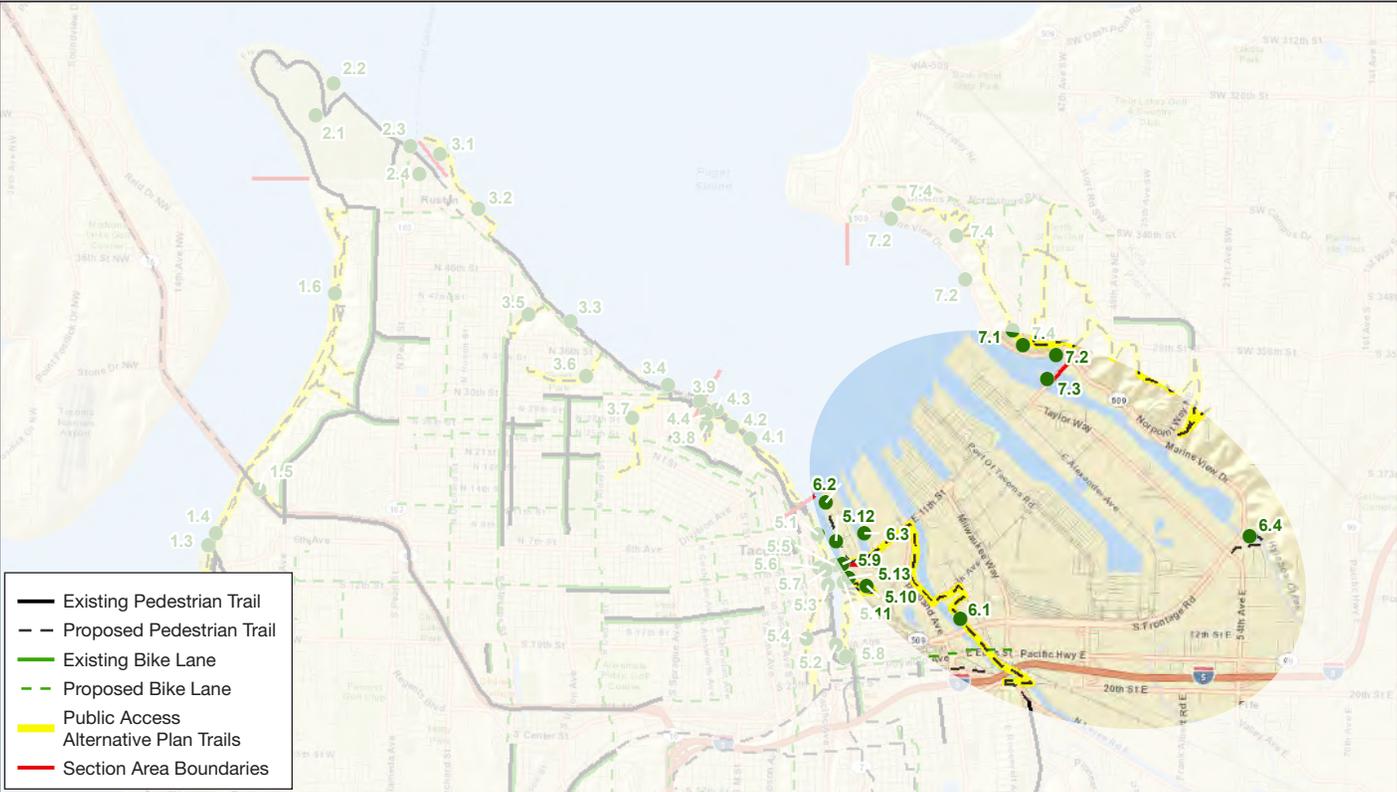
The Port Industrial shoreline is predominantly developed with heavy industrial and Port/Terminal related facilities. As a result there is very limited opportunity for the public to reach and touch the water in this area. Safety and security concerns require sensitivity in locating access in this shoreline. 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



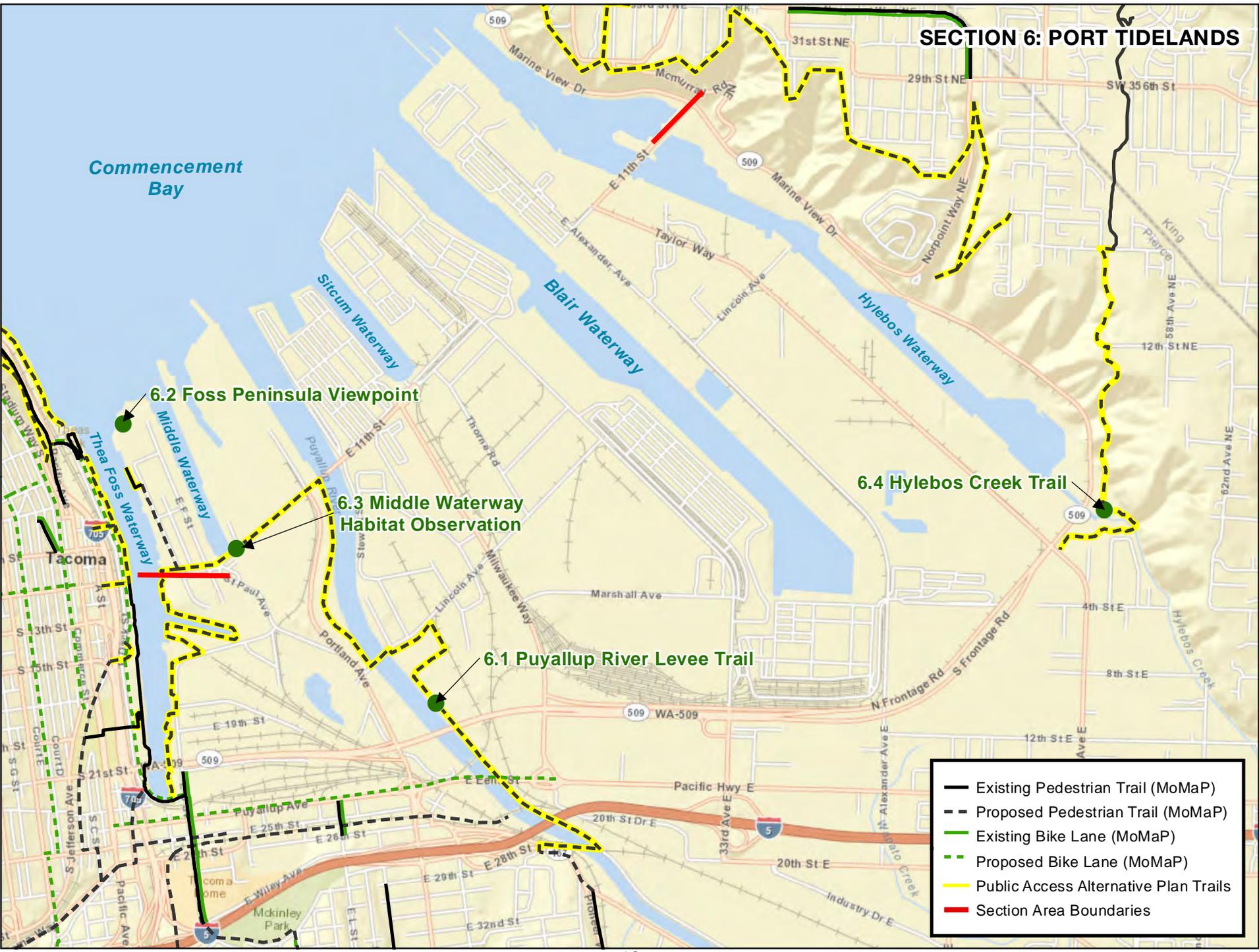
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SECTION 6: PORT TIDELANDS



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 11th 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 way-finding 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 Routes.



6.3 Middle Waterway Habitat Observation Point.



6.4 Hylebos Creek Trail: Place of Circling Waters offers impressive views of recently restored wetlands and excellent opportunities for bird watching. The site could be extended by trail through NE Tacoma and to the BPA Trail in Fife.

SECTION 7

NORTHEAST TACOMA AND MARINE VIEW DRIVE

Introduction

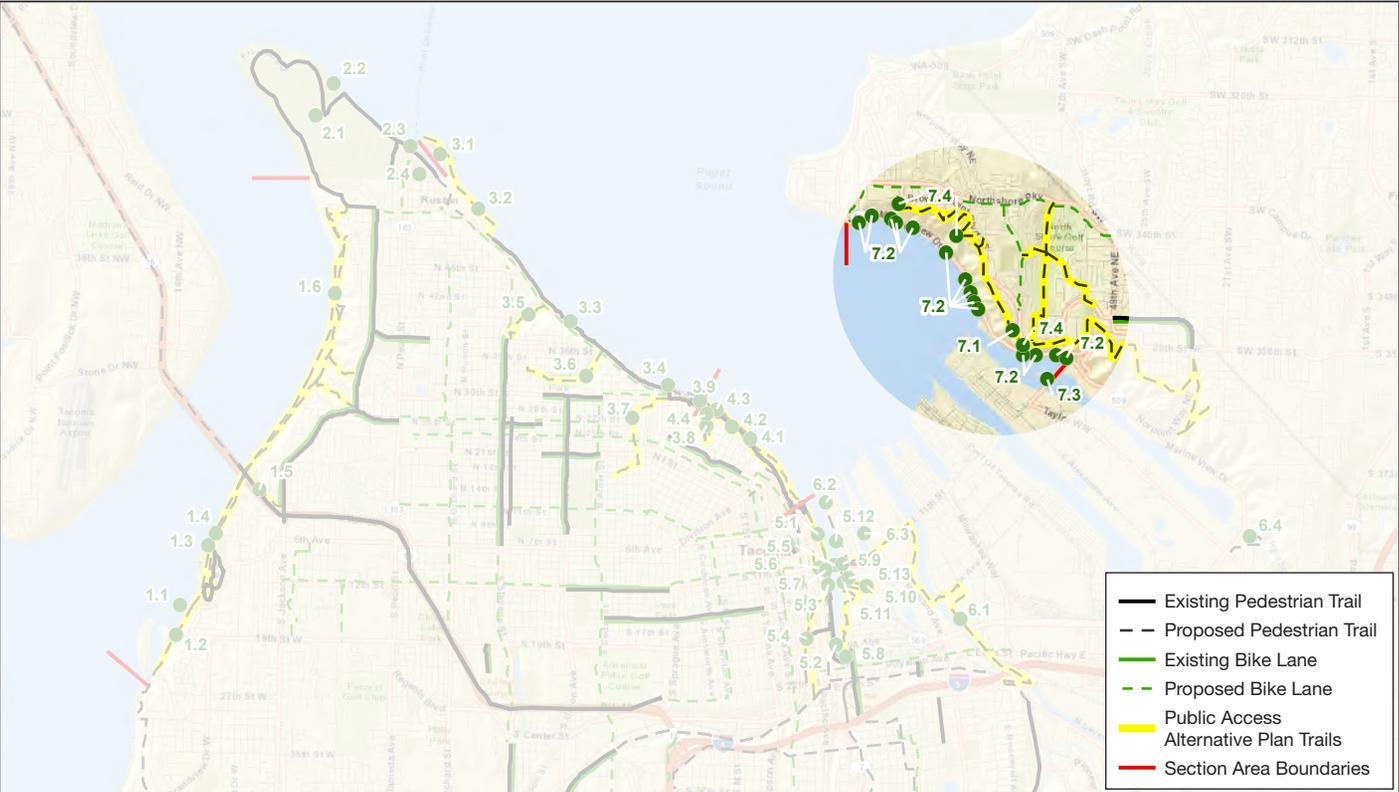
The Marine View Drive shoreline is currently characterized by a combination of water-oriented recreation uses, overwater residences, and relatively unmodified shoreline. There are large areas of public ownership (City of Tacoma and Port of Tacoma) both along the shoreline and the bluffs, but additional 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
- 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

- 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
- 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
- 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**

SECTION 7: NORTHEAST TACOMA AND MARINE VIEW DRIVE



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

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 series of turnouts and scenic viewpoints for automobiles along Marine View Drive. Provide signage and public amenities.

7.3 11th 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



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.

development, provide view platforms along the top of the bluff and along the shoreline where possible to facilitate public views of the water. Provide way-finding and educational signage where appropriate.

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

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 one (1) mile in length, 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 has completed the following phases:

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

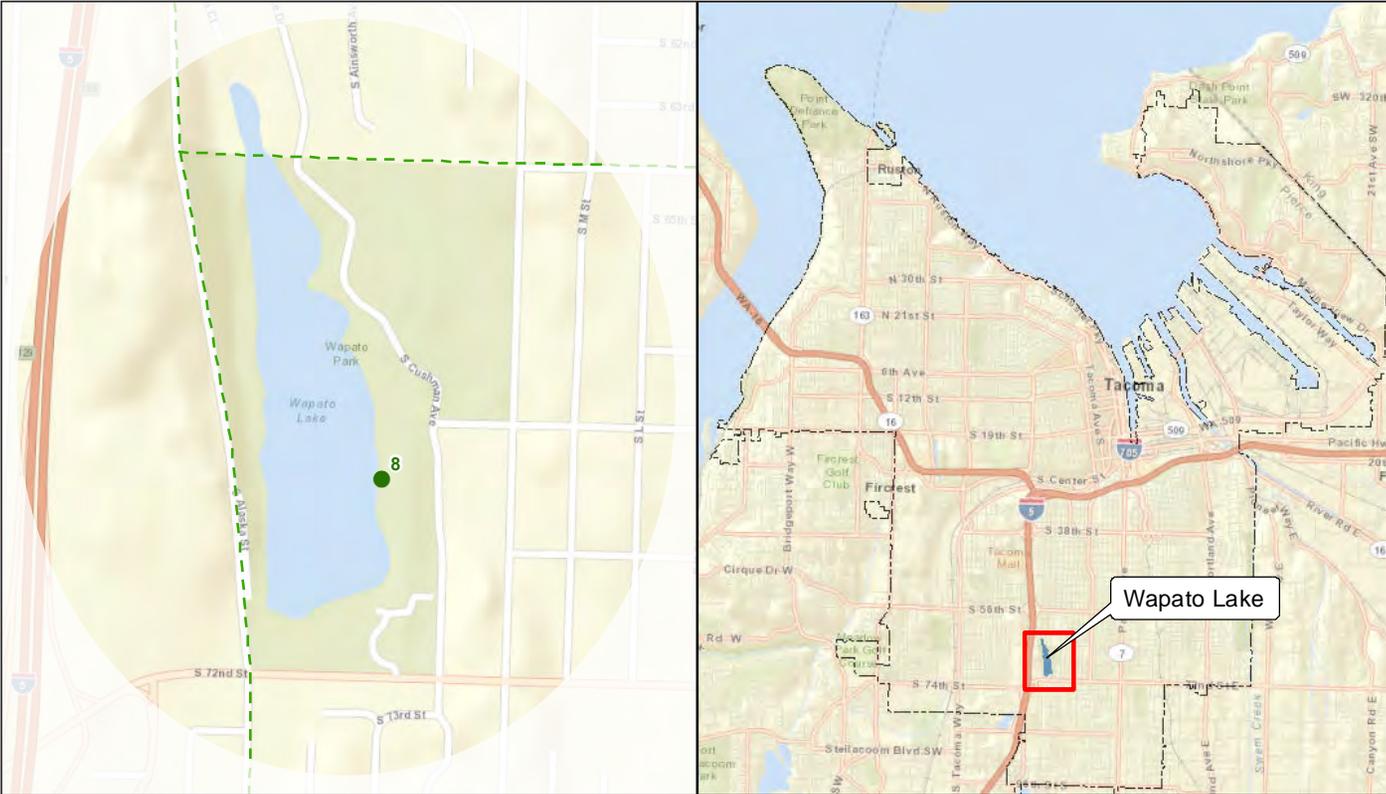
Public access improvements include new and upgraded trails and viewpoints, picnic shelters, and paddle boat dock.

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 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.

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
- 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



SECTION 8: WAPATO LAKE AND PARK



DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

9.1 Wapato Park Improvements

Coordinate with Metro Parks Tacoma and the City of Tacoma Environmental Services Department to undertake water quality improvement measures such that direct water access, including public swimming, is possible. Continue to support capital improvements that enhance park amenities and recreation.

4.0 PRIORITIES FOR PROVIDING NEW SHORELINE PUBLIC ACCESS

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.

5.1 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?

5.2 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?

5.3 Improving views

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

5.4 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?

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

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.

5.3 Contributions to a Public Access Fund

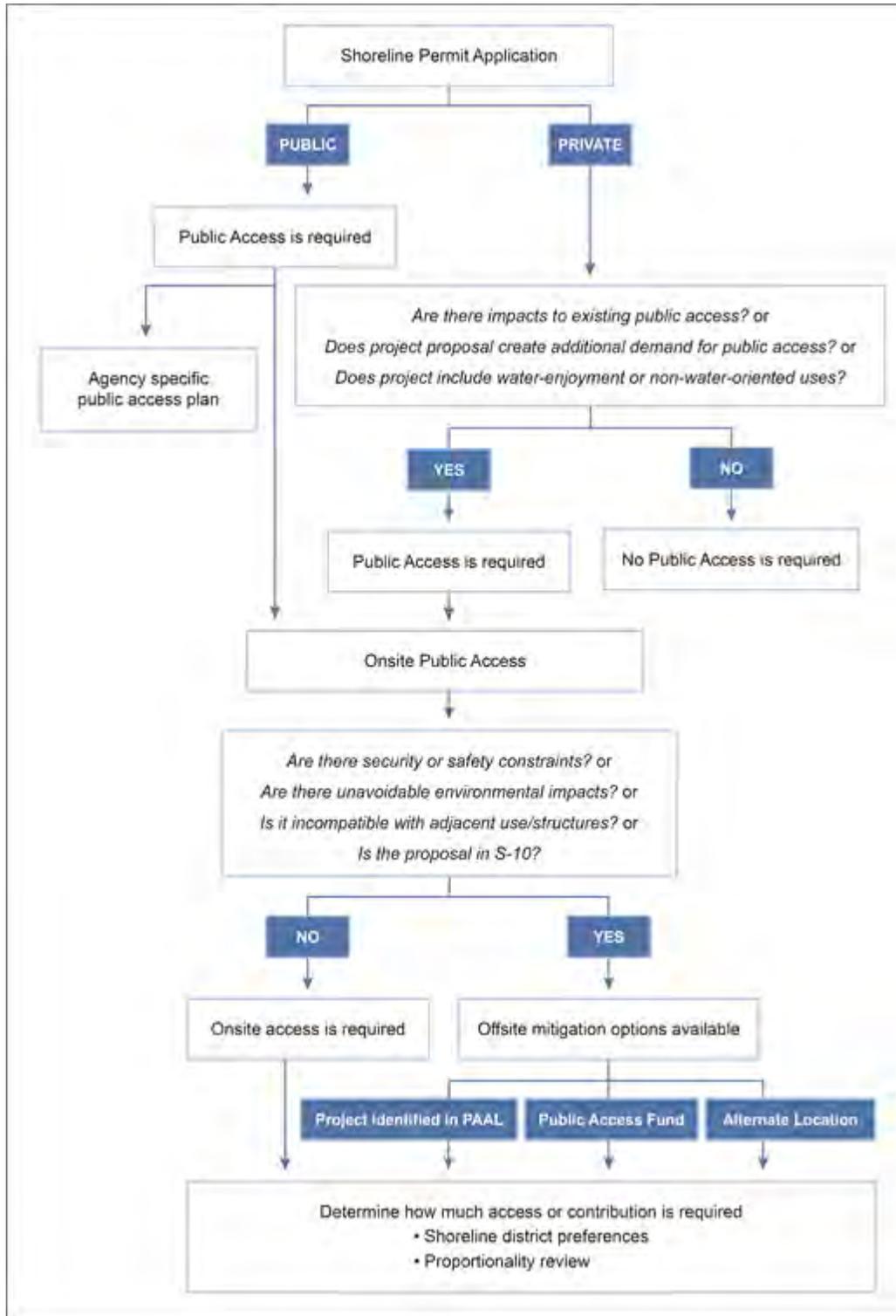
The Shoreline Master Program allows permit applicants, in limited circumstances, to contribute to a public access fund in-lieu of developing public access on-site. This fee-in-lieu is an innovative strategy for more effectively implementing public access objectives in a way that provides certainty for the development community while directing new access to areas that support the community’s vision for its shorelines.

The public access fee-in-lieu will be most applicable in two circumstances: 1. In the S-10 Port Industrial Area Shoreline District,

where off-site public access is preferred, and 2. In other Shoreline Districts when public access cannot be provided on-site due to one of the conditions identified in 6.5.2 (C) (6) of the SMP. These conditions include unavoidable health or safety hazards, security requirements of the site, environmental impacts from the public access, or where the access is incompatible with the adjacent uses.

Projects which meet these criteria and are eligible to participate in the fee-in-lieu option are required to contribute funds to an established City Public Access Fund, comparable to the value of the public access that would otherwise have been required on-site. The Public Access Fund will be used to enhance system capacity consistent with the access preferences of the SMP and in accordance with the project prioritization criteria of this plan.

Public Access Permit Procedure Flow Chart



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.

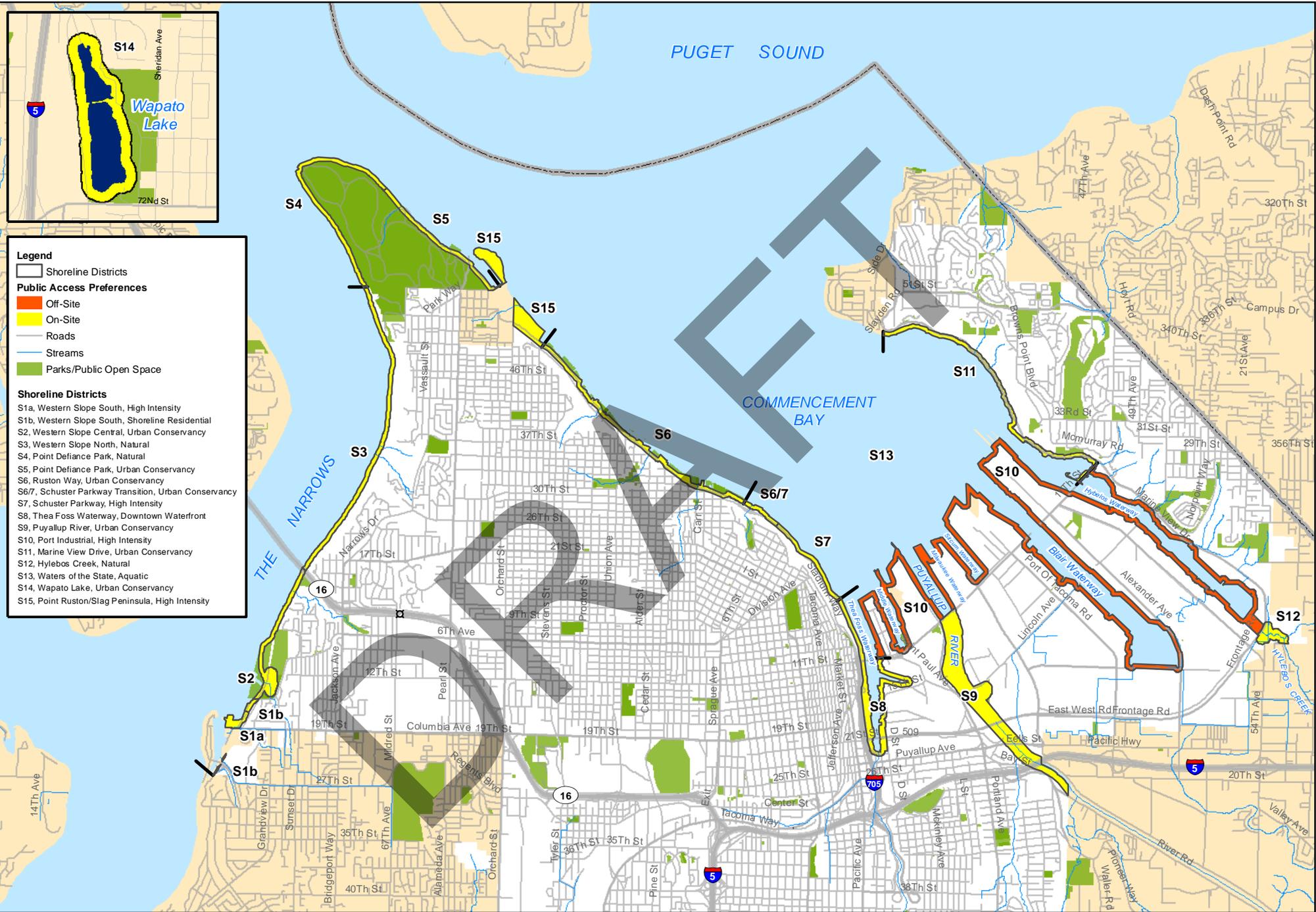
WAC 173-26-221(4)(c) states that “Where a port district or other public entity has incorporated public access planning into its master plan through an open public process, that plan may serve as a portion of the local government’s public access planning, provided it meets the provisions of this chapter.”

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.

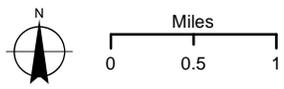


Legend

- 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.

6.0 MEASURING PERFORMANCE

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.

6.4 Partner in responsible economic and community development

- 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.

7.0 PUBLIC ACCESS PROJECT LIST

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

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

#	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	\$\$	~	X	X		X				3		
3.9	Chinese Reconciliation Park	\$\$\$\$	P/C				X			2			X
Section 4: Schuster Corridor													
4.1	Schuster Parkway Multi-modal Trail	\$\$\$\$	P			X	X			2			X
4.2	Bayside Trail	\$\$\$\$	P	X						2			
4.3	Esplanade/ Boardwalk	\$\$\$\$	P	X	X	X	X					D	X
4.4	Garfield Gulch Viewpoint	\$	P				X			2			
Section 5: Thea Foss Waterway													
West Foss Shoreline													
5.1	Extend Esplanade	\$\$\$\$	P/F	X	X				1				X
5.2	Repair Esplanade	\$\$\$\$	P/F	X					1				X
5.3	West Foss Central Park	\$\$\$	P	X			X			2			X

#	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 th Street Gateway – Prairie Line Trail	\$\$	P		X		X		1					X
5.5	11 th Street Gateway – Murray Morgan Bridge	\$\$	~						1					X
5.6	Fireman’s Park Hill Climb	\$\$\$\$	~		X	X	X				3			
5.7	Passenger Only Ferry Terminal/Water Taxi	\$\$\$\$	~	X			X				3			
East Foss Shoreline														
5.8	Waterway Park	\$\$\$\$	P	X						2				X
5.9	11 th Street ROW Boat Launch	\$\$\$	P				X				3			
5.10	East Foss Esplanade	\$\$\$\$	~		X		X						D	
5.11	Wheeler-Osgood Pedestrian Bridge	\$\$\$\$	~	X	X								D	
5.12	East Foss Central Park	\$\$\$	~		X						3			
5.13	Sea Plane Float	\$\$	P				X		1					X

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

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

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 Planning and Development Services staff for additional information.

9.0 MANAGEMENT ISSUES

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.

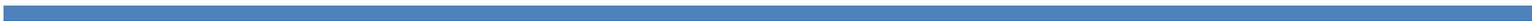


TACOMA WATERFRONT

Design Guidelines

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Tacoma waterfront study area

INTRODUCTION

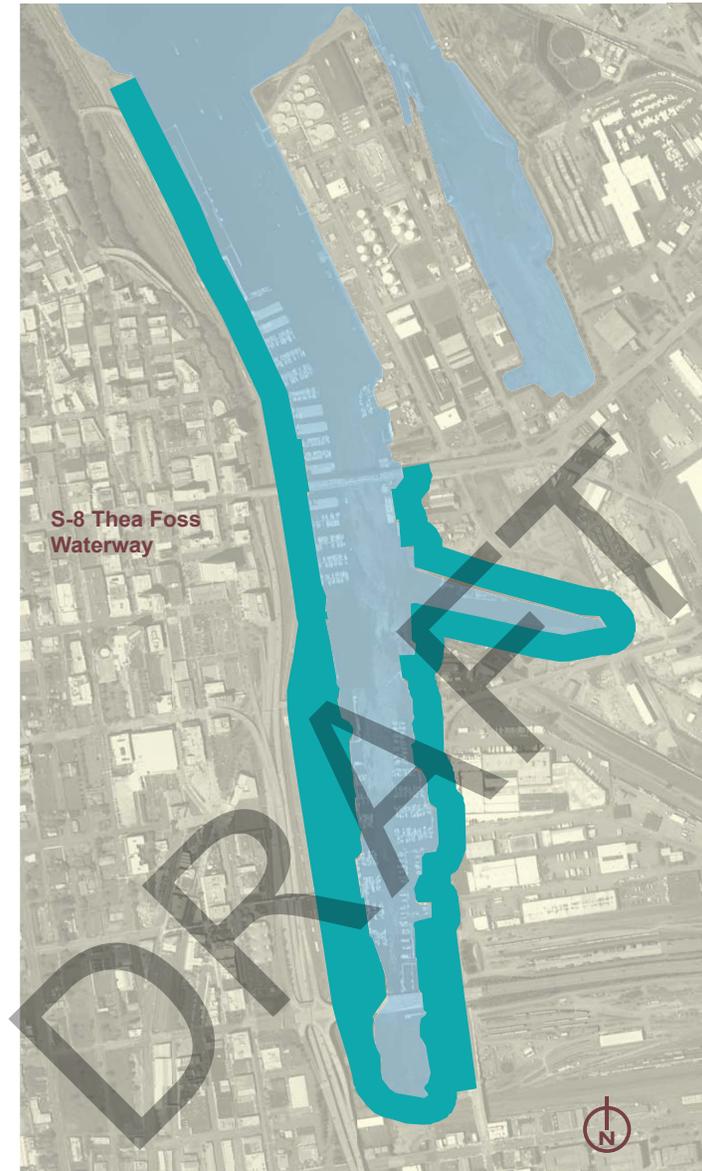
Communities throughout the nation develop and implement design guidelines to promote the historic, scenic, architectural, and/or cultural values of a particular area. Design guidelines are broad statements that indicate how development in an area should take place. Design guidelines are intentionally broad: they are meant to allow considerable creative latitude when designing projects. While not mandatory, the guidelines in this document should be followed by project developers and designers to the greatest extent practicable. The focus is on the design of public spaces and the public realm and to implement the over arching goals and objectives of the Shoreline Master Program. In addition, the guidelines are intended to mediate the interaction between public and private spaces, by looking at the relationship/interaction between the building site and the public realm.

VISION

General

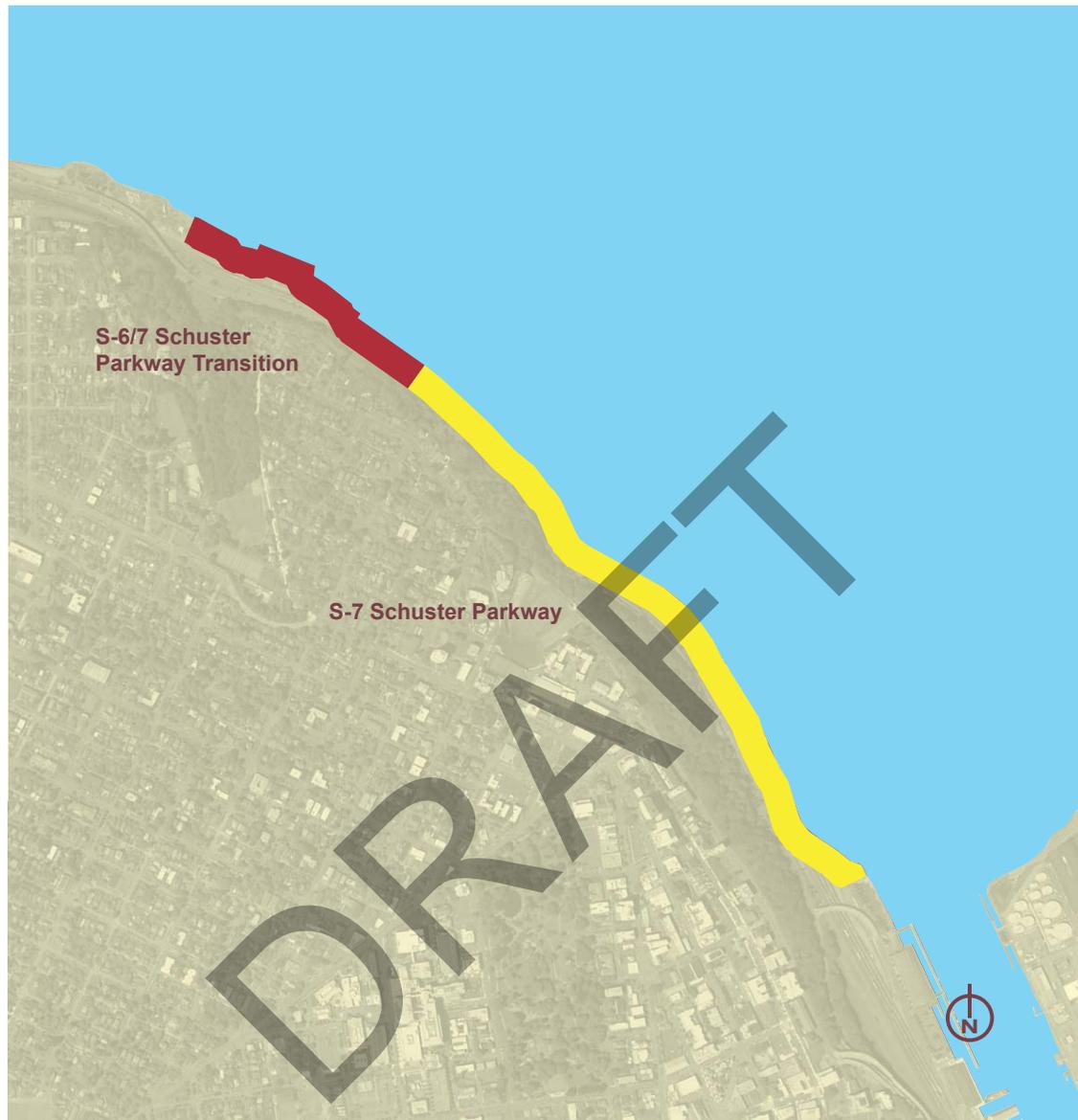
The City of Tacoma has prepared these Waterfront Design Guidelines to illustrate how new development and redevelopment of the Dome to Defiance Waterfront can preserve and improve environmental quality; facilitate public access; create walkable, people-oriented public and private spaces; maintain an attractive, maritime aesthetic; and promote the overall quality of life for both residents and visitors. Implementation of these design guidelines will promote the use of identifiable, unifying design elements that will allow the Dome to Defiance Waterfront to be viewed as a whole, rather than a series of disconnected spaces.

Public access and recreation is not limited to the Dome to Defiance Waterfront – The City’s Public Access Alternatives Plan outlines a comprehensive network of public access trails and recreational facilities. These Guidelines will ensure that new public access facilities are being designed to consider site context, public safety, a variety of user groups, and appropriate public amenities. Ultimately, strong design standards will build a common identity for public access sites throughout the City’s waterfront, while providing opportunities for creative site specific design innovations that will allow for a sense of serendipity as visitors explore Tacoma’s rich waterfront environment.



Thea Foss Waterway

The Thea Foss Waterway is a unique urban waterway with existing commercial and water-related uses adjacent to an intensely developed business area, with the potential for people and water-oriented development. The vision for the Foss is to improve environmental quality; encourage the reuse and redevelopment of the area for mixed-use development, cultural facilities, marinas and related facilities, water-oriented uses, and waterborne transportation.



Schuster Parkway Corridor

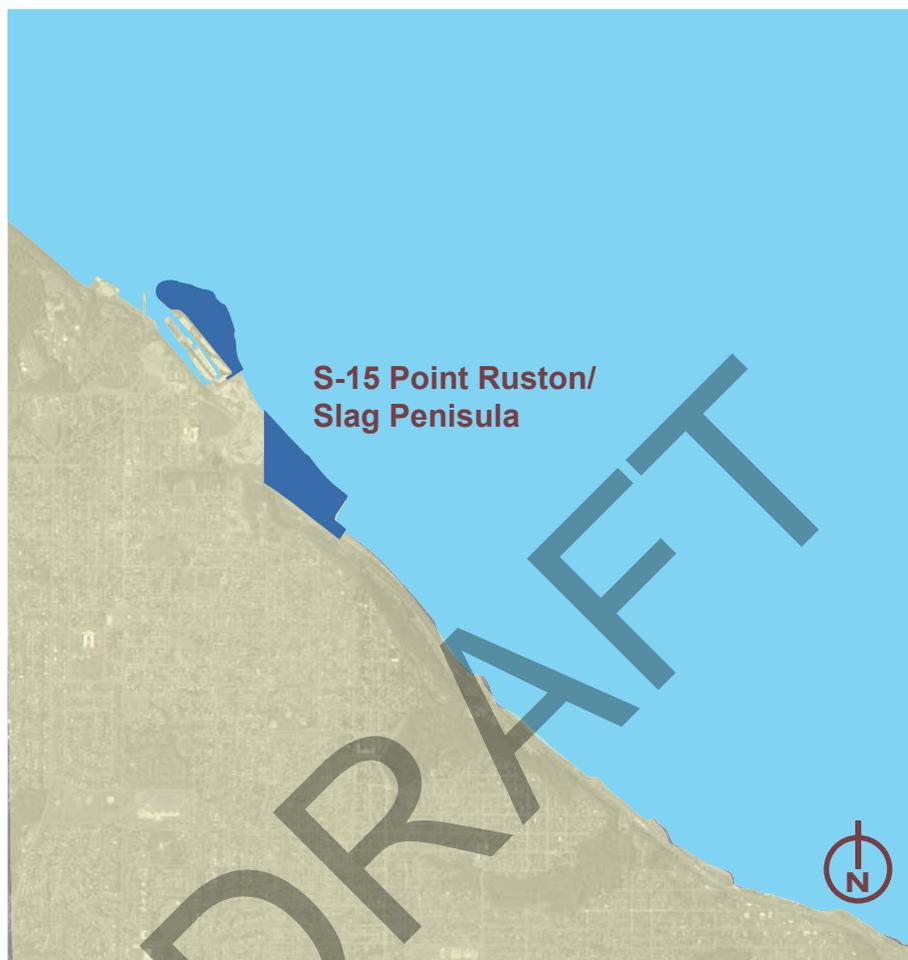
The Schuster Parkway Corridor is an active industrial area fronting on deep water and bisected by the mainline BNSF railroad. The vision for the Schuster Corridor is to establish a multi-use trail system that will integrate adjacent hillside neighborhoods with the shoreline; improve the connectivity of the shoreline with Ruston Way and Downtown Tacoma; enhance visual access of the water; accommodate multiple modes of transportation including bicycle and pedestrian facilities; incorporate stormwater as a design feature; and include design treatments that promote public safety and legible public spaces.



Ruston Way Shoreline

The Ruston Way shoreline is comprised of a mix of public and privately owned land, is close to existing dense residential neighborhoods and business districts, and is served by the local street network. The area is characterized by distinct physical features including gulches, steep slopes, intertidal beaches, and a salt water bay. Slopes rise steeply from sea level, offering spectacular views of the water and mountains. Residential neighborhoods are found at the base and on top of the steep slopes. The shoreline area is developed with a mixture of public and private uses including restaurants, offices, public facilities, and public recreation areas.

The vision for Ruston Way is to develop an active and attractive urban waterfront of mixed public and private development that meets community recreation needs and emphasizes the shoreline for public use. It is intended that the Ruston Way shoreline be developed as a unified waterfront that utilizes consistent landscaping, signs, materials, and design details to provide visual continuity and a sense of place.



Point Ruston/Slag Peninsula Shoreline

The vision for Point Ruston/Slag Peninsula is the development of a mixture of residential, commercial, and light industrial uses with an open space system that builds on the rich heritage of Ruston. This new neighborhood will be a regional destination. A robust open space system with parks, plazas, tree-lined streets, view corridors, and a waterfront promenade will offer recreation opportunities and reconnect the public with the Point Ruston shoreline.

Point Defiance Shoreline

This 702-acre park is a popular destination for about two million people each year. Natural forest, saltwater beaches and spectacular views offer numerous possibilities for recreation, education and communing with nature.

The intent of the Point Defiance Park waterfront is to provide for perpetual utilization for park and recreational uses and encourage the creation and enhancement of view areas and trail systems, while allowing development of marinas, boat launch facilities, and low intensity water-oriented commercial uses in appropriate locations.

OBJECTIVES

OBJECTIVE #1: Make public access USABLE

Shoreline access areas are most enjoyed when they are designed and built to encourage diverse, water-related activities along the shoreline. The varied conditions of the Tacoma waterfront and each site's historical, cultural and natural attributes provide opportunities for creating projects with a "sense of place" and a unique identity. View opportunities, shoreline configuration and access points are factors that determine a site's inherent public access opportunities.

Public access improvements should be designed for a wide range of users. While some shoreline areas are best suited for quiet and contemplative public spaces, others lend themselves to be used for large public gatherings, such as festivals, outdoor markets or exhibits. In remote natural locations, simple trail systems may be all that is needed. Public access should be designed to respect all visitors' experiences of Puget Sound and the Tacoma Waterfront. Highly active uses should always be balanced with opportunities for passive activities, such as strolling, viewing and relaxing.

OBJECTIVE #2: Enhance VISUAL ACCESS to Commencement Bay, Tacoma Narrows and the shorelands

The shoreline and waters of Commencement Bay and Tacoma Narrows are a scenic resource that contributes to the enjoyment of daily life in the Tacoma and the region. As a special kind of 'blue' open space, Puget Sound acts as a unifying element of the entire region. The wide surface of Commencement Bay and the distant views it affords offer relief from the crowded, often chaotic, urban scene and help to create a sense of well-being. Probably the most widely enjoyed "use" of the Sound is simply viewing it from the shoreline, from the water or from a distant viewpoint. For this reason alone, the Sound is a major visitor attraction for the tourist industry and a Bay view can add substantially to the value of a home, office or commercial use.

OBJECTIVE #3: Maintain and enhance the VISUAL QUALITY of the water, shoreline, and adjacent developments

The visual quality of any shoreline development proposal should relate directly to a set of site-specific factors. Incorporating design principles such as human scale, architectural diversity and varied building massing can lead to well-designed waterfront buildings and shoreline access areas. The design character of public access areas should relate to the scale and intensity of the proposed development. For example, projects in high-intensity areas may include a complex and varied shoreline and dynamic water experiences. Conversely, in a natural setting or park setting, the serene visual quality of the Sound can be preserved and maintained by focusing on the site's natural characteristics. Other factors can also contribute to the visual quality of the shoreline and adjacent developments. For example, landscaping with native and drought tolerant plants can provide texture and interest to the waterfront. Existing degraded shoreline edges and substandard shoreline erosion protection can be improved as part of new shoreline developments. Unsightly debris that mars the appearance of the shoreline such as plastic bottles, old tires and other refuse should be removed. Over time, the elimination of inappropriate uses and poor quality shoreline conditions and the implementation of well-designed developments will enhance the visual quality of Commencement Bay and the Tacoma Narrows.

OBJECTIVE #4: Provide CONTINUITY along the shoreline while also enhancing the UNIQUE SENSE OF PLACE of distinct sub-districts and shoreline areas

Access areas are utilized most if they provide direct connections to public rights-of-way such as streets and sidewalks, are served by public transit and are connected to adjacent public access or recreation areas. To create a comprehensive system of waterfront access, safe bicycle and pedestrian routes to the shoreline should be planned in collaboration with local governments. In addition, a variety and diversity of design features can create interest and 'serendipitous' moments. Public access design features should strike a

balance between the unifying design elements that create a common identity for the Tacoma Waterfront, while also using the inherent character and attributes of shoreline sites and context of specific shoreline areas to promote a unique sense of place for subareas within the access system.

OBJECTIVE #5: Take advantage of the PUGET SOUND SETTING

Development along the shores of Commencement Bay and Tacoma Narrows should take maximum advantage of the attractive setting that the water provides. Over time, it is expected that more projects will take full advantage of the scenic water setting.

OBJECTIVE #6: Ensure that public access is COMPATIBLE WITH WILDLIFE through siting, design, and management strategies

In many locations around Commencement Bay and Tacoma Narrows, the shoreline edge is a vital zone for wildlife. Access to some wildlife areas allow visitors to discover, experience and appreciate the shoreline's natural resources and can foster public support for resource protection. However, in some cases, public access may have adverse effects on wildlife (including flushing, increased stress, interrupted foraging or nest abandonment), and may result in adverse long-term population and species effects. The type and severity of effects, if any, on wildlife depend on many factors, including site planning, the type and number of species present and the intensity and nature of the human activity.

USE OF THE PLAN

The Tacoma Waterfront Public Access Design Guidelines have been developed for use by:

- **Development Teams** – Developers, land planners, landscape architects, engineers, architects and other members of project teams. Development teams should be aware that, while this document covers issues dealt with in other City of Tacoma regulatory documents, this document is a supplement to—and not a replacement of—those other documents. Therefore, project developers and designers are responsible for complying with all other applicable regulatory documents, such as the Tacoma Municipal Code.
- **The Public**
- **Public Agencies** – City, county, special district, regional and state agencies involved in resource protection, land use planning, transportation and recreation.
- **FWDA Design Committee** – Foss Waterway Development Authority projects in the S-8 Thea Foss Waterway Shoreline District will use these guidelines when submitting a shoreline permit as part of the Foss Waterfront Development Authority (FWDA) design review process. Private or non-FWDA projects in the S-8 Thea Foss Waterway are encouraged to utilize the FWDA Design Committee for project review but are not required.
- **City of Tacoma Building and Land Use Services and Public Works** – City staff will use these guidelines as a reference when evaluating shoreline permits for new projects within the applicable shoreline areas defined below and/or where public access is being provided in accordance with TSMP 6.5 and the Public Access Alternatives Plan. In addition, City staff will utilize these guidelines when expending public funds for the acquisition, development, or improvement of public access projects that are within shoreline jurisdiction or identified in the Public Access Alternatives Plan.

APPLICABILITY

The design guidelines are organized around three primary elements: Public Realm, Site Details and Building Sites. These guidelines apply in distinct ways.

1. Design guidelines associated with the Public Realm and Site Details apply to new public access facilities when required by the Shoreline Master Program and Tacoma Municipal Code 13.10, and for projects identified and implemented under the Public Access Alternatives Plan. In some cases, public access projects may be implemented that are outside the jurisdiction of the Shoreline Master Program, but which further the connectivity of the access system or enhance public views of the water. Where identified in the PAAL, these projects will be subject to design review.

2. The design guidelines associated with Building Sites shall only apply to that area defined as the “Dome to Defiance” Waterfront, from Point Defiance in the north, to the 4th Street Ramp off Schuster Parkway, and continuing onto the east and west sides of the Thea Foss Waterway in the south. The Building Site Element establishes design guidelines to mediate the interaction and relationship between public and private development sites and the integrated public access facilities.

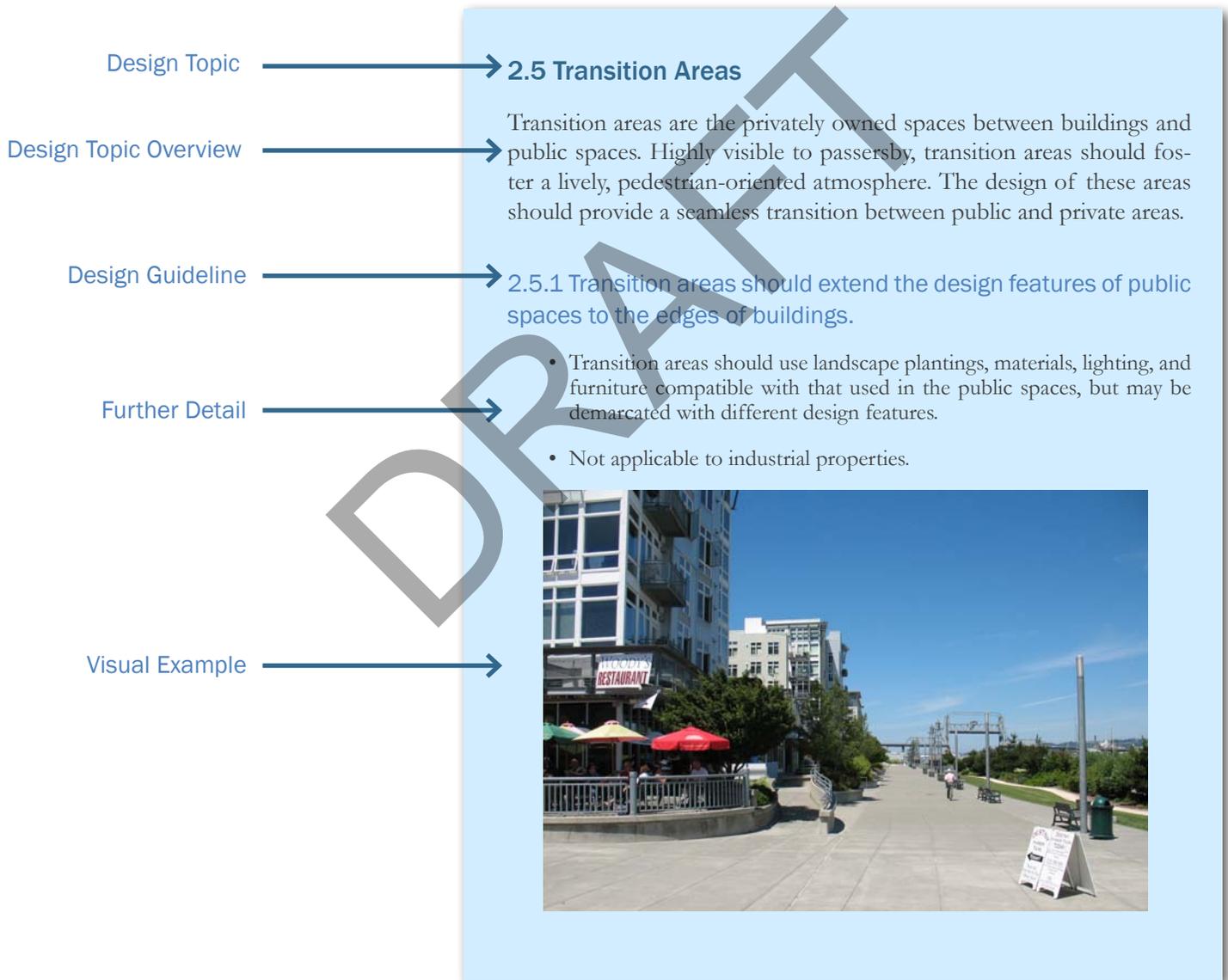
For the purposes of these guidelines, the Dome to Defiance subject area is divided into five distinct subareas:

- o Thea Foss Waterway (which is split into West Foss and East Foss): Comprised of the S-8 Shoreline District
- o Schuster Parkway shoreline: Comprised of the S-7 and S-6/7 Shoreline Districts
- o Ruston Way shoreline: Comprised of the S-6 Shoreline District
- o Point Ruston/Slag Peninsula shoreline: Comprised of the S-15 Shoreline District
- o Point Defiance: Comprised of the S-5 Shoreline District

HOW TO USE THESE DESIGN GUIDELINES

FORMAT

The design guidelines address three primary elements: Public Realm, Building Sites, and Site Details. Within each element, specific guidelines are presented in a consistent fashion, according to the model described below.



1. PUBLIC REALM

The public realm along the Tacoma Waterfront serves numerous purposes. Besides providing public shoreline access and circulation, public spaces are needed for recreation, contemplation, and inspiration—not to mention a nice spot for lunch!

Spaces within the public realm should have some design features in common to provide identity and continuity. Continuity may also be expressed through the regular placement of site details. The Public Realm guidelines apply city-wide.

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The Walkway should be an inviting, lively, and safe public space that is enjoyable all year, in all kinds of weather.



The Walkway should accommodate a variety of users including walkers, joggers, bicyclists, and roller bladers.



While it is preferred to have similar site details along the entire Waterfront Walkway, these details may be adapted adjacent to specific development like this portion of the path next to the Chinese Reclamation project.

1.1 Waterfront Walkway

The term “Waterfront Walkway” refers to the walkway that is envisioned to encircle the Tacoma Waterfront from the East Foss to Point Ruston in the north. The primary intent of the Waterfront Walkway is to provide public shoreline access, with opportunities for active and passive public recreation. The Waterfront Walkway may sometimes be referred to as a “promenade” or “esplanade” in some specific shoreline areas.

The design of the Walkway should create a linear shoreline park that unifies the Tacoma Waterfront shoreline, joins larger public spaces, and relates to the designs and activities of upland and in-water facilities. The Walkway should be an inviting, lively, and safe public space that is enjoyable all year in all kinds of weather.

On the west side of the Thea Foss Waterway, the Walkway will primarily consist of an esplanade that runs immediately adjacent to the shoreline. Elsewhere, it is expected that the Walkway may not always be immediately adjacent to the shoreline due to site constraints. Indeed, the Walkway may at times need to head away from the shoreline and run adjacent to an inland street.

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

- Where space constraints only allow for suboptimal walkway width, the primary walkway can be designated for foot traffic and remain ADA compliant, while bicyclists and other wheeled users are diverted to a secondary route (such as a route along an adjacent street).

1.1.2 To bring continuity to the Walkway and ensure that it is easy to follow, similar site details can be provided such as the consistent use of active-use surfacing specified in Section 3.8, Surfacing Materials.

- Site details may be adapted adjacent to a specific development where it can be demonstrated that they continue the design theme of the development and are compatible with the site details provided along the Walkway on the other sides of the development site.

1.1.3 The design of the Waterfront Walkway should be flexible to allow the division of space for different types of paths, and for different users.

1.1.4 The location of the Waterfront Walkway should be flexible to allow location next to the water, where possible, or bypassing existing uses, where necessary.

1.1.5 Provide seating of various types along the waterfront.

1.2 Wooded Trails

In addition to the Waterfront Walkway, a system of wooded pedestrian and bicycle trails exists and will be further expanded in the Schuster Parkway and Ruston Way areas. Informal paths and trails in the gulches and along slopes in these areas permit pedestrian access to the waterfront from nearby residential neighborhoods. Part of the City's designated bike path system runs along a portion of the waterward side of Ruston Way, from Alder Street to Marshall Street.

Improved pedestrian facilities in the adjacent slope and gulch areas will provide a greater opportunity for a more intimate contact with the shoreline environment for more people. A linking of the various areas of the shoreline by a system of paths will create a more continuous environment for pedestrians.

The following guidelines promote the development of an organized trail system on the slopes and in gulches, while ensuring that the trails are developed in a manner that preserves the natural wooded setting of the hillsides as much as possible.

1.2.1 Natural trails should consist of pervious surfaces such as packed cinder fine crushed gravel, wood fiber, or hogged fuel.

1.2.2 Carefully design and locate trails to preserve the natural wooded setting, maintain soil stability, minimize erosion, and avoid adverse effects on wildlife.

- Use design elements such as varying trail widths, paving materials, and site amenities to encourage or discourage specific types of activities.
- Use durable materials to reduce erosion impacts on adjacent habitats and to keep users from creating informal access routes.
- Provide spur trails to reduce informal access into and through more sensitive areas.
- Locate night lighting away from sensitive habitat areas.
- Use physical design features to buffer wildlife from human use.
- Manage the type of public use to reduce adverse effects.



This wooded trail in Point Defiance Park consists of pervious surface of packed cinder fine crushed gravel.



Wooded trails should be carefully designed to maintain the natural wooded setting while maintaining soil stability, minimizing erosion, and avoiding adverse effects on wildlife.

1.2.3 Bridges and raised boardwalks over waterways and tributaries can help maintain water flow for creeks, seeps, and wetlands.

1.2.4 To address safety concerns, multiple points of access can be provided with improved trailheads incorporating signage and lighting.

1.2.5 Trailheads should be improved and include parking to avoid conflicts with surrounding land uses.

1.2.6 Trailheads should include common design elements and amenities to improve their appearance and function.

Include common elements:

- Interpretive display
- Sign bollard with identification/distance sign
- Trash receptacle

Optional common elements:

- Picnic table – single post, wooden top
- Bench

1.2.7 Provide shelters and seating along the nature trails for user comfort and convenience.

1.2.8 Design and locate informational and directional signs for the trail areas that are compatible with the waterfront.

1.2.9 Consider safety needs when designing and locating bicycle and pedestrian paths.

1.2.10 Separate pedestrian paths from bikeway routes wherever possible and feasible to ensure the greatest amount of safety for both.

1.2.11 Where separate paths are not possible, combined bicycle/pedestrian paths should be of sufficient width to allow safe passage of both pedestrians and cyclists.

1.2.12 Landscape the bicycle/pedestrian path to define the path's edge.

1.3 Community Gathering Places

Community gathering places are areas along the Waterfront Walkway intended for public assembly. Community gathering places should be flexible spaces that can be used either casually or for formal public events. Gathering places should be a range of sizes and provide a variety of user experiences, from communal spaces for larger group activities (such as plazas, open-air amphitheaters, or concert stages) to amenities that allow for smaller groups and individuals (such as picnic tables, children's play areas, waterfront viewpoints, and a variety of seating).

Gathering spaces should also encourage a broad range of activities such as volleyball courts, bocce courts, game tables, play areas, and contemplative viewpoints at intervals along the waterfront. These spaces should be designed so that they are suitable for a range of these diverse types of activities.



Community gathering places should offer a range of activities, from active uses such as sports facilities or performance spaces to passive places for seating or views.

1.3.1 The preferred location for community gathering places is in areas where public access, view corridors, and major streets intersect the Waterfront Walkway and pier heads.

- These locations provide increased depth and width, receive ample natural light, are highly visible, and offer views of the Thea Foss Waterway, Downtown Tacoma, Mount Rainier, or Commencement Bay.
- Public gathering spaces can help define locations where an activity focus is desired.
- Linkages to surrounding open spaces and buildings can be created through passages, bridges, steps/ramps, paving patterns, and planting.



Community gathering places can focus activity and define key nodes along the waterfront. They should be located at frequent intervals.

1.3.2 To facilitate public access, community gathering places should be located at frequent intervals along the waterfront.

1.3.3 Community gathering places can be made easily identifiable through the use of significant visual structures (such as art, fountains, or viewing towers) or trees.

- The construction of significant visual structures is encouraged, particularly in primary public access/view corridors where such structures would not obstruct public access and might be visible from Downtown Tacoma or surrounding neighborhoods.
- Trees can help to spatially define a community gathering place, buffer a community gathering space from adjacent uses, and provide shade for users.



Shelters should maximize the public's use of the waterfront in all seasons.



Gathering places should offer views of Commencement Bay, Mount Rainier, downtown Tacoma, or the Thea Foss Waterway.

1.3.4 The design of community gathering places should allow for unobstructed circulation along the Waterfront Walkway.

1.3.5 Shelters can be considered a design element for community gathering places to maximize the public's use of the Waterfront Walkway throughout all seasons.

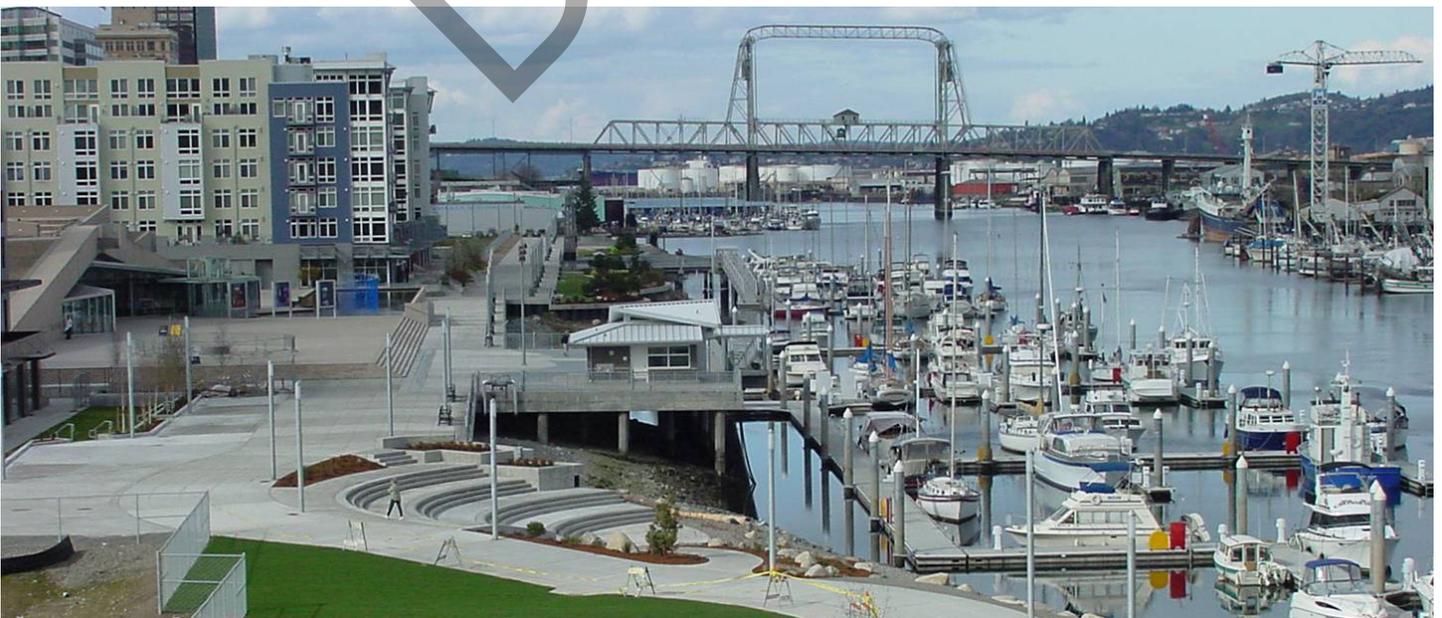
- Shelters should be strategically located and respond to sun, wind, and rain.
- Shelters can be provided through built structures or through the planting of trees to provide a canopy or wind break.



Gathering places should include play areas that reflect the maritime character of the Tacoma waterfront.

1.3.6 Gathering areas can include a variety of play areas that may reflect the location through themes, such as maritime or working waterfront. Specific use areas require specific materials to comply with applicable codes and standards.

- Children's play areas and playgrounds should include elements to stimulate interactions, creativity, and imagination, such as play structures and materials that foster social play.
- Play areas can be designed so that they are universally accessible for children with physical disabilities.
- Tot lots can be provided for toddlers (ages 1–3) that offer age-appropriate play areas with different types of play components, allowing parents or guardians to interact or assist. These tot lots should be separated from other children's play areas to prevent incidental accidents while still within sight distance so parents or guardians can oversee different age children simultaneously.



An example of an identifiable gathering place along the Thea Foss Waterway located to improve access and views between upland and the waterfront.

1.4 Public Access Corridors

On the west side of the Thea Foss Waterway, 14 public access/view corridors run between Dock Street and the inner harbor line. These corridors provide visual and physical access to and from the Foss, as well as additional natural light to its west side. While public access/view corridors may, in limited circumstances, be the only feasible option for other functions (such as providing access to temporary marina loading and unloading areas), such functions should be accommodated in other locations when practical.

Along the Ruston Way shoreline, continuous uninterrupted panoramic views should be maintained to the extent possible as new development occurs. Existing views of the shoreline should be emphasized and integrated into proposed developments. In addition, viewpoints along the waterfront and at selected locations in sloped areas can create opportunities for scenic views.

Six public access/view corridors are designated along Point Ruston. While the location of these corridors may shift along the shoreline, they should maintain the established dimensions to ensure adequate corridors to the water. Weather protection features, public areas, and areas for public access are allowed in the corridors.

1.4.1 The entire width of public access corridors should be improved with appropriate site details and amenities, such as landscape plantings.

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

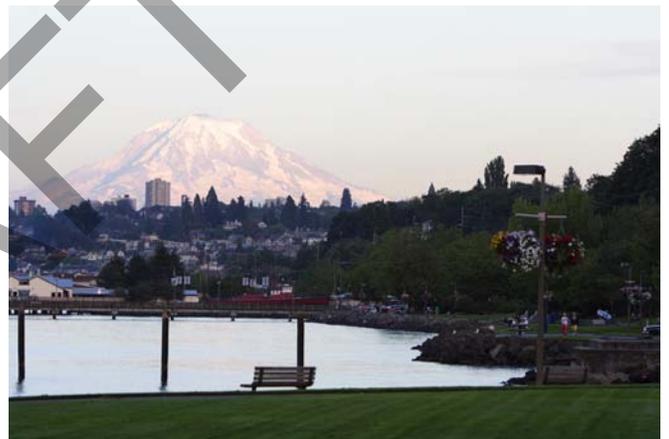
1.4.3 Where feasible, the in-water portion of a public access/view corridor should be improved with public facilities including piers, viewing platforms, and other such structures.

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

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



A public access corridor along the Thea Foss Waterway offers site details consistent with those of the adjacent public walkway.



Public access corridors should be improved with public facilities, such as this seating, and offer outlooks that maximize views of the waterway.

Streets are one of the major tools through which the City can implement its design vision for the Tacoma Waterfront.



Space permitting, the Walkway should include design amenities such as waste receptacles, bike racks, benches, lighting, and landscape.

1.5 Streetscapes

Streetscapes along the Tacoma Waterfront should do more than just transport vehicles. Typically, streets occupy approximately 25 to 35 percent of any dense urban environment. Being publicly owned, streets are one of the major areas that a city has to implement the design vision for a given area. As the Tacoma Waterfront is intended to be inviting to the public and open to pedestrian and bicycle use (as well as other forms of non-motorized transportation), the streets along the waterfront are intended to be a place for people. Of course, this needs to be balanced with a street's vehicular function, but it is important that the street be seen as a space intended for moving people, in all forms of transportation, be it people in cars, people on foot, people on bicycles, people in trucks, or people on skateboards. Street design should accommodate all forms of moving people and produce what have come to be called "complete streets."

More specifically, it is desirable that streetscapes along the waterfront be improved with a sidewalk that adjoins properties. In some cases, the sidewalk will serve as the Waterfront Walkway, where the Walkway cannot be accommodated on private property due to constraints such as hazardous material use or high security needs. Standards for the sidewalk in this case will need to be adjusted to accommodate the City of Tacoma street standards, give continuity to the Walkway design, and provide safety and clarity for the public user. Design guidelines and amenities, as outlined in this document, should be incorporated wherever possible. Additionally, the Downtown Element of the City of Tacoma Comprehensive Plan provides guidance for developing complete streets. Streetscape projects along the Tacoma Waterfront should follow this guidance.

Streetscapes also provide the opportunity for scenic views along the Waterfront. Ruston Way, Schuster Parkway, and East Dock Street offer exceptional vistas for not only pedestrians and bicyclists but also daily commuters and weekend sightseers. It is desirable to have shoreline drives with low speeds and attractive landscaping that affords scenic viewing. These shoreline drives place continued focus on the water as an attraction and emphasize the uniqueness of the Foss Waterway, juxtaposed with the Downtown skyline.

1.5.1 Where necessary, the street should be reconfigured to allow for a continuous Waterfront Walkway.

- Coordinate this with the appropriate City of Tacoma departments and public and private landowners.

1.5.2 Where the Waterfront Walkway runs adjacent to the street, the Walkway should feature landscape plantings at its edge to buffer Walkway users from vehicle traffic.

- In areas without enough room for landscape plantings, railings or bollards should be used for buffering.

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

1.5.4 Where there is no practical alternative to having the Waterfront Walkway cross a street or driveway, the path should be clearly marked to ensure continuity of the Walkway and to notify vehicles of pedestrian and bicycle crossing.

- Treatments such as different paving surfaces, textured paving, lighted crosswalks, or painted surfaces can be used alone or in combination to alert users and vehicles of the Walkway's presence. The trail may also be raised to increase visibility.
- The number of crossings should be minimized.

1.5.5 Public parking should be reconfigured, where possible, to allow the Walkway to locate on the shoreline side, except where the parking is intended for a vehicle viewing area.

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

1.5.7 Bicycle and pedestrian bridges over waterways and tributaries can be used to close gaps in the Waterfront Walkway.

- Design bicycle and pedestrian bridges to be compatible with surrounding land uses, habitats, and adjacent developments.
- The appropriate width of a bicycle and pedestrian bridge will depend, in part, on the level of use that is likely to occur at the site. However, multi-use bridges are usually at least 10 feet wide.



Where there's not enough room for a landscape buffer, bollards or a railing can be used as found here along Schuster Parkway to ensure pedestrian safety.



Where the Walkway crosses streets or driveways, it should be clearly marked. The crossing above could be better marked with a different paving or painted surface. It is elevated, which alerts drivers they are crossing the path.



Bicycle and pedestrian bridges not only improve connections along the waterfront but also function as iconic design features.



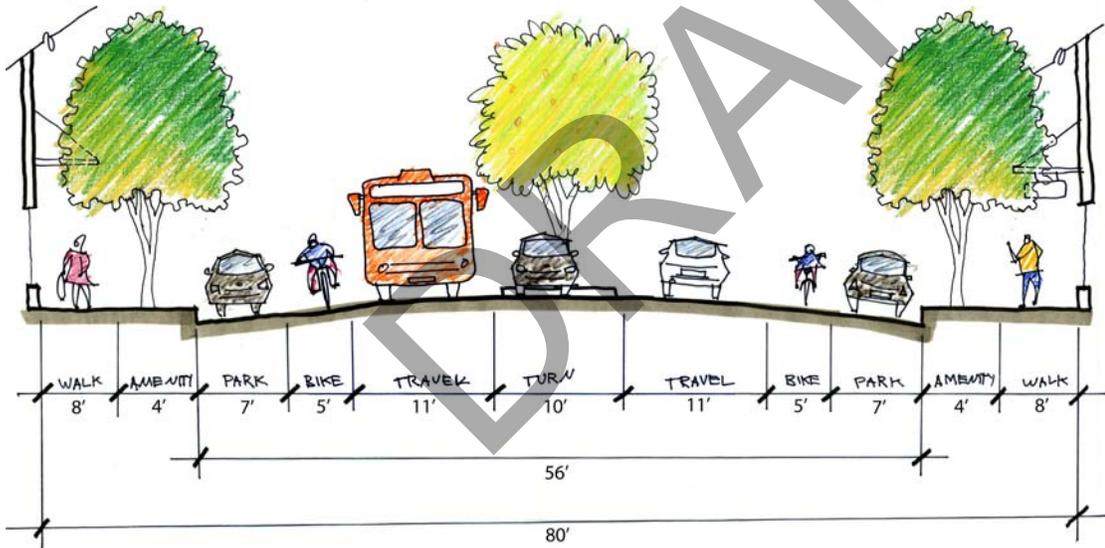
Motorists enjoy waterfront views along scenic shoreline drives. It is important to keep this in mind when designing improvements, re-aligning, or widening streets.

1.5.8 Where possible, streetscape projects should be consistent with the transportation element of the City's Comprehensive Plan and the Bicycle and Pedestrian Design Guidelines within the Strategic Mobility Master Plan (MoMaP) and connect pedestrian and bicycle circulation routes with other like routes to create a continuous multi-modal trail network.

1.5.9 Streetscape projects should be consistent with the Mixed-Use Centers Complete Street Guidelines, provided in the Downtown Element of the City of Tacoma Comprehensive Plan.

1.5.10 When designing improvements, realigning, or widening streets, consider the scenic shoreline drives and try to preserve motorists' views of the water.

- Use landscaping to balance pedestrian and vehicular views.



Example of a "complete street" from the Tacoma Complete Streets Manual

1.5.11 Public access at shoreline street ends should be designed to balance public access with private land uses.

- Where safety and/or liability concerns exist, visual access can be provided as an alternative.
- A clear delineation should be made between public and private land, and all public access should be provided on public land.
- Access may include non-motorized boating docks or floats, viewing platforms, seating, and other forms of uses that are not a nuisance to adjacent private uses.
- Public access can be formal (such as paved walkways, identification signs, and interpretive panels) or informal (such as a small footpath to the water or bench by the water).

1.5.12 Emphasize the use of Ruston Way as a low speed, scenic urban parkway that provides access to shoreline properties, accommodates through traffic, and offers viewing opportunities for the motoring public.

1.6 View Areas/Viewpoints

Tacoma's relationship to the water is an important part of its distinct character and history. Significant views include those to Puget Sound, Mount Rainier, and back toward Downtown Tacoma and along the waterfront. These natural panoramas and views of the urban skyline enhance the aesthetic quality of the Waterfront Walkway and provide a connection to the water. Views of industrial areas allow users to see and understand Tacoma's working waterfront.

Vantage points should be incorporated throughout the length of the Waterfront Walkway to support and enhance the public realm. Viewpoints should be understood as extensions of the Walkway but should not impede movement along the Walkway. These viewpoints often benefit from the incorporation of short-duration stop facilities that facilitate stopping, gathering, and viewing activities. These types of facilities could include seating, interpretive kiosks or educational signage, integrated water features, public art, and water access. These facilities also provide an opportunity to adaptively reuse building materials and elements from existing structures to reflect the historic and maritime character of the waterfront.



Vegetation at this viewpoint balances providing views with creating habitat along the shoreline.



A meandering trail along the Wapato Lake shoreline provides an example of how to alternate areas of vegetated shoreline with public access and view areas.



This viewpoint along Ruston Way functions as an extension of the Waterfront Walkway without conflicting with movement along the trail. It is defined as a separate space through stairs, changes in landscaping, and public art.



Viewpoints should incorporate site amenities like seating and shade and be oriented to major view corridors.



Views should also be provided back down the Waterfront Walkway.

1.6.1 Incorporate viewpoints and view areas along the Waterfront Walkway.

- Integrate public access with viewpoints/view areas.
- Define viewpoints that are understood as extensions of the Waterfront Walkway without conflicting with the trail's movement functions. Viewpoints can be clearly defined as spaces separate from the Walkway through the use of different materials, public art, stairs or other changes in elevation, and landscaping.
- Incorporate short-duration stop facilities such as moveable seats, space for vending carts, and/or access to the water.
- Viewpoints and view areas can be elevated above the walkway to enhance views. This can be paired with the incorporation of a flexible open space that can accommodate small events or gatherings.

1.6.2 Orient views with any key view corridors and/or major streets and street ends.

1.6.3 Emphasize panoramic waterfront views from the roadway, slopes, and shoreline areas.

1.6.4 Consider the residents' view from the upper neighborhoods when designing and locating new developments along the shoreline or the hillside.

1.6.5 Balance viewpoints and view areas with shoreline vegetation and native plantings.

- Provision of views needs to be balanced with the need for habitat and erosion prevention when considering removing existing vegetation.
- To preserve more vegetation, view areas or viewpoints can be small.

1.6.6 Outlooks should be situated to provide public views of significant Port and industrial operations. Recognize the aesthetic and educational value of port/industrial operations.

1.6.7 Consider the view of the motorist when designing improvements, realignment or widening of the Ruston Way roadway in order to provide the passerby with views of the water.

1.6.8 Provide small bayside parking areas or pull-offs for limited in-car viewing, where compatible with existing roads and adjacent uses.

1.7 Public Access in Industrial Areas

While fulfilling the mandate of expanding public access and improving habitat, Tacoma must also remain sensitive to the need of supporting the economic development of industrial uses. The Port and other maritime and industrial uses are valuable assets.

In some instances, these dual goals may seemingly be in conflict. Providing public access may pose some hazard to public users given the industrial nature of uses. Likewise, public access may interfere with private operations, increase liability for owners, and pose issues of security. This is not to say that public access cannot be provided in industrial areas but that it must be carefully designed to address competing needs.

Physical public access can be provided in a way that is inviting and safe for the public while remaining compatible with industrial activities. The design of access should address concerns regarding liability, interference with industrial activities, and security of facilities.

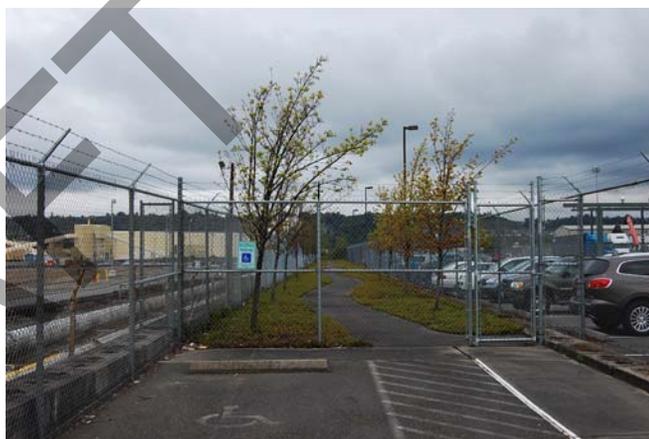
1.7.1 Security can be accomplished without negatively affecting the aesthetics of public access through careful, subtle, and sensitive design; the use of clever separation; and avoidance of obvious or harsh features such as chain-link fencing, guard houses, or razor wire. The best security will be imperceptible to users or the general public unless trespassed.

1.7.2 Public access to industrial areas can be limited through the use of fences, grade changes, or retaining walls.

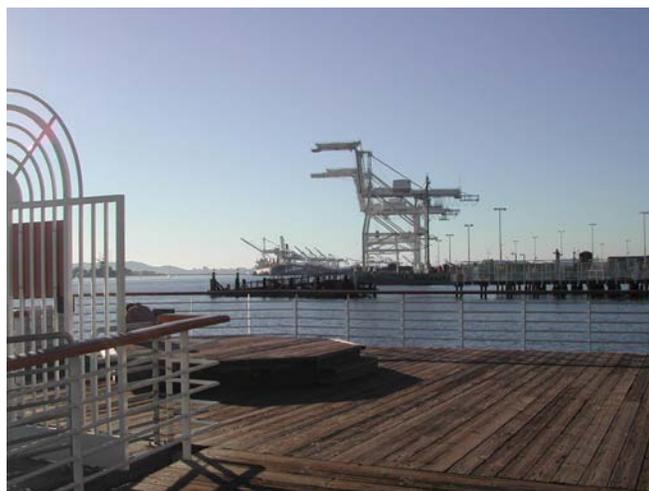
- Transitional security strips may be used on the landside to separate the public Waterfront Walkway from private industrial spaces. This strip should be in harmony with the Walkway and not interrupt continuity.
- Fences and walls can be landscaped to reduce their visual impact on the Walkway and provide minimal visual obstructions.



Views should be provided of significant Port and industrial operations.



While these fences distinguish public and private areas of use, the chainlink fence and barbed wire detract from the appearance of this public access. Fences can be landscaped to reduce their visual impact.



Public access is successfully provided at this site adjacent to industrial uses through the use of attractive fencing separating users and a viewpoint that offers visual access without interfering with industrial operations. The low key design of the space reflects the site's industrial character.

1.7.3 The safe observation of industrial and maritime facilities and visiting vessels in operation can be provided for reasonable casual visitation when facilities are not being used for active loading/off-loading functions through overlooks, belvederes, decks, or piers. This will allow views of the working waterfront.

1.7.4 Convenient and attractive alternative routes through or around the maritime facilities should be provided for the general public and passersby when security and safety dictate that certain areas be cordoned off from the public. Where reasonable, the facility should accommodate safe pier-side pedestrian access and recreational fishing opportunities.

1.7.5 Public access can be designed so as not to interfere with existing industrial activities.

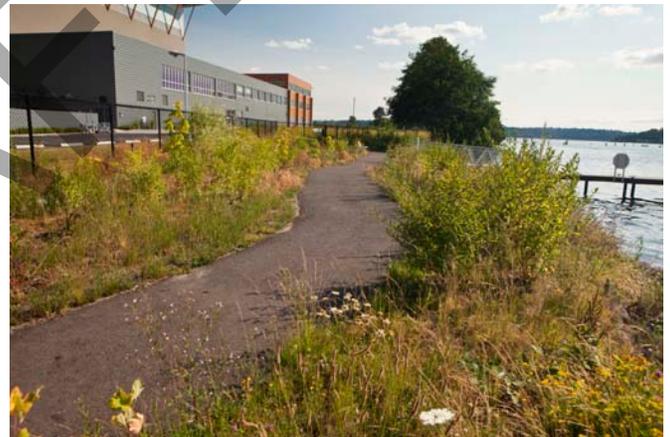
- Separate incompatible uses on site. Visitor vehicle circulation and parking should be separated from industrial traffic so as not to negatively affect work activity.
- Visitor attractions can be concentrated in one part of the site.
- Clear signage/wayfinding and strong attractions will direct visitors and keep them out of private areas.
- Reinforce signage with design cues such as paving, crosswalks, lighting, and site amenities to distinguish areas of public access from private uses.
- Provide elements that benefit workers and existing uses such as better circulation and parking, convenient commercial services, improved lighting, and new site amenities.

1.7.6 Opportunities exist for the design of architectural and site elements that reflect and reinforce the site's industrial character. Low-key design can preserve the working waterfront character.

1.7.7 Provide public access across boat yards and launch ramps in locations where safety precautions can be implemented.



This park in Oakland, CA provides opportunities for visitors to safely view the Port without interfering with operations or posing a security risk.



Public access is provided here with landscaping buffering industrial uses from the public and new site amenities such as a boat dock that workers can benefit from.

2. BUILDING SITES

When being redeveloped, building sites, whether publicly or privately owned, should be developed in such a way as to take into consideration the special nature of the Tacoma Waterfront. Design teams for sites on the waterfront must recognize that a successful building will not only account for patterns of development on the actual site but will also successfully implement and contribute to the larger goals of the Tacoma Waterfront as a whole. It is desirable that the sites surrounding the Tacoma Waterfront acknowledge the larger patterns of development in the area, public access goals (as exemplified by the Waterfront Walkway), and view considerations (such as the public access/view corridors). Public spaces should be prioritized to minimize shadow impacts, and building massing and form should strengthen the existing public rights of way, including streetscapes and the Walkway. The building site guidelines focus primarily on the impact of building sites on public access rather than the style or materials of buildings.

The following guidelines primarily apply to the redevelopment of new mixed-used, residential, and commercial buildings along the “Dome to Defiance” portion of the waterfront. These types of land uses offer more opportunities for public access and therefore should be designed to improve public access. Industrial uses can still provide some limited public access, but given the character of this land use, many of the following guidelines may not apply.

2.1 General Considerations

2.1.1 New development of individual sites should enhance the shoreline’s positive and distinct features, unify shoreline areas visually, and give definition to subareas.

2.1.2 Development should improve the appearance of the shoreline for those who live and work there, making it a more attractive and interesting place to visit.

2.1.3 New development should be oriented to the water and relate to public access along the Waterfront Walkway.



The newly developed Chinese Reconciliation Park along the Waterfront Walkway enhances the larger shoreline while also defining a unique sub-area.



A cafe on the ground floor of Thea's Landing is oriented to views of the water and relates to public access along the Waterfront Walkway.



A building along Thea Foss is oriented to the water, providing views for residents and relates to public access, providing easy access to the Walkway.



Balconies along the Thea Foss shoreline take advantage of views out to the water and toward Mount Rainier. A rooftop space increases residents visual access to these same amenities.



New development should avoid shading the Waterfront Walkway, like this existing building does, through careful site design and building design.

2.2 View Considerations

The topography and structures in and around the Tacoma Waterfront provide numerous view opportunities, particularly of Mount Rainier, the Cascades, the Olympics, the Thea Foss Waterway, waterfront activities, Commencement Bay, Union Station and the Washington State Historical Museum, the Port of Tacoma industrial area, and Downtown Tacoma. While City regulations are in place to mitigate view impacts, the guidelines below are intended to maximize views to and from the Tacoma Waterfront.

2.2.1 Design and locate new shoreline uses to take full advantage of the waterfront views and location using design elements such as building orientation, windows, decks, and rooftop spaces.

2.2.2 Incorporate design elements such as transparency and preservation of view corridors to minimize view impacts on surrounding areas.

2.2.3 Building designs should explore creative ways of incorporating public access, such as through roof access points.

2.2.4 Views should be balanced with vegetation.

2.3 Shading Considerations

The intent of these guidelines is to minimize the shading of public spaces to ensure that the Waterfront Walkway remains a well-used public resource. The shading of public spaces is of particular concern on the west side of the Tacoma Waterfront because its location, topography, and north-south orientation result in early afternoon shadow conditions nearly year-round.

2.3.1 Buildings should minimize the shading of public spaces as much as practical.

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

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

- See the Lighting section of Chapter 3, Site Details.

2.4 Site Layout

Buildings should be thoughtfully positioned, programmed, and detailed to maximize the impact of the Tacoma Waterfront public experience. Considerations include: strengthening the profile of streetscapes by locating the building closer to the street, especially on streets parallel to the Tacoma Waterfront; providing more open space on the water side of a building; locating uses with the most public access on the streetscape or Waterfront Walkway sides of a building; and accentuating the pedestrian-friendly nature of a building at ground-level sides facing the streetscape and the Walkway.

Buildings should be sited to maximize the impact of the public experience along the Waterfront Walkway.

2.4.1 To give the appearance of building façades being a similar distance from the streets, awnings, landscape plantings, entrance markers, modulation, and other design elements are encouraged.

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

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

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

2.4.4 Combine vehicular access points to minimize the interruption of pedestrian traffic and adverse visual impacts.

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



This building along Thea Foss provides stairs that offer public access through the site, connecting pedestrians on the upland side to the waterfront. They also provide opportunities for views given their orientation to the water and Mount Rainier and slight elevation gain.

Buildings and building sites should be designed to create a comfortable and interesting pedestrian environment.



The large facade of Thea's Landing is broken up through the use of vertical modulation and changes in color and materials that create an interesting pedestrian environment.



The Albers Mill Lofts adaptively re-uses an historic building along the waterfront and reflects the area's industrial character through the use of materials, including steel and large timbers.

2.5 Pedestrian Orientation

Buildings along the Tacoma Waterfront are intended to feature design individuality, not to portray a strong unifying theme. Design continuity should primarily be established by the cohesive linear design of the Waterfront Walkway and streetscapes.

At the same time, the shoreline has a rich maritime heritage. The design and remodeling of structures should reflect the northwest marine character. To be compatible, design elements from public spaces, existing structures, and surrounding districts should be incorporated into all new developments. It is not intended that portions of existing buildings be replicated; instead, the creative, subtle integration of these elements is the objective. Additionally, the exterior appearance of buildings and building sites should incorporate treatments that make for a comfortable and interesting pedestrian environment.

The pedestrian orientation guidelines apply to the “Dome to Defiance” portion of the waterfront and do not apply to industrial uses.

2.5.1 Strong individual design is encouraged along the Tacoma Waterfront, especially design that creatively reflects the northwest marine character of the area, befitting the Waterfront Walkway's value as a public resource. These characteristics can include integration or reference to proportions, materials, forms, textures, or colors from existing buildings. Continuity between buildings is encouraged, especially through logical transitions in building bulk, shape, and height, or by significant physical separation.

2.5.2 Buildings should be constructed of high quality, long lasting materials, particularly concrete, masonry, metal, or wood wherever possible, to preserve resources and reflect the long-term community values embedded in the Tacoma Waterfront. Wherever possible, the adaptive reuse of existing buildings and the use of historic building materials as part or whole of new building or development projects is encouraged.

2.5.3 When several buildings are proposed for a single development, the buildings should demonstrate internal compatibility while maintaining strong individual design. While buildings are not required to look identical, they should provide continuity of design through the use of such elements as building bulk, shape, and height.

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

2.5.4 Buildings should be oriented to existing public spaces such as plazas or courtyards. New buildings should be clustered so as to define active public spaces that relate to the Waterfront Walkway (see guidelines in Section 2.5, Transition Areas).

2.5.5 Whenever possible, buildings along the Waterfront Walkway should be oriented to the Walkway and create an inviting and interesting pedestrian environment; locate active uses such as retail, public activities, and employee gathering along the Walkway.

- Visible industrial uses and processes can highlight Tacoma's working waterfront character.
- Windows and displays can provide visual interest and a connection between the Walkway and activities within buildings, particularly on the ground-level.
- Street furniture for ground floor retail and stoops and ground floor balconies for residential uses allow for opportunities for pedestrian social interactions.

2.5.6 The human-scale design of ground-level exteriors of buildings at a pedestrian level is encouraged to improve the quality of public access, encourage pedestrian activity, and provide visual interest/engagement.

- These details could include regularly spaced windows that establish a pattern or tall ceilings and display windows on the ground floor.
- Features that define the ground floor include trim, awnings or canopies, arbors or trellises, or overhangs.
- Façades can be articulated through the use of recessed entrances, columns, scoring, change in materials, transom windows, roll up doors, arcades, decorative kickplates or belt courses, and/or signage.



The Albers Mill Lofts building is oriented to the Walkway and helps define the public gathering space adjacent to the Glass Museum with large ground floor windows and a semi-private open space facing the plaza.



A human-scaled ground level along Thea Foss has design details including large display windows, transom windows, recessed entries, awnings, and lighting.



This transition area at Thea's Landing extends some of the design features and materials of the Walkway but demarcates a transition with stairs to delineate private from public space.



These two examples of transition areas demonstrate how to design for social interaction. Fences, changes in elevation, and landscaping separate private from public use while still allowing people to interact.

2.5.7 Modulation (horizontal and vertical) and architectural features are encouraged to create interest and avoid long, flat façades along the Waterfront Walkway so that the space continues to feel safe and interesting to users. Generally, blank walls longer than 20 feet should be avoided.

- The use of blank walls should be minimized by the incorporation of architectural features of interest and utility, such as windows, building entries, and weather protection.
- Long walls that do not require windows or entries should be articulated in a way so as to break up long, monotonous planes. Building articulation can include changes in the roof line, building materials, facade setbacks, or fenestration pattern. Blank wall treatments include planter boxes, trellises, artwork, awnings, bay windows, and columns.

2.6 Transition Areas

Transition areas are semi-private zones where privately owned buildings abut public spaces. These spaces provide physical and visual separation between public and private spaces. The separation indicating the transition between public and private users can be made with seating areas, landscaping, artwork, or walkways. Transition areas should clearly delineate public and private spaces to provide greater legibility and help the public navigate what areas are appropriate for them to use. Their design, however, should provide a continuity of site details and provide a seamless transition from public to private areas. Highly visible to passersby, transition areas should foster a lively, pedestrian-oriented atmosphere.

2.6.1 Transition areas can be used to extend the design features of public spaces to the edges of buildings.

- Transition areas can use landscape plantings, surfacing materials, lighting, and other site details that are compatible with those used in adjacent public spaces to provide a continuity of site details but may demarcate the transition area with different design features to discern public from private space.
- Not applicable to industrial properties.

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

2.6.3 Transition areas can be designed to allow for social interaction.

- Transition areas are the preferred location for activities such as outdoor dining or outdoor display.
- Fences, walls, and gateways in transition areas should be designed so that they visually separate but do not hide semi-private spaces.
- Low or stepped down planting areas and terraces or bioswales can be used to visually separate private and public development.

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3. SITE DETAILS

Site details bring continuity and identity to the Tacoma Waterfront. The following guidelines are designed to ensure that the public realm and development sites remain functional for a range of users. Site details should have a clear function and exhibit a simple utilitarian design. Site details are encouraged to reflect the maritime character of the waterfront. Historic site details may be appropriate when related to historic structures. Exceptional care should be taken in the design, construction, and installation of all site details.

Where a specific model is called out in the following details, it is intended that model be used. However, should a specific model not be available or if another model that meets similar design intent is defined, a comparable product should be used.

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Softer shoreline edges provide additional access while conserving habitat and natural features and functions.



This soft shoreline along Ruston Way increases public access while also maintaining shore stability through the use of a naturally sloped backshore and anchored logs that stop erosion and allow sediment to travel along the coast naturally.



Microhabitat is created in Puget Sound with habitat panels and troughs attached to the sea wall to provide rough textured surfaces for organisms to attach to despite the hard shoreline.

3.1 Green Shorelines

Beyond the important economic and social benefits provided by shorelines, they are essential ecological resources. Shorelines include habitats for diverse species of plants and animals, foraging and spawning habitats for marine species, and breeding and feeding areas for birds. The vast majority of the Puget Sound has hard or immobilized edges. Bulkheads and other seawall armoring have been used to make shorelines static, but this treatment actually destabilizes the shore processes and functions and is generally harmful to marine ecosystems. It also disrupts the sediment supply, impacting the nature and composition of nearby shorelines, and changes wave energy, increasing wake and washing away fine materials needed for habitat. To ensure that the region's coastal resources are sustained, the integrity of shoreline ecosystems should be protected.

As population in the region continues and pressure to redevelop and modify waterfront property grows, impacts on the shoreline will increase. Additionally, current models of climate change suggest that sea levels will increase along with more severe episodic storm events. Instead of continuing to fortify the shorelines, design should seek softer, more natural edges that take into account impacts on coastal processes, adjacent properties, and nearshore habitat. Buildings, roads, and other development can be moved from bluffs or beaches to allow for natural shorelines. Large wood or gravel berms can provide protection from waves, while vegetation and improved drainage can stabilize slopes. This softer edge will have the added benefit of providing additional access to the water's edge, offering places to set in a kayak, go for a swim or wade and build sand castles, and create a softer, natural aesthetic.

3.1.1 Replace existing bulkheads or design new shorelines with green shorelines that substantially improve habitat, maintain shore stability, and improve water access.

- Set back development including buildings, roads, and other development to reduce the need for shore protection and decrease the negative impacts from storm surges, flooding, and other episodic events.
- Natural riparian vegetation plantings offer a dual function as landscape design features and shore protection.
- Where erosion is a concern, consider using naturally sloped backshore, berms, or anchored logs to provide shore protection to allow sediment transport along the coast. Offset erosion with periodic beach nourishment, adding gravel roughly every 5 to 10 years.

3.1.2 Mowed turf areas should not be extended to the top of shore embankments.

3.1.3 Where possible, critical and/or sensitive habitat and natural features and functions of the shore zone should be conserved and rehabilitated.

- Avoid filling in intertidal and subtidal areas that offer critical habitat. Instead, use these habitat features as part of the landscape design and shore protection.

3.1.4 Native plants can be used to provide shade for juvenile fish, facilitate the food web by providing homes to insects that fish and birds can eat, provide refuge for animals, and help filter run-off. Non-native plants can be used where they are advantageous, or when native species cannot be found.

3.1.5 Where hard shorelines are used, they can be designed to provide habitat and mitigate wake energy through the use of porous, sloped, gentle, or terraced embankments or through a combination of horizontal and vertical surfaces.

- Create microhabitat to encourage the formation of a crust of filter-feeding marine organisms that function as a living water filtration system through the incorporation of cavities or crevices that retain water during low tide; the use of rough textured and porous surfaces such as mussel, oyster, and clam shells that facilitate the attachment of organisms; and/or integrated ecosystem-enhancing treatments such as oyster baskets.



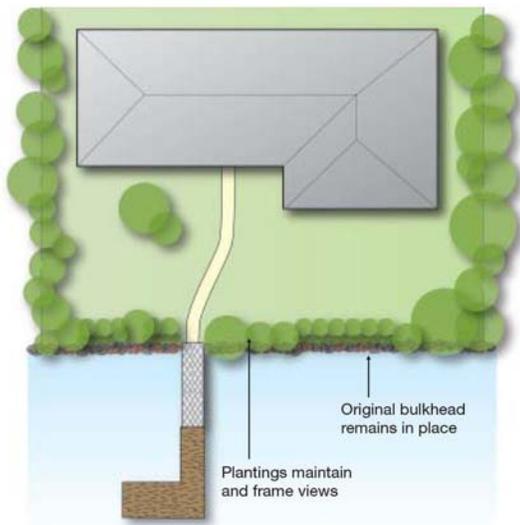
Extending mowed turf to the edge of a shore embankment should be avoided. Use native vegetation along the shoreline instead.



The use of native vegetation and natural shoreline features should be used to provide a buffer between the water and the waterfront walkway.

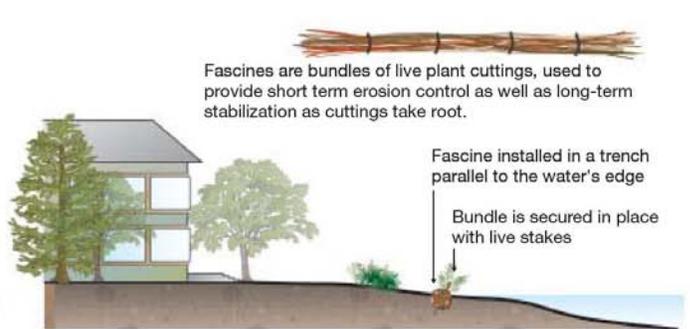


Instead of filling in an intertidal area, the Chinese Reconciliation Park conserves this natural feature and uses it as a centerpiece of the design.



Riparian vegetation can be used to improve fish habitat in areas structural shoreline stabilization currently exists.

Source: Green Shorelines. City of Seattle. 2009.



Examples of "soft" shoreline stabilization techniques.

Source: Green Shorelines. City of Seattle. 2009.



Tidal stairs allow this family to get close to the water along Ruston Way.



A soft shoreline along Ruston Way allows visitors to walk along the beach. Riprap can incorporate seating elements.



A low-profile float along the Tacoma waterfront allows a kayaker to launch.

3.2 Shoreline Edge Treatments that Provide Closeness to the Water

Shoreline treatments that provide closeness to the water are desired. While trails, waterfront promenades, and viewpoints facilitate access, shoreline edge treatments that allow the public to experience and appreciate the water offer more meaningful access. Access to the water can allow people to touch the water in various ways. Beaches offer the chance to dip your toes in the water or take a swim. Boat docks, floats, and launches let kayaks or canoes to set in. Tidal stairs or ramps allow people to discover the riparian ecosystem. Many of these treatments, such as a boat float or beach, do not require a large investment and can facilitate access at a marginal cost. The design of these waterfront elements should reflect guideline 3.1, Green Shorelines.

3.2.1 Provide diverse public experiences that allow visitors to touch the water first and foremost.

- Tidal stairs provide an easy way to get close to the water while also reducing wake energy. Given potential algae growth causing slippery conditions, tidal stairs should be proposed lower than where algae normally occurs. Likewise, grooved, pitted, and or roughened surfaces and handrails can be used to reduce the risk of slipping.
- Tidal ramps provide means for access to the water, allowing people to put in hand-powered boats or fish.
- Riprap can incorporate seating elements that provides closeness to the water.
- Beaches and coves provide simple, convenient access to people and human-powered watercraft.
- Low-profile floats, docks, and launches provide a safe point for launching and landing for human-powered watercraft.
- Piers provide closeness to the water and facilitate fishing and the discovery of nearshore ecosystems.

3.3 Wildlife Habitat

While improving public access along the Tacoma shoreline is a primary objective of these guidelines, often access can have negative impacts on wildlife habitat. These impacts may include flushing, increased stress, interrupted foraging, and/or nest abandonment.

Over the long term, these effects may adversely affect the wildlife population. The shoreline edge is a rich and often critical habitat zone for wildlife. Therefore, providing new means and points of access should be balanced with the goal of providing high-quality habitat.

In areas determined to be key habitat, access should be designed sensitively. Careful design can accomplish both objectives. For example, observation decks, boardwalks, and viewing platforms can provide public access with minimal negative impact on habitat. This type of public access will have the added benefit of allowing visitors to explore and appreciate Tacoma's natural resources and foster public support for their protection. It should be noted that areas of critical habitat may provide visual access rather than physical access, or in-lieu access may be explored.

3.3.1 Wherever possible, retain existing marsh and tidal flats and restore or enhance wildlife habitat.

3.3.2 Plan public access in a way that balances the needs of wildlife and people, reducing or preventing adverse human and wildlife interactions while still providing public access to the shoreline where possible.

- Employ appropriate siting, design, and management strategies such as buffers or use restrictions.
- Use design elements such as varying trail widths, paving materials, and site amenities to encourage or discourage specific types of human activities.
- Provide spur trails to reduce informal access into and through more sensitive areas.
- Use durable materials to reduce erosion impacts on adjacent habitats and to keep users from creating alternate access routes.
- Periodic closures can be implemented to avoid effects on wildlife during sensitive periods such as breeding seasons.

3.3.3 Physical design features such as bridges and boardwalks that confine public use and provide predictability for wildlife can buffer wildlife from human use while still providing physical and visual access.

- Viewing platforms and fencing can allow some visual access while preventing physical access to both people and pets.



Bridges and boardwalks can confine public use to certain areas and provide predictability for wildlife.



This bird blind provides a viewing platform that offers the public visual access while minimizing the impact on animals.

Washington Native Plants for Saltwater Habitats

Latin Name	Common Name	Height	Type
<i>Achillea millefolium</i>	Yarrow	4 inches - 3 feet	Deciduous
<i>Amelanchier alnifolia</i>	Serviceberry, Saskatoon	Up to 15 feet	Deciduous
<i>Aquilegia formosa</i>	Red Columbine	Up to 3 feet	Deciduous
<i>Arctostaphylos uva-ursi</i>	Kinnikinnick, Bearberry	Up to 8 inches	Evergreen
<i>Armeria maritima</i>	Sea-Thrift	Up to 18 inches	Deciduous
<i>Aster subspicatus</i>	Douglas Aster	Up to 32 inches	Deciduous
<i>Carex obnupta</i>	Slough Sedge	1 - 5 feet	Deciduous
<i>Castilleja miniata</i>	Red Paintbrush	8 - 32 inches	Deciduous
<i>Cerastium arvense</i>	Field Chickweed		Deciduous
<i>Crataegus douglasii</i>	Black Hawthorn		Deciduous
<i>Deschampsia cespitosa</i>	Tufted Hairgrass	Up to 4 feet	Deciduous
<i>Eleocharis palustris</i>	Creeping Spikerush	Up to 3 feet	Deciduous
<i>Eriophorum chamissonis</i>	Chamisso's Cotton-grass	8 - 28 inches	Deciduous
<i>Festuca rubra</i>	Red Fescue	Up to 4 feet	Evergreen
<i>Fragaria chiloensis</i>	Coastal Strawberry	Up to 10 inches	Deciduous
<i>Galium trifidum</i>	Small Bedstraw	Up to 28 inches	Evergreen
<i>Gaultheria shallon</i>	Salal	3 - 7 feet	Evergreen
<i>Grindelia integrifolia</i>	Entire-leaved Gumweed	Up to 32 inches	Deciduous
<i>Hordeum brachyantherum</i>	Meadow Barley	Up to 3 feet	Deciduous
<i>Lupinus polyphyllus</i>	Large-leaved Lupine	3 - 6 feet	Deciduous
<i>Malus fusca</i>	Pacific Crabapple	16.5 - 40 feet	Deciduous
<i>Myrica gale</i>	Sweet Gale		Deciduous
<i>Picea sitchensis</i>	Sitka Spruce	Up to 200 feet	Evergreen
<i>Pinus contorta</i>	Shore Pine	Up to 100 feet	Evergreen
<i>Potentilla anserina ssp. Pacifica</i>	Silverweed	Up to 16 inches	Deciduous
<i>Potentilla gracilis</i>	Graceful Cinquefoil	Up to 32 inches	Deciduous
<i>Rubus parviflorus</i>	Thimbleberry	Up to 10 feet	Deciduous
<i>Scirpus maritimus</i>	Seacoast Bulrush		Deciduous
<i>Sisyrinchium californicum</i>	Golden-eyed Grass		Deciduous
<i>Solidago canadensis</i>	Canada Goldenrod	Up to 5 feet	Deciduous

3.4 Low Impact Development

Low impact development (LID) is an approach to stormwater management that emphasizes the conservation and use of existing natural site features integrated with distributed, small-scale stormwater control features to more closely mimic natural hydrologic conditions (Puget Sound Action Team, 2005. Low Impact Development Technical Guidance Manual for Puget Sound). The use of LID techniques is highly encouraged along the Tacoma Waterfront, where feasible. Due to environmental constraints from industrial uses, however, LID will not be practicable for various sites along the shoreline. Please consult with the City of Tacoma Public Works Department before embarking on a LID project.

3.4.1 Reduce the amount of impervious surfaces by minimizing the building footprint, planning and grading the site to maintain natural drainage patterns and encourage the sheet flow of stormwater runoff over permeable areas, and using impervious surfaces such as permeable pavers or pervious concrete.

3.4.2 Whenever possible, preserve existing and provide new vegetated areas.

3.4.3 Direct stormwater runoff from impervious areas into vegetated or pervious areas on the site rather than into the City stormwater system.

- Soils used in stormwater control features should be appropriate for their intended function such as runoff infiltration, flow control, or water quality treatment.

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

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

3.4.5 Green (vegetated) roofs and green walls are highly encouraged along the Tacoma Waterfront.



A stormwater control feature along Ruston Way that directs stormwater runoff from impervious areas and incorporates native plants and artwork.



Permeable pavement allows stormwater runoff to percolate back to the aquifer.



This green roof in Portland, OR is an attractive LID installment that incorporates educational signage.

3.5 Landscape Plantings

Landscape plantings are highly desirable along the Waterfront Walkway, roadways, and surface parking. Landscape plantings, besides just pleasing the senses, can perform many other functions. They can buffer pedestrians from passing vehicles, offer shade, provide wildlife habitat, and filter stormwater, to name but a few.

3.5.1 Native, drought-tolerant plantings are preferred (see list of native plants in Section 3.1, Green Shorelines).

3.5.2 Retaining existing trees in healthy condition and of appropriate species is encouraged.

3.5.3 Select plant varieties that require little maintenance for public improvements.

3.5.4 Landscape planting areas adjacent to the curb can buffer pedestrians from passing vehicles with street trees, low-growing landscape plantings, and groundcover.

3.5.5 Buffer parking areas from adjacent properties, the roadway, and the bicycle/pedestrian path with landscaped separators, where possible.

3.5.6 Encourage the use of plant materials within parking areas, provided views are not blocked.

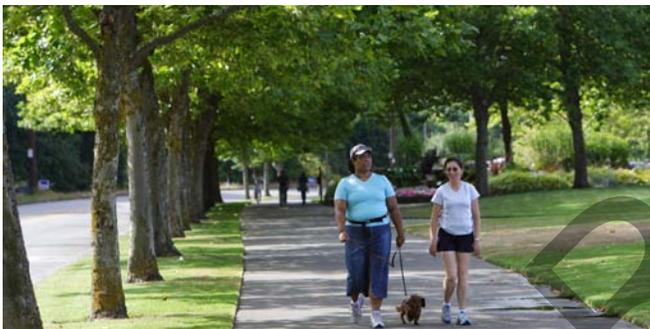
3.5.7 Landscape plantings can be balanced with views by contemplating planting trees that, when mature, will not have canopies that significantly block pedestrian sight lines.

- Avoid planting trees that would require periodic topping to maintain views.

3.5.8 Use landscaping to enhance views and vistas and to screen undesirable features.



Drought-tolerant plants are used along with art that reflects the waterfront's maritime character along Thea Foss.



Landscape plantings and street trees buffer pedestrians along Ruston Way and offer an attractive public amenity. The canopies of these street trees do not obstruct views to the water.



A tree along the Thea Foss is planted in a tree well flush with the pavement that allows for adequate root growth and additional landscape planting.

3.5.9 Trees are highly encouraged where appropriate.

- Trees should not block lighting fixtures.
- Evergreen trees provide enhanced year-round wildlife habitat, stormwater management, and protection from inclement weather.
- Deciduous trees provide fall color and allow for increased light penetration in winter.

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

- Tree wells should be flush with the paving and a minimum of 4 feet by 4 feet to allow adequate soil area for root growth.
- Structural soil should be installed under paving to allow tree roots to grow out of the tree well under the adjacent walkway without causing the pavement to heave or buckle.
- While not preferred, tree grates can be utilized for decorative purposes.

3.5.11 Coordinate public and private landscaping improvements to create a unified visual character and appearance.

3.5.12 Strongly encourage landscaping the Ruston Way roadway, where appropriate, to create a parkway imagery.

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Art greatly enhances public spaces and brings people together.



Public art at the Chinese Reconciliation Park is incorporated with a gathering space along the Walkway and reflects the history of Tacoma's waterfront.



This art display along the Thea Foss functions as an activity generator and is located in a highly visible portion of the Walkway that receives heavy users.

3.6 Art

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

- FUNCTION, such as shelter, safety, or lighting.
- PLAY, such as playground equipment, skateboard areas, bicycle racks, and objects for pets or children to interact with.
- EDUCATIONAL, engaging the history of the Tacoma Waterfront, its environmental state (both past and present), or the evolving functions of the shoreline.
- ENVIRONMENTAL, engaging sustainable materials/systems, such as bioswales, permeable paving, cisterns, solar, or wind.
- SENSORY/ACTIVE, engaging all or as many of the senses as possible of those interacting with the artwork.

An important value for the Tacoma Waterfront is to strive to incorporate deeper levels of meaning into the art pieces that may or may not be discernible upon first glance. Of particular importance is to engage deeper levels of meaning in the waterfront area, including:

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

3.6.1 The use of public art is highly encouraged, particularly at public access/view corridors, community gathering places, outlooks, and along the Waterfront Walkway.

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

3.7 Site Furnishings

According to the Tacoma Municipal Code, all public access sites city wide shall provide site furnishings appropriate for the intended use of the access site, the estimated demand, site context, and hours of use. The following specific site furniture models are preferred for the Thea Foss Waterway, Ruston Way, Schuster Parkway, and Point Ruston Shoreline Districts. A palette of preferred site furnishings is presented below. Used together, these elements will define a unique and discernible identity for the Waterfront Walkway. It is preferred that the specified site furniture be used. However, alternative models can be used if they are of equivalent or better quality, design, or function. These alternative site furnishings can be used to create unique subdistricts within the larger Tacoma Waterfront.

Site furnishings define a unique and discernible identity for the Waterfront Walkway.

Benches

3.7.1 Benches should be considered for public access/view corridors, community gathering places, parks, and at various locations along the Waterfront Walkway.

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

3.7.2 One of the two design standard benches specified below should be used.

- The preferred reversible-back bench is FairWeather model TF-3.
- The preferred bench backless bench is FairWeather model TF-1.3.
- For both benches, arms should be forest green and galvanized. All other metal surfaces should be galvanized steel. Wood slats should be sustainably harvested ipe or cumaru, or other sustainably harvested wood.
- East Foss benches should be 4 feet in length.



Bench:
FairWeather Model TF-3, reversible-back bench

Lighting



*Waterfront Walkway Lighting:
Se'lux MRTC - 17 - GV*



*Waterfront Pedestrian Street Lighting:
Se'lux MRTC - 19 - GV*

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

- Provide safe, well-lit pedestrian surfaces 24 hours a day.
- Reduce light pollution.
- Reinforce the marine industrial history and character of the waterfront.
- Address night lighting.

3.7.3 Coordinate public and private lighting standards to achieve a unified effect.

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

- Waterfront Walkway: 1 foot candle.
- Commercial areas: 1 foot candle.
- High-volume pedestrian areas (such as bus stops): 2 foot candles.
- Parking areas, entries: 2 foot candles.
- Parking areas, internal: 0.5 foot candles.

3.7.5 Encourage the use of energy-saving lighting methods.

3.7.6 Light levels, direction, and shielding can be used to avoid impacts on the shoreline environment and to reduce impacts on residential units.

3.7.7 The lighting fixture specified below should be used along the Waterfront Walkway, along public access/view corridors, and at outlooks.

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



Special location lighting along Thea Foss that reflects the Walkway's maritime character



3.7.8 Special location lighting can be used to identify prominent features, gathering spaces, or intersections.

3.7.9 Parking areas and pedestrian walkways should be illuminated to ensure user safety.

3.7.10 The following pedestrian streetlight guidelines should be used.

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

3.7.11 Vehicular street lighting should be consistent per City standards.

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

3.7.13 Where lighting is appropriate along wooded trails, low-wattage or special area lighting should be used to reduce impacts on wildlife.

- Use lighted bollards or low-mounted fixtures for path lighting, as appropriate to minimize glare or unwanted shadows resulting from conflicts with vegetation.
- The following average light level should be used for wooded trails: 0.5 foot candles.

Bollards

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

3.7.14 The bollard shown should be used for typical applications.

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

3.7.15 For East Foss public access/view corridors or for special applications, the lighted bollard shown should be used.

- Louis Poulsen DOCK-B, natural aluminum.



*Standard Bollard: used for typical applications
36" tall, 8" diameter steel-pipe bollard with conical steel top painted forest green (Pantone 5605C)*



*Lighted Bollard: can be used for special districts
Louis Poulsen Dock - B, natural aluminum bollard.*



*Picnic Table:
Fairweather Model F - 4*



*Drinking Fountain:
Haws 3500D, evergreen*

Drinking Fountains

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

3.7.17 Where applicable, the drinking fountain shown should be used.

- Haws 3500D, evergreen.

Picnic Tables

3.7.18 Where applicable, the picnic table shown should be used.

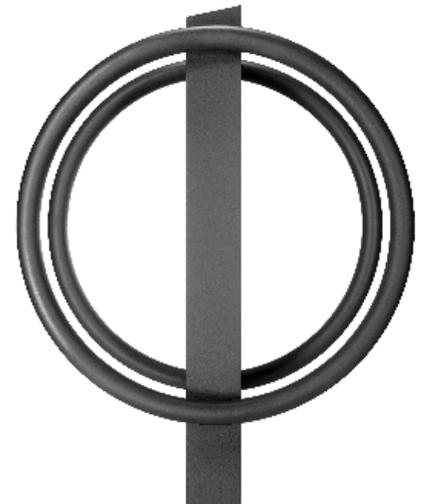
- FairWeather model F-4



*Waste Receptacle: used in most cases
Timberform Profile Series, Model 2894 - P with evergreen
powder coat*



*Alternative Waste Receptacle used at the Chinese
Reclamation Park.*



*Bike Rack:
Hess Tendo, galvanized steel*

Bike Racks

3.7.19 The bike rack shown should be used.

- Hess Tendo, galvanized steel.

Waste Receptacles

3.7.20 The design standard recycling container should be used.

3.7.21 The waste receptacle shown should be used in most cases.

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

3.8 Surfacing Materials

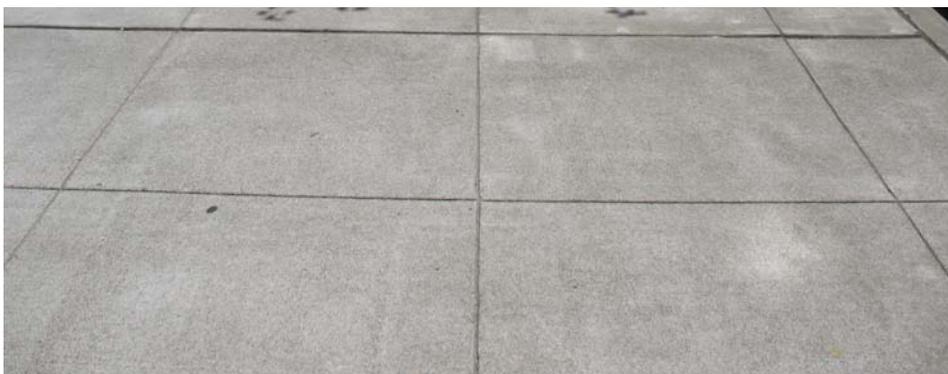
Surfacing materials provide both continuity and variety for the Tacoma Waterfront. In general, surfacing should feature a higher design and construction quality than more typical projects. Special surfacing materials, such as cobblestones, decomposed granite, or pervious materials, are encouraged, with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

3.8.1 Active-use areas, such as the Waterfront Walkway and sidewalks, should typically use the surfacing specified below.

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



Special surfacing materials above are used to distinguish portions of the Walkway. The materials are appropriate for the intended use of the spaces.



This cast-in-place concrete with a broom finish in a four-by-four foot grid along the Walkway is the standard surfacing material for active-use areas.

3.8.2 For boardwalks, the surfacing materials specified below are preferred.

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

3.8.3 Special surfacing materials, such as granite, cobblestones, and gravel may be used where the materials are appropriate for the intended use.

- Special surfacing materials are especially appropriate at crosswalks where the Waterfront Walkway must cross a street or driveway, and to distinguish the Walkway from adjacent private spaces.

3.9 Fences/Screens

3.9.1 It is preferred that permanent fences erected to separate public from private areas are made of concrete, brick, metal, or other approved materials (not chain link) and maintain views rather than create a wall effect.

- Green (vegetated) fences are highly encouraged.
- Not applicable to industrial properties.



An example of successful screening of utilities in Tacoma. Screening is provided through the combination of a fence of wood and iron, not chain link, and landscape planting.



Several examples of permanent fences that are more attractive alternatives to chain link fences. The first two fences maintain views and incorporate landscape materials and artwork to improve the aesthetics of the site. The last fence is an example of how industrial properties can maintain site security without negatively impacting the adjacent sidewalk.

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

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

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

3.10 Marina Gates

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

3.10.2 Marina security gates should be transparent.

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

3.11 Guardrails

Views of the water are an invaluable public resource along the Waterfront Walkway. The design of railings should therefore reflect the character of access along the Waterfront Walkway. Public access to the water should be provided for all people regardless of age or physical abilities. While sometimes necessary for safety, railings should, to the extent possible, not obstruct views. Railings can be reduced in height to allow children or those in wheelchairs unobstructed views. Railings can also be designed to increase transparency, limiting the width of rails and stanchions and reducing the amount of opaque materials. In some areas along the Walkway, it may be preferable to use low walls that serve a dual function of safety and providing seating.



This marina gate along the Thea Foss is located so that it does not impede public circulation. It is also transparent so as not to impede views of the water.



Another example of a marina gate that is transparent and incorporates artwork. This gate provides security without the use of unattractive industrial materials.



This guardrail along Ruston Way ensures safety while still providing visual access.

3.11.1 Where possible, guardrails should be designed to provide visual access, encourage interaction with the water's edge, and promote diverse shoreline treatment.

- To design guardrails that allow maximum views of the water, guardrails should not exceed 3.5 feet in height and should use no more than 30% opaque or solid elements.
- If under 2 feet, walls may be solid to encourage seating along the water.

3.11.2 Guardrails and handrails that relate to the architectural or landscape style of the public access area are preferred.

3.11.3 Materials that are high-quality, durable, and suitable for the marine environment that will resist rust over time should be used whenever possible.



Along the Portland waterfront, a low wall is used instead of a guardrail to provide seating and encourage interaction with the water's edge.

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3.12 Signs

Clear and consistent signs should direct the public to locations of interest along and adjacent to the Tacoma Waterfront.

Logos

3.12.1 The Thea Foss or Ruston Way design standard logos should be used on area signage, bike racks, waste receptacles, benches, and other Waterfront Walkway site details.

3.12.2 Where applicable, the logos shown here should be used.

Building Sites

3.12.3 Whenever possible, signs should be similar to the building and/or building site in design, color, and materials. Strong signage that clearly calls out the identity of users is encouraged.



An example of strong signage clearly calling out the identity of the building user.

Area logos



State-approved sign indicating access



City-approved sign indicating access



An educational sign along Ruston Way with interpretive information.

Directional

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

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

3.12.6 Directional and location signs should identify the Waterfront Walkway. Such signs should use the City-approved Walkway signage.

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

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

Educational/Interpretive

3.12.8 Where appropriate, informational, educational, and interpretive signs relating to the history of the Tacoma Waterfront and Tacoma's maritime history are encouraged.

3.13 Parking and Staging Areas

To improve the continuity of the waterfront, enhance public access, and ensure an attractive shoreline, parking and staging areas should be redeveloped over time. In general, no new surface parking lots should be developed, with the exception of industrial uses. New parking should be provided in structures as opposed to surface lots and should be located on the upland side from the Waterfront Walkway so as not to negatively impact the public realm.

3.13.1 Areas devoted to parking should be minimized and their visual impacts should be mitigated through siting, design, and careful planning.

- Parking can be provided in structured garages on the upland side of the Waterfront Walkway.
- Where appropriate, surface parking can be provided on the upland side of the Waterfront Walkway. Parking areas should be reasonably sized and adequately screened from pedestrian ways with landscaping, fencing, trellises, and/or walls.
- Large expanses of parking can be broken up visually by planted medians with shade trees. Medians should be located so that they buffer pedestrian circulation routes while still respecting views to the water.
- Rather than developing parking incrementally on a project-by-project basis, shared parking can be used to provide for the efficient utilization of valuable waterfront land.

3.13.2 Signage should be used to distinguish public parking and staging areas from private parking areas to ensure proper use.

3.13.3 Provide staging areas along the Waterfront Walkway for convenient access.

3.13.4 Points of conflict between vehicles and pedestrians and/or bicyclists should be minimized.

- Where possible, driveways can be consolidated by interconnecting parking and sharing parking to reduce the number of curb cuts.
- The paving of the pedestrian walk should be continuous to indicate that pedestrians have priority over vehicles crossing the Walkway.
- Vehicle access should have to ascend a driveway apron to reach level of pedestrian/bicycle travel.
- Carefully design parking areas to maximize the number of stalls provided while using a minimum of the limited available space.

Parking should be provided on the upland side of the Walkway so it does not interfere with public access.



Currently along Ruston Way, parking is often provided on the waterway side of the Walkway. This is not preferred as it reduces public access and poses points of conflict between vehicles and pedestrians and bicyclists.



The use of shade trees and landscaped islands should be used to break up large expanses of pavement and soften the visual impact of parking areas.

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