



AGENDA

MEETING: Regular Meeting

TIME: Wednesday, February 5, 2014, 4:00 p.m.

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

A. Call to Order

B. Quorum Call

C. Approval of Minutes – Regular Meeting and Public Hearings on January 22, 2014

D. Discussion Items

1. Draft Hilltop Subarea Plan

Review public comments received at the public hearing on January 22 and through the comment period ending on January 24, and consider modifications to the proposal as appropriate.
(No attachment; Brian Boudet, 573-2389, bboudet@cityoftacoma.org)

2. Temporary Homeless Camp Permitting Process

Review public comments received at the public hearing on January 22 and through the comment period ending on January 24, and consider modifications to the proposal as appropriate.
(See "Agenda Item D-2"; John Harrington, 279-8950, jharry@cityoftacoma.org)

3. Sustainability Code Amendment (Annual Amendment #2014-09)

Review staff analysis of the application and, if appropriate, authorize the distribution of the proposal for public review.
(See "Agenda Item D-3"; Stephen Atkinson, 591-5531, satkinson@cityoftacoma.org)

4. Plan and Code Cleanup (Annual Amendment #2014-11)

Review staff analysis of the application and, if appropriate, authorize the distribution of the proposal for public review.
(See "Agenda Item D-4"; Cheri Gibbons, 591-5379, cgibbons@cityoftacoma.org)

5. Mixed-Use Centers Code Review (MUC-Lite) (Annual Amendment #2014-04)

Review staff analysis of the application and, if appropriate, authorize the distribution of the proposal for public review.
(See "Agenda Item D-5"; Brian Boudet, 573-2389, bboudet@cityoftacoma.org)

E. Communication Items & Other Business

- (a) Transportation Commission's Letter of Recommendation to the Infrastructure, Planning and Sustainability Committee concerning Tacoma Link Light Rail Expansion, January 24, 2014
(See "Agenda Item E-1")



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- (b) Infrastructure, Planning and Sustainability Committee meeting, February 12, 2014, 4:30 p.m., Room 16; agenda includes:
 - Construction and Demolition Waste Services
 - Environmental and Sustainability Management System
 - Planning Commission 2013 Accomplishments and Proposed Work Plan for 2014
- (c) Planning Commission meeting, February 19, 2014, 4:00 p.m., Room 16; agenda includes:
 - Hilltop Subarea Plan and EIS
 - Temporary Homeless Camp Permitting Process
 - 2014 Annual Amendment Package

F. Adjournment



City of Tacoma
Planning Commission

Sean Gaffney, Chair
Scott Winship, Vice-Chair
Chris Beale
Donald Erickson
Benjamin Fields
Tina Lee
Alexandria Teague
Erle Thompson
Stephen Wamback

MINUTES (draft)

TIME: Wednesday, January 22, 2014, 4:00 p.m.

PLACE: Council Chambers, Tacoma Municipal Building, 1st Floor
747 Market Street, Tacoma, WA 98402

PRESENT: Sean Gaffney (Chair), Scott Winship (Vice-Chair), Chris Beale, Tina Lee (excused at 4:45), Alexandria Teague, Stephen Wamback

ABSENT: Benjamin Fields, Donald Erickson, Erle Thompson

A. CALL TO ORDER

Chair Gaffney called the meeting to order at 4:02 p.m.

B. QUORUM CALL

A quorum was declared.

C. APPROVAL OF MINUTES

The minutes of the regular meeting on January 8, 2014 were approved as submitted.

D. DISCUSSION ITEMS

The Commission suspended the rules and modified the order of discussion items as follows:

1. Mixed-Use Centers Code Review (MUC-Lite)
2. Public Hearing – Draft Hilltop Subarea Plan
3. Public Hearing – Temporary Homeless Camp Permitting Process
4. Affordable Housing Policy and Code Amendments
5. Urban Forestry Landscaping Code Update

1. Mixed-Use Centers Code Review (MUC-Lite) (Annual Amendment #2014-04)

Brian Boudet, Manager of the Planning Services Division, along with Ben Ferguson and Aaron Winston from BLRB architects, provided an update on the Mixed-Use Centers Code Review. The project includes two phases: (1) an internal review with staff to evaluate the existing regulatory standards applicable within the centers and identify potential barriers to achieving the desired development, and (2) outreach to stakeholders, particularly the development community, to get their direct input on what kinds of barriers they see to achieving the desired development. The project focuses on evaluation of the existing development requirements applicable within the Neighborhood Mixed-Use Centers, and particularly those applicable to mixed-use projects in the core of these districts. BLRB architects were hired to assist in the analysis, stakeholder engagement, and drafting of recommendations in the second phase of this project.

Mr. Ferguson proceeded to discuss the findings of a stakeholder interview with five local developers and a phone interview with three other local developers. Universally all of the developers said that the reason that development is not happening for them in Tacoma is that the market is poor; other factors include a lack of high-paying jobs, and a lack of interest in the Tacoma market for national banks and institutional lending and developers. Mr. Ferguson indicated that developers stated that policy was not the major issue causing a lack of development, though there were some suggestions for improvement, and that developers praised Tacoma as their favorite place to develop in the region because of the reasonability of the Planning and Development Services Department.

Mr. Boudet facilitated the Commissioners' review and discussion of potential code amendments based on the consultant's findings and recommendations; the amendments were intended to address multi-family uses prohibited at street level on core pedestrian streets, X-District height bonuses, yard space standards, mass reduction – upper floor street-front step-backs, residential transition standards – upper story step-backs, and off-street parking and storage areas. The Commissioners raised some issues concerning the time-sensitive approach for permitting work-live, people's attitudes about parking in different markets such as Seattle vs. Tacoma, the livability of a mixed-use center building with reduced yard space requirements, and whether some of the design and development standards are making mixed-use centers feel too suburban. Mr. Boudet finished the presentation and stated the intent is to come back at the next meeting with a draft proposal or different options for the recommendations.

2. Public Hearing – Draft Hilltop Subarea Plan

At 5:00 p.m., Chair Gaffney called the public hearing to order and reviewed the procedures. Mr. Boudet provided an overview of the Draft Hilltop Subarea Plan. Chair Gaffney called for testimony. The following citizens testified:

(1) Justin Leighton, Hilltop Working Group:

Mr. Leighton praised City staff for work over the past two years and collaborating with community groups, leaders, and residents. He acknowledged that the Hilltop Subarea Plan was not received well by both the community and the Hilltop Working Group when the process first started; the community wanted to make sure that the plan would be implementable, realistic, pragmatic, and reflecting shared values of the community. Mr. Leighton now believes the Plan accomplishes each of these tasks and looks forward to helping the City implement the Plan.

(2) Connie Brown, Tacoma-Pierce County Affordable Housing Consortium:

Ms. Brown extended compliments to City staff for including the community in the planning process and stated that the plan is a promising start to a resurgence of Hilltop because it incorporates business, fun, multimodal transportation and affordable housing.

(3) Aaron Wilson, Hilltop Action Coalition:

Mr. Wilson represented block leaders and stated that the overall feeling is enthusiasm about the project and they are thankful that it includes a thoughtful analysis of how to keep the people who live in Hilltop included in the community.

(4) Timothy Johnson, Johnson Commercial Properties:

Mr. Johnson thanked staff for allowing for a lot of input from different groups.

(5) Liz Dunbar, Tacoma Community House:

Ms. Dunbar commended staff for including everyone in the process and the Tacoma Community House looks forward to helping implement the visions in the plan and believes it will help include the community and provide more opportunities for the people that they serve. Ms. Dunbar noted that it will be a challenge to both encourage development and keep the character of the community as well.

(6) Sean Lloyd:

Mr. Lloyd requested clarification of the processes of the Planning Commission's meeting and two public hearings tonight. He also had questions regarding the Draft Hilltop Subarea Plan and whether "public testimony" entails interactive discussions about the Plan. Chair Gaffney explained the purpose and process of the public hearing and suggested Mr. Lloyd talk to staff after the hearing.

(7) Josh Rizeberg, Hilltop Build and Destroy (B.A.D.):

Mr. Rizeberg expressed concern that the Hilltop Subarea Plan over-represents the corporate interests of hospitals, real estate developers and only the people who've attended meetings, and indicated that some view this Plan as a form of gentrification.

(8) Nick Brandenburg:

Mr. Brandenburg expressed thanks for including many different groups in the planning process, at the same time he wanted to indicate that affordable housing is a key part of this plan and wants to make sure that businesses and people within the community have a stake in the process of developing the community over the coming years.

Seeing no more citizens coming forward to testify, Chair Gaffney reiterated that the public hearing record will remain open through January 24, 2014 to receive written comments, and closed the public hearing at 5:32 p.m.

3. Public Hearing – Temporary Homeless Camp Permitting Process

At 5:32 p.m., Chair Gaffney called the second public hearing to order and reviewed the procedures. John Harrington, Development Services Division, provided an overview of the proposed land use regulations concerning the Temporary Homeless Camp Permitting Process. Chair Gaffney called for public testimony. The following citizens testified:

(1) Patricia Menzies, Tent City Tacoma:

Ms. Menzies expressed the concern that the City is proposing regulations on the church run homeless camps that go over and above what other land uses in the neighborhoods would be expected to do, such as site obscuring fencing and requiring background checks for residents. This is not required for any other type of housing. There is a perception by some in the homeless community that the site obscuring fence purpose is to shield the "unwanted" use from the neighborhood. Ms. Menzies does not want showers to be required because of the financial and logistic difficulty of providing them. She feels that hygiene stations would be adequate.

(2) Alan Oldskident, Tent City Tacoma:

Mr. Oldskident believed that the City should not make rules specific to the camp except for health and safety. The existing camps allow residents to have dignity by allowing them to make many of their own rules and requiring community and camp service. The camps are essential because they are safer for a homeless person versus being out on their own.

(3) Al Ratcliffe, Homeless Coalition:

Mr. Ratcliffe confessed early skepticism and concern when this issue first came up, but over time the Homeless Coalition was able to work with Tent City Tacoma and City staff and now sees temporary homeless camps as a positive solution to housing for the homeless population and supports the general concept that this should be allowed. He supports the idea of self-governing by residents of the camps.

Seeing no more citizens coming forward to testify, Chair Gaffney reiterated that the public hearing record will remain open through January 24, 2014 to receive written comments, and closed the public hearing at 5:52 p.m.

4. Affordable Housing Policy and Code Amendments (Annual Amendment #2014-06)

Elliott Barnett, Planning Services Division, presented the proposal package, which was largely the same as what the Commission had reviewed at the last meeting on January 8, 2014. Staff changed the Accessory Dwelling Unit (ADU) parking requirement as requested by the Commission. Otherwise, the changes all pertained to the small lots provisions, which include allowing lot width down to 35 feet in the R-2 District. The Commission had directed staff to explore whether additional small lot standards are necessary to promote compatibility with the neighborhood pattern. Mr. Barnett stated that the biggest issue with neighborhood character has to do with encouraging lots to be oriented to the street and vehicular access to the rear of the site, which are already covered by the existing provisions. The proposal would add new height restrictions, clarify that lots and houses must be oriented to the street, and require one street tree. Staff also examined Floor Area Ratio (FAR) as a tool but is not recommending it at this time. The Affordable Housing Policy Advisory Group and the Master Builders Association are not in favor of adding FAR, Mr. Barnett indicated.

Discussion ensued. Commissioner Wamback stated he is disappointed that allowing detached ADUs in single family districts is not being proposed, at least as a Conditional Use. Mr. Barnett responded that issue is slated for consideration next year, per the City Council's work plan. Commissioner Beale requested staff examine the code provision that rent may not be received for owner occupied units, to verify it is legal, and to clarify that the owner could rent a room to a lodger. The Commission authorized the distribution of the proposal package for public review.

5. Urban Forestry Landscaping Code Update (Annual Amendment #2014-10)

Elliott Barnett, Planning Services Division, provided an overview of the proposed code amendments which relate to planting more, planting better, vegetation health, incentives and flexibility including sliding scale based on tree size, and an understandable and predictable approach. Mr. Barnett stated changes since the Commission's last review on December 18, 2013 include: changing the definition of tree size to be based on height, crown spread and growth rate; the self-managed agencies proposal 50% minimum would be replaced with an intent statement; street trees would be required in M-2 and in four specific corridors in the PMI District; and the specifics of the credits proposals.

Discussion ensued. The Commission directed staff to make several changes, including: provide more detail on planting area and requirements for parking lot landscaping; retain the current code's minimum tree trunk setbacks from curbs and infrastructure; add soil standards and mulching requirements; and add administrative flexibility to require a larger planting area width when appropriate for specific trees species.

Commissioner Beale requested further consideration of the issue of how the code will be implemented and verified. The Commission also discussed whether the code will actually help achieve more canopy coverage, and whether the intent has shifted back to a more traditional landscaping concept. The Commission discussed but did not reach consensus on adding a requirement that the largest tree be used for the available planting area. The Commission reiterated that enforcement is a significant issue. The Commission then authorized the distribution of the proposal package for public review, with the above changes as directed.

E. COMMUNICATION ITEMS AND OTHER BUSINESS

- (a) Mr. Barnett explained the memo to Planning Commission concerning Open Space Element Update (Annual Amendment #2014-08), dated January 16, 2014. The intent was to add a top priority projects list to the Open Space Element, which the Commission had already authorized for public review. Having this list is a way of strengthening grant applications and providing a forum for the City Council to express their priorities. The Commission concurred with adding the list. Commissioner Beale requested that the public review draft include the most up to date and accurate Open Space Inventory. Commissioner Wamback suggested that "Community Gardens Program" be changed to "Community Gardens".
- (b) Lihuang Wung, Planning Services Division, provided the following information:
- Planning Commission's Letter of Recommendation to the City Council concerning Tacoma Link Light Rail Expansion, January 15, 2014
 - Planning Manager's Letter to the Community regarding 2014 Annual Amendment, January 9, 2014
 - Agenda for the Planning Commission meeting, February 5, 2014.

F. ADJOURNMENT

The meeting was adjourned at 6:55 p.m.



Agenda Item
D-2

City of Tacoma
Planning and Development Services

To: Planning Commission
From: John Harrington, Development Services Division
Subject: **Temporary Homeless Camp Permitting Process**
Meeting Date: February 5, 2014
Memo Date: January 30, 2014

The Planning Commission conducted a public hearing on January 22, 2014, and kept the record open through January 24, to receive public comments on the proposed land use regulations concerning the Temporary Homeless Camp Permitting Process. At the next meeting on February 5th, staff will facilitate the Commission's review of public comments received and consideration of modifications, if any, to the proposed code amendment.

Attached is a Public Comments and Staff Responses Report that summarizes comments received and the corresponding staff responses. If you have any questions, please contact me at 279-8950 or jharry@cityoftacoma.org.

Attachment

c: Peter Huffman, Director



Proposed Land Use Regulations concerning Temporary Homeless Camp Permitting Process

Public Comments and Staff Responses Report

January 30, 2014

The Planning Commission conducted a public hearing on January 22, 2014, and kept the record open until January 24, 2014, to receive public comment concerning the proposed amendment of the Tacoma Municipal Code to address temporary homeless camp permitting process. Three citizens testified at the public hearing, and two written comments were received (see Attachments A). Summarized below are the major issues and concerns reflected in the public comment and the corresponding staff responses.

1. Subject: Emergency extensions

Commenter: Patricia Menzies, Tent City Tacoma (E-mail, January 17, 2014)

Issue: There should be a provision for an emergency extension for the camp just in case there is a problem setting up the next camp site. This actually happened to Tent City 4 in Sammamish and they had to move on a temporary emergency basis to a state park.

Staff Response: *Two of the benchmark cities we looked at, Spokane and Shoreline, had extensions allowed. Spokane allowed a one-time extension of up to 40-days if requested before the last 30 days and if no violations of the camp permit had occurred. Shoreline permitted an extension of up to one year even though their base permit was only for 60 days. It would be prudent to allow for a 40-day emergency extension for unforeseen circumstances, such as a church suddenly pulling out of agreeing to host the camp. This provision would allow time for the other churches involved in the camp rotation and any helper organizations to make arrangements for a new site without putting the residents in a bad situation. This issue magnifies the importance of lining up a year-long rotation of qualifying church sites in advance of starting a camp in Tacoma and maintaining that year planning cushion for logistics and financing. The emergency extension could be added under proposed section TMC 13.06.635 B.4.c(4) which specifies the maximum duration of a homeless camp. New section 13.06.635 B.4.c(4)(a) would read: "A one-time extension of up to 40-days may be granted by the Director for unforeseen circumstances if requested before the last 30-days of the temporary permit and if no violations of the camp permit had occurred."*

2. Subject: City is overregulating

Commenter: Patricia Menzies, Tent City Tacoma (Oral testimony, January 22, 2014)

Issue: The regulations go over and above what other land uses in the neighborhoods would be expected to do, such as site obscuring fencing (perceived as a way to shield the “unwanted” use from the neighborhood) and requiring background checks for residents. Showers should not be required because of the financial and logistic difficulty of providing them; hygiene stations would be adequate.

Staff Response: *The site obscuring fencing is primarily for the safety and comfort of the persons in the camp, not as a screen for the neighbors. The fence provides limited access points to the camp area, keeping out stray animals and persons who should not be in the camp. The site obscuring material also provides a visual screen for pets inside the camp from pets outside to camp to help limit barking. The screen also helps shield lights from outside the camp from disrupting people's sleep in the tents. As the Planning Commissioners have seen in pictures of the existing camps, most of the neighboring residential structures can easily see the camp and tents inside the 6-foot perimeter fence, so the purpose is not to screen the camp.*

The background check is for the safety of the persons living in the camp and to also provide a sense of security for surrounding neighbors of the camp. It is true that living quarters do not require this, but the other living quarters are in a more secure building that has exterior and interior walls and windows and doors that can be locked to provide more safety. In tents, the safety provided by walls and locked doors is not possible. The

neighborhoods will likely be more supportive of the camps coming to, and possibly returning to, the neighborhood if they knew the background checks were made.

The proposed shower requirement, 1 per 33 residents, would realistically provide a shower to each resident of a 100-person camp every three days. Not having a shower would be unacceptable for health reasons. There is only so much of your body that you can clean at a hygiene station (essentially, just a sink and water faucet) and living in close quarters, various diseases and vectors can manifest if the residents of the camp do not keep clean. One of the causes of homelessness is the lack of employment. A shower and clean clothes are essential for many types of employment. Staying clean with a shower will also keep clothes and bedding clean longer, requiring fewer trips to Laundromats.

3. Subject: Camp residents need to have their dignity

Commenter: Allan Oldskident, Tent City Tacoma(Oral testimony, January 22, 2014)

Issue: The City should not make rules specific to the camp except for health and safety. The existing camps allow residents to have dignity by allowing them to make many of their own rules and requiring community and camp service.

Staff Response: *The proposed regulations are to protect the public health and safety and the health and safety of the residents of the camp. They are designed to not only protect the immediate well-being, but also to project a limited impact on the environment and neighborhoods that will increase the likelihood of a successful camp and being invited back to the site. The success and image of the camps are essential for future support by the congregations who are needed to provide the camp sites, utilities hookups, funding and other support. Without this support the camps would not be able to exist.*

4. Subject: Camps need to be allowed as viable housing option

Commenter: Al Ratcliffe, Homeless Coalition(Oral testimony, January 22, 2014)

Issue: Temporary homeless camps are a positive solution to housing for the homeless. He supports the idea of self-governing by residents of the camps.

Staff Response: *While this will be another option for housing the homeless, many persons during the public outreach sessions expressed the hope that other shelter options in buildings with better facilities would be available instead of having people live outside in tents.*

5. Subject: JBLM Accident Potential Zone

Commenter: Dan Penrose, South Sound Military & Communities Partnership (Letter, January 22, 2014)

Issue: Homeless camps should not be allowed within the Accident Potential Zone 2 ("APZ II") of McChord Field at Joint Base Lewis-McChord.

Staff Response: *Staff recommends that the City work in concert with the South Sound Military & Communities Partnership on the Joint Land Use Study to bring about land use regulations that implement the policies in the Comprehensive Plan to limit high density and assembly land uses in APZ II in the City of Tacoma. However, until this is done for all properties within the APZ II, it would not be prudent to single out this restriction for this church sponsored use. However, staff will certainly inform potential applicants of the additional hazard and recommend that other suitable sites outside the APZ II may be a better choice for a homeless camp.*

Attachment

A. Comments Received during the Public Hearing Process

Attachment A

Comments Received during the Public Hear Process

A. Oral Testimony Received at the Public Hearing on January 22, 2014:

(1) **Patricia Menzies, Tent City Tacoma:**

Ms. Menzies expressed the concern that the City is proposing regulations on the church run homeless camps that go over and above what other land uses in the neighborhoods would be expected to do, such as site obscuring fencing and requiring background checks for residents. This is not required for any other type of housing. There is a perception by some in the homeless community that the site obscuring fence purpose is to shield the "unwanted" use from the neighborhood. Ms. Menzies does not want showers to be required because of the financial and logistic difficulty of providing them. She feels that hygiene stations would be adequate.

(2) **Alan Oldskident, Tent City Tacoma:**

Mr. Oldskident believed that the City should not make rules specific to the camp except for health and safety. The existing camps allow residents to have dignity by allowing them to make many of their own rules and requiring community and camp service. The camps are essential because they are safer for a homeless person versus being out on their own.

(3) **Al Ratcliffe, Homeless Coalition:**

Mr. Ratcliffe confessed early skepticism and concern when this issue first came up, but over time the Homeless Coalition was able to work with Tent City Tacoma and City staff and now sees temporary homeless camps as a positive solution to housing for the homeless population and supports the general concept that this should be allowed. He supports the idea of self-governing by residents of the camps.

B. E-mail from Patricia Menzies, January 17, 2014:

You forwarded this message on 1/17/2014 2:06 PM.

From: Patricia Menzies <pmenzies48@gmail.com>
To: Harrington, John
Cc:
Subject: Re: KIRO story

Sent: Fri 1/17/2014 9:40 AM

Hi, Harry,

Since you visited TC4 I thought you would want to know the latest on them. Their "next place" fell through and they are supposed to move this weekend! I don't know if Seattle/King Co. has an emergency extension process, but sure hope this excellent camp doesn't have to dissolve because of this. And I know the proposed code here has a provision for 120 days but do we have an emergency process if TCT has done all its work and something falls through?

I'm also interested if you've been getting any feedback because of KIRO's story. It would be helpful to know what we might face on Wednesday. Also, I hope the Planning Commission will be clear at the hearing about what the topic up for discussion is. Will they let people go off topic and complain about homeless folks in general and illegal homeless encampments? Seems like that would be quite unproductive.

See you next week.
Patricia

C. Letter from Dan Penrose, South Sound Military & Communities Partnership, January 22, 2014: (next page)



SOUTH SOUND MILITARY & COMMUNITIES PARTNERSHIP

January 22, 2014

John Harrington, Jr.
Principal Planner
City of Tacoma
Via email: planning@cityoftacoma.org

City of DuPont

City of Lacey

City of Lakewood

City of Tacoma

City of Yelm

Joint Base Lewis-McChord

Nisqually Indian Tribe

Pierce County

Pierce County Health Department

Tacoma-Pierce County Chamber of Commerce

Thurston County

Thurston Regional Planning Council

Town of Steilacoom

United Way-Pierce County

Washington State Department of Transportation

Washington State Military Department

RE: Temporary Homeless Camps Permitting Process

Dear Mr. Harrington:

On behalf of the 16 members of the South Sound Military & Communities Partnership (SSMCP) Steering Committee in the communities surrounding Joint Base Lewis-McChord (JBLM), I would like to offer a comment on the City of Tacoma's proposal to amend its zoning code to permit homeless camps in certain areas around the city, including within the Accident Potential Zone 2 of McChord Field, JBLM.

The SSMCP is a regional collaboration dedicated to building thriving military communities and we serve as a single point of contact for military-related activity that affects the region as a whole. As such, we work to increase awareness of the importance of JBLM to the state's economy. JBLM is the second largest employer in Washington State and a major driver of the region's economic activity. A power-projection platform for our Army and Air Force, C-17 cargo aircraft approach and depart from McChord Field on a daily basis. The Department of Defense has established overlay zones north of the runway in both Lakewood and Tacoma that assess the accident potential for aircraft and calculate the noise exposure levels within this area.

The Department of Defense recommends limiting uses on this property to ones that are low-density residential and business services, such as one dwelling unit per acre. The City of Lakewood has specific regulations in their zoning code that restricts new or more dense residential/assembly uses within the APZ1 and APZ2 zones in order to reduce the exposure of people to the possibility of an aircraft crash. For APZ2, densities are limited to no more than 50 persons per acre. The temporary homeless camp proposal allows for up to 50 persons on a 7,500 square foot lot or 100 persons on a 15,000 square foot lot, which is much more dense than the Department of Defense guidelines.

In recognition of the ongoing development activity in the APZ1, APZ2, and development elsewhere in Pierce and Thurston counties, the SSMCP has secured a two-year Joint Land Use Study grant which will review incompatible land uses and determine the best way to promote compatible uses and prevent further encroachment of the military mission at JBLM. We trust that you will help us with that process.

Thank you for the opportunity to comment on this important project.

Sincerely,

A handwritten signature in blue ink that reads "Dan Penrose".

Dan Penrose, Program Manager
dpenrose@jblm-growth.com



City of Tacoma
Planning and Development Services

To: Planning Commission
From: Stephen Atkinson, Associate Planner, Planning Services Division
Subject: **Sustainability Code Amendments**
Date of Meeting: February 5, 2014
Date of Memo: January 30, 2014

At the next meeting on February 5, 2014, staff will present proposed land use regulatory code amendments and a draft staff report for the Sustainability Code Amendments package. The proposal is intended to further advance the City's goals for reducing greenhouse gas emissions and promoting low impact development, active transportation and public health.

The presentation will continue the Commission's discussion of electric vehicle parking and infrastructure requirements and start and end of trip infrastructure to support bicycling and introduce minor amendments that will remove barriers to the use of certain low impact development techniques and provide setback and height exceptions for exterior insulation.

At the meeting staff will provide an overview of the proposal and specific amendments, updates to the amendments in response to the Commission's comments from the meeting on January 8, summarize discussions with key stakeholders, request direction, and if appropriate, seek the Commission's authorization to release the draft for public review. Attached are a draft staff report, the proposed code changes, and additional references and citations for background materials.

If you have any questions, please contact me at 591-5531 or satkinson@cityoftacoma.org.

c: Peter Huffman, Director



2014 Annual Amendment

Staff Analysis Report

Application No.:	2014-09
Proposed Amendment:	Sustainability Code Amendments
Applicant:	Planning and Development Services
Location & Size of Area:	Citywide
Current Land Use & Zoning:	Various
Neighborhood Council Area:	Citywide
Staff Contact:	Stephen Atkinson, Planning Services Division (253) 591-5531 satkinson@cityoftacoma.org
Date of Report: <small>(Planning Commission review date; draft or final)</small>	February 5, 2014 (draft)

I. Description of the Proposed Amendment:

1. Describe the proposed amendment, including the existing and proposed amendatory language, if applicable.

This proposal includes amendments to the Land Use Regulatory Code to further advance the City's goals for sustainable development and for the promotion of public health and active living.

Proposed amendments include the following:

Electric vehicle parking and infrastructure provision: Currently, electric vehicle charging stations and battery exchange stations are permitted under existing municipal code. These proposed amendments would add design and location standards for new electric vehicle parking and charging stations, including requirements for accessibility, as well as establish parking quantity requirements that will ensure that a percentage of new parking spaces either provide level 2 charging facilities or are constructed with the capacity to accommodate a future level 2 charging station. The quantity requirements are focused on trip origins and destinations, with a particular focus on providing electric vehicle infrastructure at new multifamily developments.

Bicycle start and end of trip infrastructure: The current bicycle parking requirements are based on a percentage of the required auto parking. Over time the City of Tacoma has been steadily decreasing auto parking requirements, and in some cases has removed parking minimums altogether. Therefore, by default, as auto parking requirements are decreased, bicycle parking requirements have decreased as well. The proposed amendments would de-couple the bicycle parking requirements from the auto parking requirements and reset the quantity requirements in-line with the City's goals for urban design, healthy living, transportation mode shifts, and greenhouse gas reduction. Further, the amendments would distinguish between short and long term bicycle parking, as envisioned in the Mobility Master

Plan, and require shower and changing facilities at trip destinations when a certain amount of long-term bicycle parking is required.

Setback and height exception for exterior insulation: This proposed amendment would provide a setback and height exception for insulation added to the exterior of a structural frame to improve energy efficiency and to better facilitate the retrofit of existing structures to reduce energy demands.

Low impact development barriers: New guidance from the Environmental Protection Agency (http://www.epa.gov/smartgrowth/pdf/sg_stormwater_BMP.pdf) substantiates the position that compact urban development and smart growth principles, including residential infill and mixed-use development, are regional stormwater best management practices that help to curtail the expansion of the urban footprint into non-urban areas, thereby lessening overall stormwater impacts. The proposed amendments include minor code revisions that will remove barriers within the zoning code to using low impact development techniques, specifically pervious pavement and rainfall catchment systems, and to identify code sections that are supportive of low impact stormwater management, consistent with EPA's guidance, and to amend the purpose and intent statement of specific code sections to reflect this support.

2. Describe the intent of the proposed amendment and/or the reason why it is needed.

The amendments are intended to further advance the City's goals for sustainable development, public health and active living, consistent with and supportive of the goals of the Washington State Growth Management Act, Vision 2040, Transportation 2040, the City of Tacoma Comprehensive Plan and the Climate Action Plan.

While recent forecasts estimate that plug-in electric vehicles sales growth will continue on a positive trend, with some forecasts estimating a 31.5% compound annual growth rate, and continue to gain market share, one of the primary barriers to market growth is the convenient access to charging facilities. For dense urban areas, lack of access to charging facilities at multi-family residences and the costs of retrofitting existing residential and commercial structures, is a key barrier to market growth in these areas. In addition, the provision of electric vehicle infrastructure at employment centers and destinations will help to extend trip distances and facilitate the public acceptance of electric vehicle infrastructure.

Market analysis estimates that battery life and costs will continue to improve, maintenance costs for electric vehicles will continue to be an advantage over combustion engines, rising fuel emission standards will continue to drive investment in electric vehicle models, and improvements in performance and diversification of models will contribute towards an increasing market share, estimated to reach 7% of the light-duty market by 2020.

Favorable conditions in Puget Sound include the establishment of the "West Coast Electric Highway" and cheap residential electricity rates. Washington State, and in particular the Puget Sound Region, is expected to see an above average growth in electric vehicle sales and is already trending in this direction.

Convenient, safe and secure start and end of trip infrastructure for bicycles is one of the primary barriers to boosting bicycle ridership. In Seattle, surveys suggest that approximately 50% of the population has access to a working bicycle, but regular ridership is under 20%. For Tacoma, a City which is largely built-out, the majority of future residential development is expected to be multifamily and located within or in close proximity to mixed-use centers. Ensuring that new multi-family

residential development incorporates an adequate supply of bicycle parking will promote more active ridership among existing bicycle owners as well as new ownership. However, in order to facilitate growth in bicycle commute trips, end of trip infrastructure, including bicycle parking, lockers, and shower facilities, are essential to ensure that residents can opt into bicycle commuting.

- 3. Describe the geographical areas associated with the proposed amendment. Include such information as: location, size, parcel number(s), ownership(s), site map, site characteristics, natural features, current and proposed Comprehensive Plan land use designations, current and proposed zoning classifications, and other appropriate and applicable information for the affected area and the surrounding areas.**

The proposed code would apply citywide to new development and substantial alterations, as specified in the draft.

- 4. Provide any additional background information associated with the proposed amendment.**

City staff reviewed the following materials, which provided the basis for the Sustainability Code Amendments.

Sustainability Tools for Assessing and Rating Communities (STAR)

The STAR Community Rating System (STAR) is a voluntary framework for evaluating, quantifying, and improving the livability and sustainability of U.S. communities. In November, 2013 the City of Tacoma became the first city to receive STAR certification. More information is available at www.STARcommunities.org.

LEED Neighborhood Development

In 2012 the City of Tacoma was selected by Smart Growth America (SGA) from a national pool of applicants to receive a free smart growth technical assistance workshop titled “Using LEED-DN to Accelerate the Development of Sustainable Communities.” The program is sponsored by SGA, in partnership with the U.S. Environmental Protection Agency’s Building Blocks for Sustainable Communities program and is intended to promote the implementation of smart growth principles at the local level.

The LEED-ND rating system is a set of measures for judging and certifying the sustainability of a neighborhood, similar to LEED certification of a green building, but at the neighborhood scale. The City held a workshop in April 2012 on incorporating LEED-ND into the City’s South Downtown and Martin Luther King Jr. Subarea Plans. LEED-ND standards are also incorporated into the STAR community rating system.

Climate Change and Tacoma’s Climate Action Plan

In early 2007, the Tacoma City Council and then Mayor Bill Baarsma commissioned the Green Ribbon Task Force on Climate Change to make recommendations to the City Council, defining strategies that the community could take to reduce greenhouse gas (GHG) emissions. The intention was to implement steps to ensure the City could align itself with the reduction goals stated in the Kyoto Protocol.

Tacoma’s Climate Action Plan establishes carbon reduction goals for the City and community and offers more than 40 strategies to achieve those goals. The Office of Environmental Policy and Sustainability provides annual update to the City Council on our progress in meeting the City’s carbon

reduction goals. More information is available at <http://www.cityoftacoma.org/cms/one.aspx?portalId=169&pageId=18996>.

Low Impact Development Standards Gaps and Barriers Audit

AHBL reviewed portions of Tacoma's Municipal Code, the Public Works Design Standards, and the Stormwater Management Manual to better understand the challenges to applying Low Impact Development techniques within the City of Tacoma. This review also highlighted areas where LID would be particularly appropriate or where there was existing support for LID approaches and techniques.

International Green Construction Code

In 2012 the International Code Council (ICC) released the International Green Construction Code (IgCC). The IgCC is the first model code to include sustainability measures for the entire construction project and its site — from design through construction, certificate of occupancy and beyond. The new code is expected to make buildings more efficient, reduce waste, and have a positive impact on health, safety and community welfare.

II. Analysis of the Proposed Amendment:

1. How does the proposed amendment conform to applicable provisions of State statutes, case law, regional policies, the Comprehensive Plan, and development regulations?

The proposed amendments are consistent with and mutually support the goals and policies of the Growth Management Act, multi-county goals and policies, the City of Tacoma Climate Action Plan, and the overarching goals as well as individual elements of the City of Tacoma Comprehensive Plan.

Growth Management Act

The proposed amendments directly support the following goals, as set forth in the Growth Management Act:

Urban growth

Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

Transportation

Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

Public facilities and services

Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

Environment

Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

RCW 47.80.090

The purpose of HB 1481 is to encourage the transition to electric vehicle use and to expedite the establishment of a convenient and cost-effective electric vehicle infrastructure that such a transition necessitates. The Legislature agreed that the development of a convenient infrastructure to recharge plug-in electric vehicles is essential to increase consumer acceptance of these vehicles.

VISION 2040 and Transportation 2040

The proposed amendments directly support the following goals from VISION 2040 and Transportation 2040:

Environment: The region will care for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, reducing greenhouse gas emissions and air pollutants, and addressing climate change impacts. The region acknowledges that the health of all residents is connected to the health of the environment. Planning at all levels should consider the impacts of land use, development patterns, and transportation on the ecosystem.

Transportation: The region will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the regional growth strategy, promotes economic and environmental vitality, and contributes to the better public health.

Tacoma Climate Action Plan

The Tacoma Climate Action Plan established greenhouse gas emission reduction goals for the near, mid and long term and identified action strategies to meet these goals.

- By 2020, reduce Tacoma's greenhouse gas emissions to 40 percent below 1990 levels. This means reducing emissions to a total of 1,194,498 tons, which is 712,081 tons below what is predicted for 2012.
- By 2050, reduce Tacoma's greenhouse gas emissions to 80 percent below 1990 levels. This means reducing emissions to a total of 398,166 tons, which is 1,508,413 below what is predicted for 2012.

Comprehensive Plan

The proposed amendments are directly supportive of the following goals of the Comprehensive Plan:

To achieve a multimodal transportation system that efficiently moves people and goods with optimum safety and appropriate speed, maximizes the conservation of energy, and minimally disrupts the desirable features of the environment.

To offer a pleasing, esthetic and healthful environment in which to live, work, and play, and to possess an image, which instills a sense of community pride in its citizens.

To achieve a broad range of community facilities and services to meet the needs of the entire community, taking care that all areas of the city are served fairly and equitably with a minimum of disruption.

Transportation Element:

T-CTR-1 Comprehensive Planning and CTR

Incorporate Commute Trip Reduction in the planning for land use, transportation, housing, capital facilities, environmental protection, open space and recreation facilities, neighborhoods and communities, and other applicable disciplines of comprehensive planning. This will be accomplished by promoting CTR related and supportive policy aspects, such as those listed below:

- Promote transit-oriented development;
- Encourage maximum parking requirements for new development;
- Require active transportation connections between retail, living and work places;
- Evaluate land use changes to the Comprehensive Plan and determine how the development furthers the goals of CTR;
- Realize the Complete Street concept;
- Strive for job-housing balance;
- Support an integrated, regional high capacity transit system;
- Enhance walking and bicycling environment;
- Require parking for bicycles where applicable; and
- Ensure that connectivity, accessibility and transferability among multiple modes of transportation are adequate, efficient, safe and friendly for pedestrians and bicyclists.

T-CTR-4 Climate Change and CTR

Integrate the Commute Trip Reduction program efforts into the work program of the Office of Sustainability and the Sustainable Tacoma Commission on Climate Change (established pursuant to City Council Resolution No. 37631, adopted on October 21, 2008) to effectively reduce carbon emissions and improve air quality.

T-ES-7 Electric Vehicles

Encourage and promote the use of electric vehicles as they are developed in all automobile, truck and commercial vehicle classes. Neighborhood Electric Vehicles and Medium Speed Electric Vehicles may travel Tacoma's street network where appropriate and consistent with State law. Encourage the use of such vehicles in a way that conditions are safe and don't impede traffic flow.

T-ES-8 Emission-free Vehicles and Devices

Where appropriate and applicable, encourage the use of transportation devices that have a minimal impact to the environment and do not emit greenhouse gases such as skateboards and bicycles, electric personal assistive mobility devices, Low Speed Electric Vehicles and other innovations.

T-ES-10 Electric Vehicle Infrastructure

Provide for a broad range of charging opportunities at public and private parking venues.

T-MMP-3 Environmental Sustainability

Encourage and improve the appeal and convenience of modes of transportation with negligible carbon emissions, such as walking, biking, and using assistive devices, thereby reducing the miles traveled by single occupancy vehicles.

Open Space, Habitat and Recreation Element:

OS-GI-7 Sustainable Development Practices City-wide

Encourage and support sustainable development practices throughout the City, such as low impact development stormwater management, green building and complete streets. Review and update City regulations on an ongoing basis, as new information and opportunities become available, to better achieve outcomes in terms of green infrastructure goals.

Environmental Policy Element

E-LID-1 Manage Stormwater

Encourage the use of low impact development techniques to mitigate stormwater runoff, including bioretention systems, green roofs and vegetated walls, retention of native vegetation, avoidance of soil disturbance, appropriate planting, and using pervious or permeable materials that allow water to infiltrate where hard surfaces are needed.

Housing Element

H-HC-5 Low Impact Development

Promote housing development that considers environmental factors (e.g. steep slopes, wetlands, gulches) to minimize erosion and reduce negative impacts on air, soil and water quality.

2. Would the proposed amendment achieve any of the following objectives?

- Address inconsistencies or errors in the Comprehensive Plan or development regulations;
- Respond to changing circumstances, such as growth and development patterns, needs and desires of the community, and the City's capacity to provide adequate services;
- Maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern; and/or
- Enhance the quality of the neighborhood.

The proposal would help the City of Tacoma achieve the second, third and fourth bullet points in particular by supporting energy efficiency and low impact development strategies that homeowners could utilize within their neighborhoods, supporting bicycle infrastructure that will provide residents with more convenient and secure bicycle parking, ensuring that new employment centers provide compatible end of trip bicycle and electric vehicle infrastructure such that the entire mobility system is enhanced and trip origins and destinations are better integrated with the rest of the transportation system.

3. Assess the proposed amendment with the following measures: economic impact assessment, sustainability impact assessment, health impact assessment, environmental determination, wetland delineation study, traffic study, visual analysis, and other applicable analytical data, research and studies.

Electric vehicle parking and infrastructure provision: The proposed amendment will have several anticipated economic impacts. First, electric vehicle sales trends are expected to continue growing as a percent of the market share. Improving electric vehicle infrastructure will have a positive impact on the growth and productivity of this sector, making electric vehicles a more feasible option for consumers. As electric vehicle costs, including initial purchase and battery replacement costs, continue to improve, and gas prices continue to climb, staff expects that electric vehicles will save consumers income that

can be expended elsewhere in the local economy. Second, staff expects that the proposed quantity requirements will add some additional cost burden to new development. Generally, the cost burden will be minimized for new construction versus the costs of retrofitting an existing structure to accommodate electric vehicles. By requiring the infrastructure for new construction, potential future cost barriers are avoided. This cost burden will be further minimized for multi-family residential by requiring only the electrical capacity and infrastructure necessary to support the addition of a future charging station and not the charger itself. The cost of each level 2 charging unit is estimated from between \$1500 to \$3000. These units may be added as the market demands, but are not required. In addition, the shift to electric vehicles will promote energy conservation, air quality, and greenhouse gas reductions that support sustainability goals, reduce congestion and improves the public health.

Bicycle start and end of trip infrastructure: The proposed amendments support the necessary bicycle infrastructure to make Tacoma a truly bicycle friendly community. Cycling, whether for commute trips or recreation, promotes healthy lifestyles, improved air quality, and is an affordable option for both commute and recreation activities. The infrastructure is cost-effective in comparison to automobile parking. Approximately 14 bicycles may be parked in one typical auto stall. Staff anticipates that new bicycle infrastructure will add costs to new development, but that in many cases the costs will be minimal given the costs of providing structured and surface parking facilities. The quantity requirements are also scaled to reflect both the size of the development and the concentration of residents or employees.

Setback and height exception for exterior insulation: The proposed amendment removes a potential barrier to increased energy efficiency. As such, the amendment is not anticipated to impose any additional costs on development, but rather to enable improved energy efficiency and cost savings over time, which supports economic activity, sustainability, environmental and public health.

Low impact development: The proposed amendments remove potential barriers to the utilization of low impact development techniques and do not impose new standards on development. As such, the amendments are not anticipated to impose any additional costs on development, but rather, to enable the use of low impact techniques that may result in cost savings over time as well as improved environmental health.

4. Describe the community outreach efforts conducted for the proposed amendment, and the public comments, concerns and suggestions received.

Over the past few months, staff has discussed the 2014 Annual Amendment package with various stakeholder groups, including the Master Builders Association (MBA), other development industry representatives, and Neighborhood Councils. In addition, planning staff have or plan to reach out to the Community Council, the Cross District Association, and Neighborhood Business Districts, informing them of the 2014 Annual Amendment process and offering presentations on the proposed amendments at their board meetings. Additional outreach will occur through and during the Planning Commission and City Council's public hearing and notice processes

5. Will the proposed amendment benefit the City as a whole? Will it adversely affect the City's public facilities and services? Does it bear a reasonable relationship to the public health, safety, and welfare?

The proposal would benefit the City as a whole and bears an intimate relationship to the public health, safety, and welfare of the City by supporting strategies that will improve air and water quality, combat climate change, promote active living and environmental health.

III. Staff Recommendation:

Staff recommends that the proposed amendments to the *Land Use Regulatory Code*, as depicted in Exhibit A, be distributed for public review. Staff will continue to engage in public outreach and provide a summary to the Planning Commission prior to the public hearing process which is tentatively scheduled for February-March 2014.

IV. Exhibits:

A. *Land Use Regulatory Code* (with proposed changes)

The following is a summary of Land Use Regulatory Code sections associated with specific elements of the Sustainability Amendments.

Electric vehicle infrastructure:

- 13.06.510 Off street parking requirements, pages 6-8
- 13.06.700 Definitions, pages 19 and 20

Bicycle facilities:

- 13.06.512 Pedestrian and bicycle support standards, pages 9-15
- 13.06.700 Definitions, page 18

Setback and height exceptions for exterior insulation:

- 13.06.602 General restrictions, pages 16-17

Low impact development:

- 13.06.140 PRD Planned residential development district, pages 1-3
- 13.06.145 Small-lot single family residential development, page 3
- 13.06.300 Mixed-use center districts, page 4
- 13.06.602 General restrictions, page 17

B. References.

13.06.120 R-3 Two-Family Dwelling District. *Repealed by Ord. 27771.*

(Ord. 27771 Ex. C, passed Dec. 9, 2008; Ord. 27576 § 3; passed Jul. 29, 2008; Ord. 27695 § 2; passed Apr. 15, 2008; Ord. 27665 § 6; passed Dec. 4, 2007; Ord. 27594 § 3; passed Jul. 31, 2007; Ord. 27553 § 3; passed Jun. 19, 2007; Ord. 27575 § 3; passed Feb. 20, 2007; Ord. 27518 § 3; passed Nov. 14, 2006; Ord. 27539 § 8; passed Oct. 31, 2006; Ord. 27469 § 3; passed Jul. 18, 2006; Ord. 27393 § 3; passed Aug. 9, 2005; Ord. 26966 § 4; passed Jul. 16, 2002; Ord. 26933 § 1; passed Mar. 5, 2002)

13.06.125 R-4 Multiple-Family Dwelling District. *Repealed by Ord. 27771.*

(Ord. 27771 Ex. C, passed Dec. 9, 2008; Ord. 27665 § 8; passed Dec. 4, 2007; Ord. 27539 § 9; passed Oct. 31, 2006; Ord. 27079 § 15; passed Apr. 29, 2003; Ord. 26966 § 5; passed Jul. 16, 2002; Ord. 26933 § 1; passed Mar. 5, 2002)

13.06.130 R-4-L Low-Density Multiple-Family Dwelling District. *Repealed by Ord. 27771.*

(Ord. 27771 Ex. C, passed Dec. 9, 2008; Ord. 27694 § 3; passed Jun. 17, 2008; Ord. 27680 § 2; passed Jul. 31, 2007; Ord. 27575 § 2; passed Feb. 20, 2007; Ord. 27544 § 2; passed Feb. 6, 2007; Ord. 27562 § 8; passed Dec. 12, 2006; Ord. 27539 § 10; passed Oct. 31, 2006; Ord. 27470 § 2; passed Apr. 25, 2006; Ord. 27079 § 16; passed Apr. 29, 2003; Ord. 26966 § 6; passed Jul. 16, 2002; Ord. 26933 § 1; passed Mar. 5, 2002)

13.06.135 R-5 Multiple-Family Dwelling District. *Repealed by Ord. 27771.*

(Ord. 27771 Ex. C, passed Dec. 9, 2008; Ord. 27539 § 11; passed Oct. 31, 2006; Ord. 27335 § 3; passed Jun. 14, 2005; Ord. 27079 § 17; passed Apr. 29, 2003; Ord. 26966 § 7; passed Jul. 16, 2002; Ord. 26933 § 1; passed Mar. 5, 2002)

13.06.140 PRD Planned Residential Development District.

A. Intent. The PRD Planned Residential Development District is intended to: provide for greater flexibility in large scale residential developments; promote a more desirable living environment than would be possible through the strict regulations of conventional zoning districts; encourage developers to use a more creative approach in land development and stormwater management; provide a means for reducing the improvements required in development through better design and land planning; conserve natural features and retain native vegetation; and facilitate more desirable, aesthetic, and efficient use of open space.

The PRD District is intended to be located in areas possessing the amenities and services generally associated with residential dwelling districts, and in locations which will not produce an adverse influence upon adjacent properties.

Land classified as a PRD District shall also be classified as one or more of the regular residential zoning districts and shall be designated by a combination of symbols (e.g., R-3-PRD planned residential development district).

B. Procedures. Application for reclassification to a PRD District shall be made in accordance with the provisions of Chapter 13.05 and Section 13.06.650. Applications for reclassification to a PRD District shall bear the written consent of the owners of all property within the proposed PRD. Applications for a major modification to an existing PRD District shall bear the written consent of the owners of the specific properties proposed to be modified.

An application for site approval shall accompany a request for reclassification to a PRD District. Applications filed subsequent to such a reclassification shall be considered by the Director. Where only a portion of the development is submitted for site approval, a preliminary plan for the remainder of the development shall also be submitted, indicating the intended layout for the remainder of the development.

The Hearing Examiner shall conduct a public hearing on all applications for site approval which accompany a reclassification request. In acting upon a request for site approval, the Hearing Examiner or Director shall consider, but not be limited to, the following criteria:

1. The site development plan shall be consistent with the goals and policies of the Comprehensive Plan.
2. The plan shall be consistent with the intent and regulations of the PRD District and any other applicable statutes and ordinances.
3. The proposed development plan for the PRD District is not inconsistent with the health, safety, convenience, or general welfare of persons residing or working in the community. The findings of the Hearing Examiner or Director shall be concerned with, but not limited to, the following:
 - a. The generation of noise or other nuisances which may be injurious or to the detriment of a significant portion of the community.

Exhibit A: Sustainability Code Amendments

Tacoma Municipal Code

than the estimate of the City Engineer for the required improvements, and provide security satisfactory to the Department of Public Utilities, guaranteeing that the required improvements shall be completed in accordance with the requirements of the City of Tacoma and within the time specified in the contractual agreement. Also, such contract and recorded covenants, governing all land within the PRD District, shall provide for compliance with the regulations and provisions of the district and the site plan as approved.

5. Not more than one-third of the gross area of the site shall have a finished grade exceeding 20 percent, consist of bodies of water, or consist of tidelands, unless otherwise permitted by the decision.
6. The development of the property in the manner proposed will not be detrimental to the public welfare, will be in keeping with the general intent and spirit of the zoning regulations and Comprehensive Plan of the City of Tacoma, and will not impose an abnormal burden upon the public for improvements occasioned by the proposed development.
7. The plan for the proposed development shall present a unified and organized arrangement of buildings and service facilities which are compatible with the properties adjacent to the proposed development.
8. The PRD District shall be located on property which has an acceptable relationship to major thoroughfares, and the thoroughfares within the vicinity of the PRD District shall be adequate to carry the additional traffic generated by the development.
9. A PRD District shall make provisions for existing and future streets and undeveloped areas adjacent to the development to allow for the proper and logical development of such areas.
10. The internal circulation system within the PRD District shall be designed and constructed to insure the safety and convenience of pedestrian and vehicular traffic by providing proper horizontal and vertical alignments, widths, physical improvements, parking provisions (on- and/or off-street), pedestrian facilities, sight distances, necessary traffic control regulations and signs, and necessary directional and identification signs.

Placement and maintenance of traffic, directional, and identification signs for private vehicular accessways shall be the responsibility of the developer.

11. The grades and alignments and other construction details for all vehicular accessways and utilities, both public and private, shall be established and approval granted by the City of Tacoma prior to commencement of any construction within the area for which site approval was granted.
 12. Subject to width variations, all vehicular accessways within the PRD District, both public and private, shall be constructed and improved to meet or exceed minimum City of Tacoma standards; except that all public and private vehicular accessways shall be paved with an ~~impervious surface~~ hard surface with necessary base preparations, in accordance with City of Tacoma standards.
 13. The developer shall guarantee, to the satisfaction of the Building Official, the improvement of all streets and accessways, both public and private, to minimum City of Tacoma standards prior to the occupancy of any dwelling units served by such streets and accessways.
 14. The internal circulation within the PRD District shall permit vehicular access to each building for fire protection and such other purposes as may be necessary.
 15. Fire hydrants and facilities shall be provided in accordance with the standards of the National Board of Fire Underwriters.
 16. All utilities, including storm drainage, within the PRD District shall be provided as set forth by the City of Tacoma.
 17. Due consideration shall be given by the developer or subdivider to the allocation of suitable areas for schools, parks, playgrounds, and other necessary facilities to be dedicated for public use or purposes.
 18. The initial stage of development shall be of sufficient size and dimension to produce the intended environment of a PRD District, and shall provide an equitable amount of open space, off-street parking, and other amenities commensurate with the zoning and density of said initial stage. The requirements of any subsequent stage may be determined in conjunction with the approved standards of all previous stages in order to determine its conformance to the overall requirements of this district.
 19. All nonconforming uses within a PRD District shall be removed or provisions made for their removal prior to the issuance of a building permit.
 20. There shall be adequate provisions to insure the perpetual maintenance of all non-dedicated accessways and all other areas used, or available for use, in common by the occupants of the PRD District.
- D. Use regulations. A building, structure, or land, and a building or structure hereafter built, altered, or enlarged, shall be used for only the following permitted uses:

Exhibit A: Sustainability Code Amendments

Tacoma Municipal Code

4. Minimum dimensions. The minimum average width and depth of any PRD District shall not be less than 120 feet, except that the minimum average width and depth of an R-5-PRD District shall not be less than 200 feet.
5. Site coverage. Buildings and structures shall not occupy more than one-third of the gross area of the PRD District.
6. Common Open Space. A minimum of one-third of the gross site area of the PRD District shall be provided as common open space. For the purpose of this section, common open space shall be defined as land which is provided or maintained for the general enjoyment of the residents of the PRD District or the general public and not used for buildings, dedicated public rights-of-way, private access/road easements, driveways, traffic circulation and roads, private yards, required sidewalks, utility areas, storm water facilities (unless also developed as a recreational area), parking areas, or any kind of storage. Common open space includes, but is not limited to woodlands, open fields, streams, wetlands, other water bodies, habitat areas, steep slope areas, landscaped areas, parks, beaches, community gardens, courtyards, or recreation areas.
 - a. A minimum of one-third of this required common open space shall be devoted to recreation area for use by the residents of the PRD District or the general public. For the purpose of this section, recreation area includes, but is not limited to trails, athletic fields and courts, playgrounds, swimming pools, picnic areas or similar facilities. Such recreation area(s) shall be located in a central area of the district or spread throughout the district to provide convenient access to all residents. The recreation area(s) shall be of a size, topography and configuration so as to accommodate a variety of recreational functions for residents, with the overall intent of consolidating amenity areas to avoid fragmented areas of marginal utility. Said recreation areas shall not entirely consist of concrete or other hardscape.
 - b. Common open space areas shall be located and configured to protect mature trees and critical areas, provide for recreational opportunities, and create open space corridors, green belts and connections between existing or planned parks, trails or open space.
 - c. Such common open space shall be available for use or enjoyment by all of the residents of the PRD District or the general public. The common open space shall be dedicated, reserved or otherwise held in common by a homeowners association or by a proportional ownership interest shared among all of the property owners within the PRD, or alternatively, and only if acceptable to the receiving public agency, dedicated to the public.
 - d. Permanent provisions for the maintenance and management of open space, private trails, private parks and recreation areas, and other common areas shall also be provided. These provisions shall run with the land and be recorded.

G. Parking regulations. Off-street parking space shall be provided in accordance with Section 13.06.510. Required off-street parking for dwellings shall not be located more than 100 feet from the dwelling or dwellings it is intended to serve unless otherwise permitted by the Hearing Examiner or the Director.

Required parking spaces shall be surfaced with ~~an impervious~~ a hard surface.

H. Modifications. Modifications to existing PRDs shall be subject to further review and approval, in accordance with the criteria and standards contained in Section 13.05.080, including the additional provisions in subsection 13.05.080.F., and the expanded notice provisions in Sections 13.05.020.C.2 and 13.05.020.D.2.

(Ord. 28109 Ex. O; passed Dec. 4, 2012; Ord. 27995 Ex. D; passed Jun. 14, 2011; Ord. 27893 Ex. A; passed Jun. 15, 2010; Ord. 27631 Ex. B; passed Jul. 10, 2007; Ord. 27539 § 12; passed Oct. 31, 2006; Ord. 27471 § 2; passed Jul. 25, 2006; Ord. 27079 § 18; passed Apr. 29, 2003; Ord. 26966 § 8; passed Jul. 16, 2002; Ord. 26933 § 1; passed Mar. 5, 2002)

13.06.145 Small-lot single-family residential development.

A. Purpose. These regulations are intended to supplement and amend the regulations pertaining to single-family detached residential development by providing criteria for small-lot single-family detached development in the R-1, R-2, R-2SRD, HMR-SRD, R-3, R-4, R-4-L and R-5 Districts. These regulations are intended primarily to promote residential infill development within the City to be consistent with the mandate of the State Growth Management Act and the City's Comprehensive Plan, to encourage growth within urban areas, and to minimize sprawl. Residential infill within already urbanized areas is increasingly recognized as a regional storm water management best management practice by encouraging a more compact urban form and reducing the development footprint within sensitive watersheds and greenfield areas. These provisions are designed to provide a mechanism to create new lots and develop existing lots that have a smaller area and/or width than the standard lot size requirements in the R Districts. However, in allowing for the creation of and development on these smaller lots, additional design standards are applied to better ensure that new single-family development on such lots is compatible with the desired character of the City's residential areas.

B. Lot size standards.

Exhibit A: Sustainability Code Amendments

Tacoma Municipal Code

F. Common requirements. To streamline the Zoning Code, certain requirements common to all districts are consolidated under Sections 13.06.500 and 13.06.600. These requirements apply to Section 13.06.200 by reference.

Refer to Section 13.06.500 for the following requirements in Section 13.06.200 districts:

- 13.06.501 Building design standards.
- 13.06.502 Landscaping and/or buffering standards.
- 13.06.503 Residential transition standards.
- 13.06.510 Off-street parking and storage areas.
- 13.06.511 Transit support facilities.
- 13.06.512 Pedestrian and bicycle support standards.
- 13.06.520 Signs.
- 13.06.602 General restrictions (contains certain common provisions applicable to all districts, such as general limitations and exceptions regarding height limits, yards, setbacks and lot area)

(Ord. 28157 Ex. F; passed Jun. 25, 2013: Ord. 28077 Ex. C; passed Jun. 12, 2012: Ord. 28050 Ex. C; passed Feb. 14, 2012: Ord. 27995 Ex. D; passed Jun. 14, 2011: Ord. 27964 § 2; passed Mar. 1, 2011: Ord. 27949 § 2; passed Feb. 22, 2011: Ord. 27917 § 2; passed Feb. 8, 2011: Ord. 27880 § 2; passed Aug. 31, 2010: Ord. 27893 Ex. A; passed Jun. 15, 2010: Ord. 27817 § 2; passed Apr. 6, 2010: Ord. 27752 § 2,4,5; passed Mar. 30, 2010: Ord. 27818 Ex. A; passed Jul. 28, 2009: Ord. 27813 Ex. D; passed Jun. 30, 2009: Ord. 27782 § 2; passed Mar. 24, 2009: Ord. 27742 § 2; passed Feb. 24, 2009: Ord. 27771 §§ 6,7,9,10,19; passed Dec. 9, 2008: Ord. 27741 § 2; passed Dec. 9, 2008: Ord. 27733 § 2; passed Sept. 9, 2008: Ord. 27701 §§ 2,3; passed Jul. 29, 2008: Ord. 27576 § 2; passed Jul. 29, 2008: Ord. 27716 §§ 2,3; passed Jun. 24, 2008: Ord. 27694 §§ 2,3; passed Jun. 17, 2008: Ord. 27680 § 3; passed May 13, 2008: Ord. 27651 § 2; passed Feb. 26, 2008: Ord. 27532 § 2; passed Jan. 8, 2008: Ord. 27665 § 2 (Ex. A), §10; passed Dec. 4, 2007: Ord. 27644 Ex. A; passed Sept. 18, 2007: Ord. 27613 § 2; passed Aug. 14, 2007: Ord. 27628 § 3; passed Aug. 7, 2007: Ord. 27612 §§ 2,3; passed Jul. 31, 2007: Ord. 27553 §§ 2,3; passed Jun. 19, 2007: Ord. 27543 §§ 2,3; passed Feb. 6, 2007: Ord. 27380 § 2; passed Dec. 12, 2006: Ord. 27518 § 2; passed Nov. 14, 2006: Ord. 27539 § 13; passed Oct. 31, 2006: Ord. 27469 § 2; passed Jul. 18, 2006: Ord. 27420 § 2; passed Jan. 17, 2006: Ord. 27432 § 7; passed Nov. 15, 2005: Ord. 27413 § 2; passed Oct. 4, 2005: Ord. 27393 § 2; passed Aug. 9, 2005: Ord. 27335 § 2; passed Jun. 14, 2005: Ord. 27362 § 2; passed Jun. 7, 2005: Ord. 27325 § 2; passed May 24, 2005: Ord. 27279 § 2; passed Mar. 29, 2005: Ord. 27324 § 1; passed Mar. 22, 2005: Ord. 27296 § 11; passed Nov. 16, 2004: Ord. 27245 § 9; passed Jun. 22, 2004: Ord. 27079 § 22; passed Apr. 29, 2003: Ord. 26966 § 9; passed Jul. 16, 2002: Ord. 26947 § 1-50; passed Apr. 23, 2002: Ord. 26933 § 1; passed Mar. 5, 2002)

13.06.300 Mixed-Use Center Districts.

A. District Purposes. The specific purposes of the Mixed-Use Center Districts regulations are to:

1. Increase the variety of development opportunities in Tacoma by encouraging greater integration of land uses within specific districts in a manner consistent with the Growth Management Act, the Regional Plan: Vision 2020, the County-Wide Planning Policies for Pierce County, and the City's Comprehensive Plan.
2. Strengthen the City's economic base by encouraging more efficient use of existing infrastructure and limited land supply through mixed-use, density, and design, as well as transit and pedestrian orientation in specified centers.
3. Allow and encourage a variety of housing options within mixed-use centers, including residences over businesses that can promote live-work arrangements which reduce demands on the transportation system.
4. Help provide employment opportunities closer to home and reduce vehicular trips for residents of the City and surrounding communities by encouraging mixed-use development.
5. Create a variety of suitable environments for various types of commercial and industrial uses, and protect them from the adverse effects of inharmonious uses.
6. Allow commercial and industrial growth in specified centers and/or districts while minimizing its impact on adjacent residential districts through requirements of buffering, landscaping, compatible scale, and design.
7. Accommodate and support alternative modes of transportation, including transit, walking, and bicycling, to reduce reliance on the automobile by making specified centers more "pedestrian-oriented" and "transit-oriented" through the provision of street amenities, landscaping, windows, continuous building frontages, limited curb cuts, and direct pedestrian entrances adjacent to the right-of-way and/or public sidewalk.
8. Locate and design parking to be consistent with the overall intent of providing a pedestrian and transit-supportive environment that encourages human-oriented design instead of vehicle-oriented design and promotes alternatives to single-occupancy vehicles. Examples include building location at the street, parking location behind or within buildings, adequate screening, avoidance of pedestrian-vehicle conflicts, and conveniently located transit stops.

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9. Within Centers, the core areas of the district are the central hub and focus for the greatest level of growth and activity. Within these core areas, enhanced standards and design flexibility is appropriate to ensure that they are developed consistent with the community vision and goals for these areas, as outlined in the Comprehensive Plan.

10. To promote and attract dense infill development that may otherwise have resulted in the expansion of the region's urban footprint into sensitive greenfield areas within the watershed, and to achieve a compact land use pattern that promotes water quality, healthy watersheds, and the reduction of regional storm water runoff.

B. Districts established. The following specific districts are established to implement the purposes of this section and the goals and policies of Tacoma's Comprehensive Plan:

1. NCX Neighborhood Commercial Mixed-Use District. To provide areas primarily for immediate day-to-day convenience shopping and services at a scale that is compatible and in scale with the surrounding neighborhood, including local retail businesses, professional and business offices, and service establishments. This district is intended to enhance, stabilize, and preserve the unique character and scale of neighborhood centers and require, where appropriate, continuous retail frontages largely uninterrupted by driveways and parking facilities with street amenities and direct pedestrian access to the sidewalk and street. Residential uses are encouraged as integrated components in all development.

2. CCX Community Commercial Mixed-Use District. To provide for commercial and retail businesses intended to serve many nearby neighborhoods and draw people from throughout the City. These areas are envisioned as evolving from traditional suburban development to higher density urban districts. Walking and transit use are facilitated through designs which decrease walking distances and increase pedestrian safety. Uses include shopping centers with a wide variety of commercial establishments; commercial recreation; gas stations; and business, personal, and financial services. Residential uses are encouraged in CCX Districts as integrated development components.

3. UCX and UCX-TD Urban Center Mixed-Use District. To provide for dense concentration of residential, commercial, and institutional development, including regional shopping centers, supporting business and service uses, and other regional attractions. These centers are to hold the highest densities outside the Central Business District. An urban center is a focus for both regional and local transit systems. A TD designation is used for the Urban Center Mixed-Use District in the Tacoma Dome area to provide specific transit-oriented development, consistent with the Tacoma Dome Area Plan. Walking and transit use is facilitated through designs which decrease walking distances and increase pedestrian safety. Residential uses are encouraged in UCX Districts as integrated development components.

4. RCX Residential Commercial Mixed-Use District. To provide sites for medium- and high-intensity residential development in centers, with opportunities for limited mixed use. This district is primarily residential in nature and provides housing density on the perimeter of more commercial mixed-use zones. Commercial uses in this district are small in scale and serve the immediate neighborhood. These uses provide opportunities for employment close to home. This district frequently provides a transition area to single-family neighborhoods.

5. CIX Commercial Industrial Mixed-Use District. To provide sites for a mix of commercial establishments and limited industrial activities, including light manufacturing, assembly, distribution, and storage of goods, but no raw materials processing or bulk handling. Larger scale buildings are appropriate. Residential uses are permitted.

6. NRX Neighborhood Residential Mixed-Use District. To provide for a predominantly residential neighborhood, to discourage removal of existing single-family residential structures; and to encourage in-fill residential development of appropriate size and design. This district is designed for areas characterized by an established mix of housing types and limited neighborhood commercial uses, in areas which were formerly zoned to permit residential development at densities greater than single-family, where redevelopment removed many existing single-dwelling structures and where there is continued development pressure that threatens single-family dwellings. Adaptive reuse of existing single-family detached structures as duplexes or triplexes is permitted with special review. Multiple-family dwellings in existence at the time of reclassification to NRX are conforming uses.

7. URX Urban Residential Mixed-Use District. To provide sites for medium intensity residential development, such as townhouses, condos and apartments. This district is residential in nature and provides housing density in proximity to more commercial mixed use zones. This district serves as a transition between more intensive MUC uses and surrounding residential areas.

8. HMX Hospital Medical Mixed-Use District. This district is intended for limited areas that contain hospitals and/or similar large-scale medical facilities along with a dense mix of related and supportive uses, such as outpatient medical offices, care facilities, counseling and support services, medical equipment and support facilities, food and lodging. Residential uses are also appropriate. The district includes limitations on non-medical and non-related uses. It is not intended for introduction into areas not containing or non-contiguous to a hospital or similar facility. Walking and transit use is facilitated through designs which decrease walking distances and increase pedestrian safety. This classification is not appropriate inside Comprehensive Plan designated low-intensity areas.

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b. Surfacing of storage areas. Surfacing of storage areas and vehicle storage areas must provide for the following minimum standards of approval:

- (1) Dust is controlled;
- (2) Stormwater is treated to City standard; and
- (3) Rock and other debris is not tracked off-site.

If, after construction, the City determines that the surfacing is not providing the standards listed above, paving shall be required.

c. Entrances and exits shall be provided in accordance with Section 13.06.510.B.2.a above.

d. If provided, lighting shall meet requirements of Section 13.06.510.B.2.h above.

e. Application. The foregoing regulations shall apply in all zoning districts with exceptions only as noted.

E. Vehicle services and repair; and vehicle service and repair, industrial.

1. Intent. It is the intent of this regulation to require minimum standards for all vehicle repair uses in order to protect adjoining property, minimize nuisances, and maintain a landscaped setting along street frontages.

2. Minimum standards.

a. Screening. Vehicles awaiting repair must be fully screened from public view. These areas shall be screened by a six-foot tall, opaque screening fence.

b. Junk vehicles and auto parts must be stored inside an enclosed building, except in the M, PMI, UCX, or UCX-TD Districts.

c. Customer vehicles awaiting repair or pickup must be parked on business property and not on City right-of-way.

d. All repairs must be conducted entirely within an enclosed building.

e. No windows or openings are allowed if facing a residential district.

3. Application. The foregoing regulations shall apply in all zoning districts with exceptions only as noted.

F. Electric vehicle parking requirements. The purpose of this section is to ensure that new development provides an adequate supply of electric vehicle parking and charging facilities to support the continued growth of electrical vehicle usage, to improve the cost effectiveness of future electric vehicle charging station installations and the reduction of greenhouse gas emissions associated with the continued growth of electric vehicle use, and to promote improved air quality and the public health.

1. Application: The following requirements apply to all new development and alterations that, within a two-year period, exceed 50 percent of the value of existing development or structures, as determined by the Building Code, unless specifically exempted herein. The standards do not apply to remodels that do not change the exterior form of the building. However, if a project involves both exterior and interior improvements, then the project valuation shall include both exterior and interior improvements.
2. Multifamily uses shall provide electric vehicle infrastructure for 10% of the parking spaces provided, such that a future level 2 charging station can be accommodated.
3. The uses identified in Table 1 of this subsection shall be required to provide electric vehicle infrastructure and a level 2 charging station for the specified percentage of parking spaces provided.

Table 1: Electric Vehicle Parking Quantity Requirements*

Land Use Type	Use Size Threshold	% EV
<u>Lodging</u>	<u>No size threshold.</u>	<u>3% of parking provided</u>
<u>Office</u>	<u>No size threshold.</u>	<u>3% of parking provided</u>
<u>Institutional</u>	<u>At least 12,000 sq. ft.</u>	<u>3% of parking provided, up to 6 spaces</u>
<u>Retail and Shopping Center</u>	<u>At least 15,000 sq. ft.</u>	<u>1% of parking provided, up to 8 spaces</u>
<u>Auditorium, stadium, and theater</u>	<u>At least 500 seats</u>	<u>1% of parking provided, up to 12 spaces</u>

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*If the formula for determining the number of electric vehicle parking spaces results in a fraction, the number of required electric vehicle parking spaces shall be rounded to the nearest whole number, with fractions of 0.50 or greater rounding up and fractions below 0.50 rounding down.

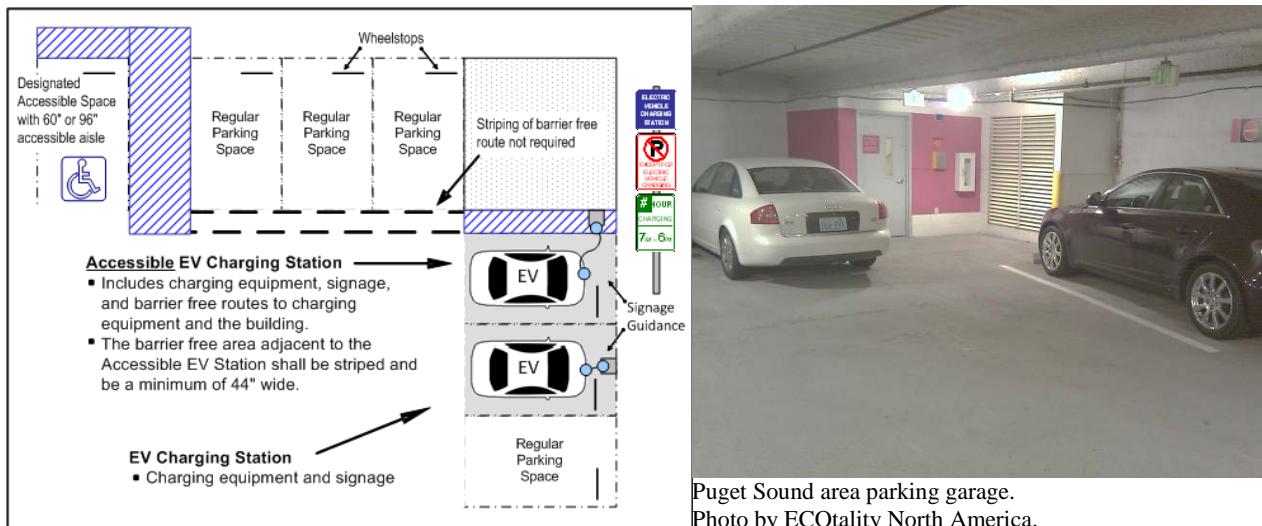
1. Location and Design Criteria for Off Street Electric Vehicle Charging Stations.
 - a. Where provided, parking for electric vehicle charging purposes is required to include the following:
 - i. Signage. Each charging station space shall be posted with signage indicating the space is only for electric vehicle charging purposes. Days and hours of operations shall be included if time limits or tow away provisions are to be enforced.
 - ii. Maintenance. Charging station equipment shall be maintained in all respects, including the functioning of the charging equipment. A phone number or other contact information shall be provided on the charging station equipment for reporting when the equipment is not functioning or other problems are encountered.
 - iii. Accessibility. Where charging station equipment is provided within an adjacent pedestrian circulation area, such as a sidewalk or accessible route to the building entrance, the charging equipment shall be located so as not to interfere with accessibility requirements of WAC 51-50-005.
 - iv. Lighting. Where charging station equipment is installed, adequate site lighting shall exist, unless charging is for daytime purposes only.
 - b. Parking for electric vehicles should also consider the following:
 - i. Notification. Information on the charging station, identifying voltage and amperage levels and any time of use, fees, or safety information.
 - ii. Signage. Installation of directional signs at the parking lot entrance and at appropriate decision points to effectively guide motorists to the charging station space(s).
2. Accessible Electric Vehicle Charging Stations
 - a. Where electric vehicle charging stations are provided in parking lots or parking garages, accessible electric vehicle charging stations shall be provided as follows:
 - b. Accessible electric vehicle charging stations shall be provided in the ratios shown on the following table.

<u>Number of EV Charging Stations</u>	<u>Minimum Accessible EV Charging Stations</u>
<u>1-50</u>	<u>1</u>
<u>51-100</u>	<u>2</u>
<u>101-150</u>	<u>3</u>
<u>151-200</u>	<u>4</u>
<u>201-250</u>	<u>5</u>
<u>251-300</u>	<u>6</u>

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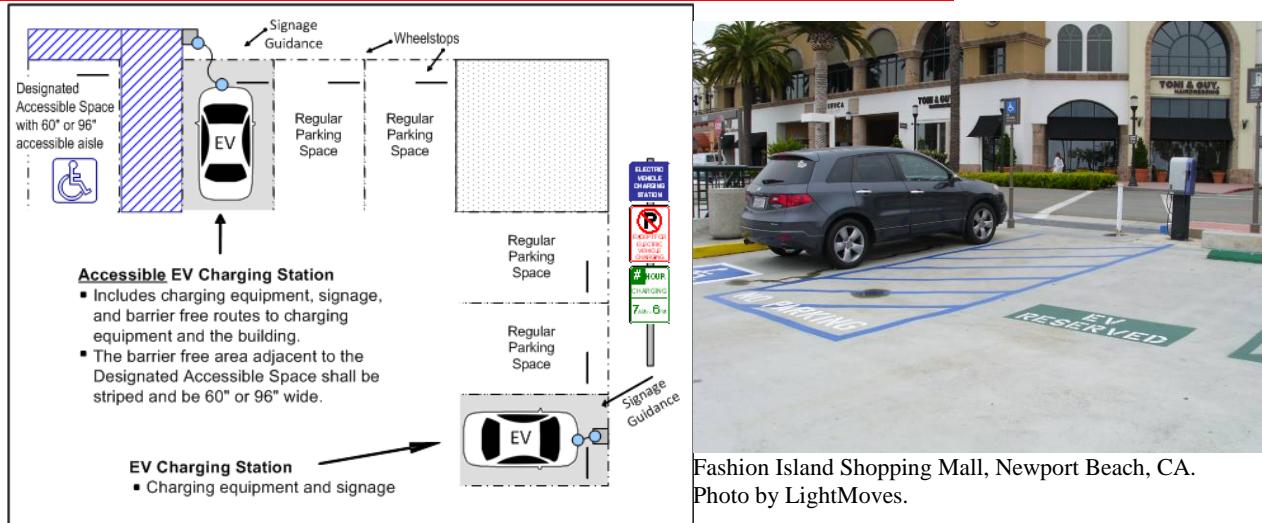
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OFF-STREET ACCESSIBLE ELECTRIC VEHICLE CHARGING STATION - OPTION 1



Puget Sound area parking garage.
Photo by ECotality North America.

OFF-STREET ACCESSIBLE ELECTRIC VEHICLE CHARGING STATION - OPTION 2



Fashion Island Shopping Mall, Newport Beach, CA.
Photo by LightMoves.

Comment: The illustrations and photos above show two options for providing accessible EV charging stations. Option 1 is a likely scenario for installation in existing parking lots. By using an existing wider end parking stall or restriping, an accessible EV charging station may be more cost effectively installed. Where feasible, a wider clear area around the equipment (60") is preferable. Additionally, this location away from the near building prime parking has a better likelihood of being available for disabled persons, since the accessible charging station is not exclusively reserved for disabled persons. Option 2 provides a location that has a shorter travel distance for disabled persons and can be easily installed in a new parking lot. This option may allow the installer to provide a wider, more fully-compliant aisle.

While other options, depending on the specific layout of the new or reconfigured parking area, are likely, at a minimum, an accessible EV charging station must be located within accessible reach of the barrier-free access aisle (minimum 44-inch width) and the electric vehicle and connect to a barrier-free route of travel. However, because the charging station facility is not a parking facility, the accessible charging station does not need to be located immediately adjacent to the building entrances or reserved exclusively for the use of disabled persons.

(Ord. 28157 Ex. F; passed Jun. 25, 2013: Ord. 28109 Ex. O; passed Dec. 4, 2012: Ord. 28088 Ex. A; passed Sept. 25, 2012: Ord. 28077 Ex. C; passed Jun. 12, 2012: Ord. 27995 Ex. D; passed Jun. 14, 2011: Ord. 27893 Ex. A; passed Jun. 15, 2010:

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determines that the required facilities would not enhance the capacity or function of the transit system, such as when there are accessibility issues or pending route changes.

(Ord. 28109 Ex. O; passed Dec. 4, 2012; Ord. 27995 Ex. D; passed Jun. 14, 2011; Ord. 27893 Ex. A; passed Jun. 15, 2010; Ord. 27562 Ex. A; passed Dec. 12, 2006; Ord. 27079 § 36; passed Apr. 29, 2003; Ord. 26933 § 1; passed Mar. 5, 2002)

13.06.512 Pedestrian and bicycle support standards.

A. General Applicability.	
1. Application.	The pedestrian and bicycle support standards apply to all new development and alterations that, within a two-year period, exceed 50 percent of the value of existing development or structures, as determined by the Building Code, unless specifically exempted herein. The standards do not apply to remodels that do not change the exterior form of the building. However, if a project involves both exterior and interior improvements, then the project valuation shall include both exterior and interior improvements. No alteration shall increase the level of nonconformity or create new nonconformities to these standards.
2. Standards.	Each item of this section shall be addressed individually. Exceptions and exemptions noted for specific development situations apply only to the item noted.
3. Super regional malls.	Additions to super regional malls which add less than 10,000 square feet of floor area shall be exempt from these standards. Larger additions shall meet the requirements of this table at a ratio of at least 1 to 3 for the entire mall site (in the same manner described above, under subsection 3), except that additions of an anchor tenant of 140,000 or more square ft. shall require full provision of these requirements for the entire mall site.
4. Temporary.	Temporary structures are exempt from the standards of this section.
5. Residential or Mixed-Use.	Residential structures of 4 dwelling units or fewer only need to comply with the standards of subsection B, below. Mixed-use structures shall comply with all of the standards.
6. Parks, recreation and open space uses.	shall meet the standards of this table, except as specifically exempted below.
7. Historic.	In any conflict between these standards and those applied by the Tacoma Landmarks Preservation Commission, the standards of the commission shall prevail.
8. Fractions.	Any requirement resulting in a fraction when applied shall be rounded up or down to the nearest whole number.
B. Walkways (Illustrated). To support transportation choices, including walking, the following standards shall be met to assist pedestrian safety, comfort, and mobility, including access to uses from public ways and access from parking areas.	
1. Direct.	A direct walkway shall be provided between all customer and/or public entrances and the nearest public sidewalk. For residential dwellings, the required walkway shall be provided between the front entrance and the nearest public sidewalk, or where no sidewalk exists, the nearest public street right-of-way.
2. Multiple use sites.	Shopping centers and sites with multiple uses shall provide a walkway network along building facades and through the parking lot that provides pedestrian circulation within the development and that links all customer and/or public building entrances to the public sidewalk. For walkways that are longer than 25 feet, trees shall be provided adjacent to the walkways at a ratio of 3 per 100 feet and pedestrian-scaled lighting at a ratio of 2 per 100 feet. For example, a 50-foot long walkway would require 2 trees and 1 pedestrian-scaled light while a 90-foot long walkway would require 3 trees and 2 pedestrian-scaled lights. Trees shall be planted a minimum of 10 feet from pedestrian light standards or parking lot light standards.
3. Minimum connection frequency.	Additional walkways are required when needed to provide at least one connection to the public sidewalk for each 150 feet of street frontage or every three parking aisles, whichever is less. Walkways shall be located to provide the shortest practical route from the public sidewalk or walkway network to customer and/or public building entrances. This standard does not apply to residential uses containing 4 or fewer dwelling units. Parks and recreation uses (excluding passive open space), or portions thereof, which are undeveloped with buildings, shall provide a minimum of one walkway, and an additional walkway for each additional improved street frontage greater than 500 feet in length (unless topography, critical areas or public safety issues preclude reasonable provision of such additional accesses).

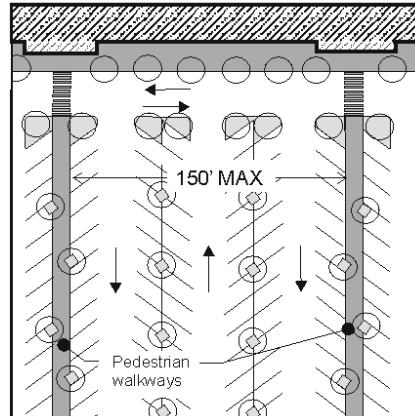


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4. Size and materials. All walkways must either be a raised sidewalk or composed of materials different from parking lot and vehicle access areas. Required walkways must be at least 5 feet wide, excluding vehicular overhang, except for walkways accessing individual residential dwelling units, where the minimum width shall be 4 feet. When more than one walkway is required, at least one walkway must be 10 feet wide.

5. Transit access. A direct walkway shall be provided between the principal customer and/or public building entry and any bus stop adjacent to the site. This may be the same as the walkways above. A separate walkway is required if the bus stop is not within 100 feet of a walkway connection to the sidewalk. This standard does not apply to residential structures of 4 dwelling units or fewer, or to parks, recreation and open space uses without buildings adjacent to the street.

C. Street Furniture. To support transportation choices, including walking, the following standards shall be met to assist pedestrian safety, comfort, and mobility, including resting places at reasonable intervals.

1. Minimum. A minimum of one fixed bench or equivalent seating area for every 250 feet of street frontage. This requirement determines quantity and not distribution, not required if site has less than 250 feet of street frontage. Projects in the PMI District are exempt from this requirement. Parks, recreation and open space uses are only required to provide street furniture adjacent to buildings fronting on a street.

2. Minimum on designated pedestrian streets in Mixed-Use Center Districts. A minimum of one fixed bench or equivalent seating area for every 150 feet of street frontage. This requirement determines quantity and not distribution, not required if site has less than 150 feet of street frontage. Parks, recreation and open space uses are only required to provide street furniture adjacent to buildings fronting on a street.

3. Design. Furniture shall be consistent with any applicable adopted business area improvement plans and shall utilize designs that discourage long-term loitering or sleeping, such as dividers or individual seating furniture. See examples below.



4. Credit. Any adjacent public street furniture can be counted toward this requirement.

D. Bicycle Parking. To support transportation choices, including biking, the following standards shall be met for more visible and secure locations for bicycle parking.

1. ~~Quantity in T, C 1, C 2, HM, and PDB. Minimum 3 percent of the requirement for automobile parking spaces for the first 300 car stalls and 1 percent of car stalls in excess of 300. A minimum of 2 bike spaces is required, except sites requiring 5 or fewer car stalls are exempt from bike parking. Adjacent public bike racks can be counted toward this requirement.~~

2. ~~Quantity in Mixed Use Center Districts. Five percent of the requirement for automobile parking spaces for the first 300 automobile stalls and 1.5 percent of automobile stalls in excess of 300, but no less than 2 bicycle stalls. Sites requiring 5 or fewer automobile stalls are exempt from this requirement, except for sites exempted from parking requirements due to their location along core pedestrian streets in neighborhood mixed use centers (see Section 13.06.510.A.1 Table 2), where the number of required bicycle parking stalls shall be based on the amount of parking that would've been required for the project if it were not exempted.~~

~~Adjacent public bike racks can be counted toward this requirement. Any form of vehicle storage, including auto dealers, counts only customer and employee parking to determine bike parking requirement.~~

3. ~~For park and recreation uses where no vehicular parking is required, a minimum of 2 bike spaces for every 500 feet of street frontage is required in all residential, commercial or industrial zones; in Mixed Use Center zones a minimum of 2 bike spaces for 250 feet of street frontage is required. The amount shall be no less than 2 bike spaces. Adjacent public bike racks can be counted toward this requirement.~~

4. ~~Location. Bicycle parking shall be located within 50 feet of the primary building entrance for individual sites. Bicycle parking may be grouped near an owner designated primary entrance in shopping centers. Bicycle parking may be shared at a common location on the same block and same side of the street; provided, the quantity meets the total requirement and is no more than 100 feet from any site served. Bicycle parking shall not block pedestrian use of a walkway and shall be located where there is sufficient space to allow bicycle maneuvering and allow access to the rack without moving another bicycle.~~

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5. Design. Bicycle parking facilities, such as racks and lockers, shall be consistent with any applicable, adopted business area improvement plan or streetscape design plan. Racks and lockers shall also be securely anchored and designed to accommodate the required number of bicycles, support bicycles upright, and allow for the frame and at least one wheel to be secured with a standard U lock. See examples below.



(Ord. 27995 Ex. D; passed Jun. 14, 2011; Ord. 27893 Ex. A; passed Jun. 15, 2010; Ord. 27818 Ex. A; passed Jul. 28, 2009; Ord. 27245 § 13; passed Jun. 22, 2004; Ord. 27079 § 37; passed Apr. 29, 2003; Ord. 26933 § 1; passed Mar. 5, 2002)

D. Short and Long Term Bicycle Parking.

Purpose: To promote bicycling as an important and integral mode of transportation, which enables healthy lifestyles, is affordable, and reduces greenhouse gas emissions, and to provide the necessary bicycle parking facilities for a bicycle friendly community. The following requirements and standards are intended to provide for safe and efficient bicycle parking at the trip origin and destination and to serve the needs of specific uses that generate bicycle traffic by residents, customers, guests and employees.

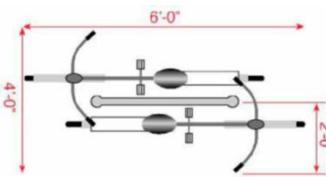
1. Bicycle parking shall be provided as follows:
 - a. The minimum number of off-street parking spaces for bicycles required for specified uses is set forth in Table E. In the case of a use not shown on Table 13.06.512 E, there is no minimum bicycle parking requirement.
 - b. After the first fifty (50) spaces for bicycles are provided, additional spaces are required at one half (1/2) the ratio shown in Table E, except for rail transit facilities; passenger terminals; and park and ride lots. Spaces within dwelling units or on balconies do not count toward the bicycle parking requirement.
 - c. Vehicle parking spaces, other than spaces required for electric vehicles and accessible parking, shall be permitted to be used for the installation of required long-term bicycle parking spaces.
2. Location of short-term bicycle parking facilities:
 - a. Short-term bicycle parking shall be located within 50 feet of, and visible from, the primary building entrance for individual sites.
 - b. Short-term bicycle parking may be shared at a common location on the same block and same side of the street, provided the quantity meets the total requirement and is no more than 100 feet from any site served, except as provided in subsection 9 below.
 - c. Where directional signage is provided at the main building entrances, short-term bicycle parking shall be permitted to be provided at locations not visible from the main entrance.
 - d. Short-term bicycle parking may be grouped near an owner designated primary entrance in shopping centers.
 - e. Short-term bicycle parking shall not block pedestrian use of a walkway and shall be located where there is sufficient space to allow bicycle maneuvering and allow access to the rack without moving another bicycle.
 - f. Short-term bicycle parking shall be located at the same grade as the sidewalk or at a location reachable by ramp or accessible route.
3. Design of short-term bicycle parking facilities:

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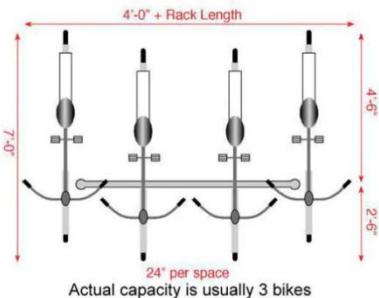
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- a. Bicycle parking facilities shall be consistent with any applicable, adopted business area improvement plan, streetscape design plan, or other applicable design guidelines;
- i. If the location is not currently lighted, it shall be provided with illumination of not less than 1 footcandle at the parking surface;
- ii. It shall have an area of not less than 24 inches by 60 inches for each bicycle;
- iii. It shall be provided with a rack or other facility for locking or securing each bicycle in an upright position and to allow for the frame and at least one wheel to be secured with a standard U-lock. See examples below.
- iv. To increase visibility to pedestrians, racks should have a minimum height of 33 inches or be indicated or cordoned off by visible markers.

Examples of short-term bicycle parking (from the Bicycle and Pedestrian Design Guidelines):



Ribbon, Spiral, or Freestanding Racks
(with access from only one side)



Post and ring rack



Coat hanger rack



Inverted U rack



Wheel well with support arm
LR-XP-2-SM-T-C AND LR-XP-3-SM-T

4. Location of long-term bicycle parking facilities:

- a. Long-term bicycle parking facilities for residential uses shall be located on site.
- b. Non-residential long-term bicycle parking shall be located on-site or within a shared bicycle parking facility within three-hundred (300) feet of the lot, except as provided in subsection 6 below.
- c. Long-term bicycle parking shall be in a secure location where access to the bicycles is limited and is not available to the general public.
- d. Bicycle parking facilities may include, but are not limited to, the following:
 - Designated indoor bike room with locking system;
 - Bike cage with locking system in a parking garage;
 - Uncaged bike parking in a garage or area with 24-hour secured access (protect bike parking areas not in a cage from autos with bollards, curbs, or other means);

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- Individual bicycle lockers with locking system, provided the lockers are partially transparent or include a view hole to discourage improper use;
 - Designated bike space with racks inside an office area which can be locked when it is not occupied.
 - Limited access areas and areas monitored by a security camera, with weather protection.
 - e. If garage racks are accessible to the general public they must be directly adjacent to an attendant booth that is occupied 24-hours a day.
5. Design of long-term bicycle parking facilities:
- a. The following rack types are acceptable for long-term bicycle parking:
 - Inverted U (single or fastened in series)
 - Post and Ring
 - Wall-Mounted Racks with fixed attachment points
 - Wheel well - Secured, with arm or feature that supports frame
 - Modified Coat hanger
 - Two-Tier, or Double-Decker
 - b. Long term bicycle shall be provided with a permanent cover including, but not limited to, parking structure, roof overhang or awning.
 - c. A minimum 3 feet parallel spacing between conventional ground-level bicycle racks (e.g. inverted-U racks) to allow access to bicycles parked adjacent to each other.
 - d. A minimum 5 feet perpendicular access aisle between rows of bicycle parking to allow users to safely move and park their bicycles.
 - e. A minimum 2 feet 6 inches perpendicular spacing between a row of conventional ground-level bicycle racks (e.g. inverted-U racks) and walls or obstructions to allow the bike to be placed correctly on the rack.
 - f. Allow 24" minimum clearance for user access between a wall or other obstruction and the side of the nearest parked bicycle (may use 18" minimum for some rack types such as wall-mount).
 - g. Provide at least 25% ground-level bicycle parking spaces, to allow for use by those unable to lift their bicycles to higher racks and those with bicycle types that may not fit in upper-level or wallhanging racks (e.g. recumbents, folding bicycles, cargo bicycles, or those with trailers).
 - h. For in-building bicycle parking facilities and where more than five (5) long-term bicycle parking spaces are required, lockable clothing/gear storage lockers must also be provided. However, facilities that already provide personal lockers are not required to provide additional locker space for bicycle clothing/gear.

Examples of long-term bicycle parking facilities:



Bike cage in Penn Station



Bike station



Bike lockers at a transit station

Exhibit A: Sustainability Code Amendments

Tacoma Municipal Code

6. Bicycle parking for non-residential uses may be located in a facility within three hundred (300) feet of the lot that is not a shared bicycle parking facility, if the Director determines that safe, accessible and convenient bicycle parking accessory to a nonresidential use cannot be provided on-site or in a shared bicycle parking facility within three-hundred (300) feet of the lot, without extraordinary physical or financial difficulty.

Table 13.06.512 E: Quantity Requirements for Short and Long Term Bicycle Parking

Bicycle parking shall be provided at the following rates.

For uses identified with an * (asterisk), bicycle parking quantity requirements shall be applied at one-half the rate identified below when the use is located outside of designated Mixed-Use Centers and Downtown.

Minimum Requirements: Identified uses shall provide no less than 1 long-term and 2 short-term bicycle parking space, except that no long-term bicycle parking is required on a site where there is less than 2,500 square feet of gross building area. Where the calculation results in a fraction, the fraction shall be rounded to the nearest whole number.

<u>Use</u>	<u>Long-term</u>	<u>Short-term</u>
Commercial Uses		
1. Business and professional offices*	1 per 4,000 sq. ft.	1 per 40,000 sq. ft.
2. Medical and dental clinics*	1 per 12,000 sq. ft.	1 per 40,000 sq. ft.
3. Lodging*	1 per 20 rentable rooms	2 per business
4. Shopping Center*	1 per 12,000 sq. ft.	1 per 8,000 sq. ft.
5. Eating and Drinking establishments*	1 per 12,000 sq. ft.	1 per 4,000 sq. ft.
6. Retail*	1 per 12,000 sq. ft.	1 per 4,000 sq. ft.
Residential Uses		
7. Multi-family dwellings with 5 or more units	1 per unit	1 per 20 units
8. Retirement homes, apartment hotels, residential hotels, residential clubs, fraternities, sororities, and group living quarters of a university or private club	1 per 20 residents	2
Institutional Uses		
9. Libraries, museums, art galleries	1 per 4,000 sq. ft.	1 per 2,000 sq. ft.
10. Religious Assembly*	1 per 12,000 sq. ft.	1 per 40 seats or 1 per 1,000 sq. ft. of non-seat area
11. Elementary schools	1 per classroom	2
12. Secondary (middle, junior and high) schools	2 per classroom	2
13. College and university	A number of spaces equal to ten (10) percent of the maximum students present at peak hour plus five (5) percent of employees	1 per 40,000 sq. ft.
14. Hospitals*	1 per 12,000 sq. ft.	1 per 40,000 sq. ft.
Warehouse/Industrial		
15. Warehousing*	1 per 40,000 sq. ft.	None
16. Industrial/Manufacturing*	1 per 15,000 sq. ft.	None
Recreational		
17. Auditoriums, stadiums, theaters	1 per 12,000 sq. ft.	10, or 1 per 40 seats
18. Miniature golf course*	1 per 12,000 sq. ft.	1 per 4,000 sq. ft.
19. Skating rink and bowling alley*	1 per 12,000 sq. ft.	1 per 4,000 sq. ft.
20. Public dance halls and private clubs*	1 per 12,000 sq. ft.	1 per 4,000 sq. ft.
21. Marina	1 per 40 slips	At least 2
22. Park and Open Space <ul style="list-style-type: none"> • Open Space Habitat Areas • Community gardens 	None None	1 per 10 acres 2

Exhibit A: Sustainability Code Amendments

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	<ul style="list-style-type: none"> • <u>Neighborhood/Community Parks</u> • <u>Urban Parks</u> • <u>Regional Parks</u> 	<u>None</u>	<u>1 per 4,000 sq. ft.</u> <u>1 per 20,000 sq. ft.</u> <u>1 per 40,000 sq. ft.</u>
<u>23.</u>	<u>Other recreation facilities not listed</u>	<u>Same as retail</u>	<u>Same as retail</u>
Transportation Facilities			
<u>24.</u>	<u>Rail transit station and passenger terminals</u>	<u>At least 10</u>	<u>At least 10</u>
<u>25.</u>	<u>Principal use parking except park and ride lots</u>	<u>1 per 40 auto spaces</u>	<u>1 per 40 auto spaces</u>
<u>26.</u>	<u>Park and ride lots</u>	<u>1 per 40 auto spaces</u>	<u>1 per 40 auto spaces</u>
Services			
<u>27.</u>	<u>Day-care centers*</u>	<u>1 per 10,000 sq. ft.</u>	<u>At least 2</u>

7. **Changing and shower facilities.** At a minimum, a single shower and changing facility shall be provided when a new use is required to provide at least ten (10) long-term bicycle parking spaces. Additional shower and changing facility shall be provided for each additional twenty (20) required long-term bicycle parking spaces, according to Table 13.06.512 E 7. Where more than one changing and shower facility is required, separate facilities shall be provided for each sex. Multifamily residential and transportation facilities are exempt from this requirement.

Table 13.06.512 E 7: Quantity Requirements for Changing and Shower Facilities

<u>Number of Long Term Bicycle Parking Spaces</u>	<u>Number of Changing and Shower Facilities Required</u>
<u>0-9</u>	<u>N/A</u>
<u>10-20</u>	<u>1</u>
<u>21-40</u>	<u>2</u>
<u>41-60</u>	<u>3</u>
<u>61-80</u>	<u>4</u>
<u>81+</u>	<u>No additional facilities required</u>

13.06.514 Drive-throughs.

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

Reduce noise and visual impacts on abutting uses, particularly residential uses;

Promote safer and more efficient on-site vehicular and pedestrian circulation;

Promote a pedestrian-oriented environment;

Reduce conflicts between queued vehicles and traffic on adjacent streets.

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

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

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

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

(1) Driveways that directly connect to any drive-through shall not be allowed along a pedestrian street, light rail or streetcar street.

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d. Structures, above height limits. Chimneys, tanks, towers, cupolas, steeples, flagpoles, smokestacks, silos, elevators, fire or parapet walls, open railings, and/or similar necessary building appurtenances may exceed the district height limit provided all structural or other requirements of the City of Tacoma are met and no usable floor space above the district height limit is added.

e. Shipping cranes or other freight moving equipment are exempt from height limits.

f. Solar panels/collectors are allowed to exceed the maximum height limit provided they do not extend more than 12-inches above the surface of the roof, as measured to the upper side of the solar panel, and on pitched roofs do not extend above the ridgeline (see examples below).



g. For the purpose of adding insulation to the exterior of the existing building structural frame the maximum allowable roof height may be increased by 8 inches, only. Existing buildings not conforming to development standards shall not exceed the maximum allowable height limit by more than 8 inches. This exception is not applicable within view-sensitive districts.

4. Area, setbacks and yards. Any building or structure hereafter built, enlarged, or moved on a lot shall conform to the area regulations of the district in which such building or structure is located.

a. No lot area, now existing or hereafter established, shall be so reduced or diminished such that the yards, setbacks, open spaces, or total lot area be made smaller than required by the chapter, except in conformity with the regulations of this chapter.

b. Primary access easements and lot extensions on pipistem lots shall not be included in the calculation of lot area. As used herein, a primary access easement is the easement that provides the primary vehicular and pedestrian access to a property that does not have frontage on a public right-of-way or to a property that does have frontage on a public right-of-way when such right-of-way is not practicable for use as vehicular or pedestrian access to the property, for reasons such as significant topography.

c. No required yard, setback or other open space, now provided for any building or structure or hereafter provided in compliance with the regulations of this chapter, shall be considered as any part of a yard, setback or open space for any other building or structure, nor shall any yard, setback or open space of abutting property be considered as providing a yard, setback or open space for a building or structure on a lot it abuts, except as specifically allowed, such as for shared yards or common open space.

d. No permit for the construction, alteration, enlarging, or moving of any building or structure shall be granted where it shall appear from the records of the Building Official that the plat, as required by Chapter 13.04, contains any lot or tract of land, or a part of any lot or tract of land previously designated as the plat, or part of the plat, for any building or structure, for the construction, alteration, enlarging, or moving of which a permit has been granted, if the original plat will thereby be reduced to an area which will not comply with the lot area, setback and yard requirements of this chapter.

e. No required setback, yard or other open space shall include any land dedicated, reserved, or set aside for street purposes, or land contained in any primary access easement, except as provided in this chapter.

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(6) Uncovered, ground level decks (deck surface no more than 30-inches in height from surrounding grade) may occupy up to 50 percent of a required setback and may also extend into required side yard setbacks to within 3-feet of the property line.

(7) An uncovered landing which does not extend above the level of the first floor of the building may project or extend into a required side yard setback not more than three feet.

(8) Mechanical equipment may encroach 8-feet into the required rear yard setback and may encroach 8-feet into the functional rear yard setback on double-frontage lots (see Section 13.06.100.F.5 regarding “functional rear/front yards”). Mechanical equipment may not be located within a required side yard setback or yard space. The location of mechanical equipment shall not be used in the calculation of average setbacks.

(9) Covered porches which are open on three sides and do not extend above the level of the first floor may project 8-feet into the required front yard setback.

(10) Bay windows, garden windows and fireboxes may extend up to 24-inches into required side yard setbacks, as long as the total of such features does not exceed 25% of the side wall area.

(11) For the purpose of adding insulation to the exterior of an existing building structural frame required setback distance from adjacent property lines may be decreased by a maximum of 4 inches, where allowed by building code and where a minimum 3' clearance from the lot line is maintained for fire and emergency access. Existing buildings not conforming to development standards shall not extend into required setback more than 4 inches.

(12) Rainfall catchment systems, which may include rain barrels, tanks or cisterns as well as associated piping, may extend into a required yard according to the following:

- Rainfall catchment tanks no greater than 600 gallons shall be allowed to encroach into a required setback if each tank is less than 4' wide (as measured perpendicular from the side of the house or principal structure), a minimum 3' clearance from the lot line is maintained, and provided that the cumulative coverage of the tanks does not exceed 10% of each yard area.
- Rainfall catchment tanks larger than 600 gallons may be permitted in required yard setbacks provided that they do not exceed 10% coverage in any required yard, and they are not located closer than 3' from a side or rear lot line, or 15' from the front lot line. If located in the front, the rainfall catchment tank must be screened.
- Rainfall catchment tanks may not impede requirements for lighting, open space, minimum usable yard space, and fire protection or egress.
- The rainfall catchment system shall not obstruct any escape window and shall not create a surcharge on an existing retaining wall.

n. Lot area modifications for mobile home parks, multiple-family dwellings, retirement homes, apartment hotels, and residential hotels. In the case of a lot which abuts more than one street, computation of lot area may include one-half the area of the second and additional streets so abutting for the purpose of determining the number of mobile home lots or dwelling units, guest rooms, and guest suites that may be permitted on such lot; provided, said streets exceed 50 feet in width; and provided, said total street area so computed shall not exceed 33-1/3 percent of the actual net area of the lot contained within its lot lines.

o. Lot coverage modifications for mobile home parks and multiple-family dwellings, retirement homes, apartment hotels, and residential hotels. In the case of a lot which abuts more than one street, computation of lot area may include one-half the area of the second and additional streets so abutting for the purpose of determining lot coverage for main buildings; provided, such streets exceed 50 feet in width; and provided, such total street area so computed shall not exceed 25 percent of the actual net area of the lot contained within its lot lines.

p. The following setbacks apply to parks, recreation and open space uses:

(1) Parking lots, designated areas for active play, play structures, picnic tables and areas, and structured gathering or seating areas shall provide a minimum 10-foot setback from abutting residentially zoned properties;

(2) Buildings and structures shall meet the setbacks for the zoning district, and shall provide a minimum 20-foot side yard setback in residential zoning districts;

(3) Garbage and recycling collection areas shall provide a minimum 20-foot setback from abutting properties. Trash receptacles for pedestrian use are exempt; and

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Bicycle parking. Stationary rack that accommodates a lock securing the frame and wheels, or a lockable enclosure with the quantity accommodated determined by manufacturer's specifications.

Bicycle parking, short-term: parking meant to accommodate visitors, customers, messengers and others expected to depart within two hours; requires approved standard rack, appropriate location and placement, and weather protection.

Bicycle parking, long-term: parking meant to accommodate employees, students, residents, commuters, and others expected to park more than two hours. This parking is to be provided in a secure, weather-protected manner and location.

Billboard, standard. An off-premises sign greater than 72 square feet in size. This type of sign is generally composed of materials (panels or modules) mounted on a building wall or freestanding structure, or painted directly on the wall or freestanding structure.

Billboard, digital. An off-premises sign greater than 72 square feet in size, utilizing digital message technology capable of changing the message or copy on the sign electronically. Digital billboards are not considered under the definitions of animated sign, changing message centers, electrical signs, illuminated signs, or flashing signs.

Brewpub. An eating and drinking establishment having a small brewery on the premises which produces beer, ale, or other malt beverage, or wine, and where the majority of the beer/wine produced is consumed on the premises. This classification allows a brewpub to sell beer/wine at retail and/or act as wholesaler for beer of its own production for off-site consumption, with appropriate state licenses.

Building. Any structure having a roof supported by columns or walls for the housing, shelter, or enclosure of persons, animals, or chattels; when separated by dividing walls without openings, each portion of such building so separated shall be deemed a separate building. For the purpose of this section, the term "building" shall not include "vehicle" as hereinafter defined.

Building, face or wall. All window and wall area of a building in one plane or elevation.

Building footprint. The outline of the total area that is surrounded by the exterior walls of a building or portion of a building, exclusive of courtyards. In the absence of surrounding exterior walls, the building footprint shall be the area under the horizontal projection of the roof, excluding any roof overhangs.

Building, height of. In all districts except those containing a View-Sensitive Overlay District, per Section 13.06.555, building height shall be measured consistent with the applicable Building Code, Height of Building. For buildings located within a View-Sensitive Overlay District, the method provided below shall be used:

1. The height limit shall be the vertical distance between existing grade and a plane essentially parallel to the existing grade. The corners of such plane shall be located above the base points.
2. The base points shall be located at the four corners of the foundation or, if the foundation of the structure does not form a rectangle, at the four corners of the smallest rectangle which surrounds the foundation.
3. The base points shall be located on existing grade, unless determined otherwise by the Director in accordance with the provisions of Section 13.06.645.B.3.a.
4. Additional height at the rate of one foot for each 6 percent of the slope shall be allowed. This additional height shall not be allowed on the uphill portion of the structure. For the purpose of this provision, the slope shall be the difference between the elevation of the highest base point and the elevation of the lowest base point divided by the distance between those two base points.
5. No portion of a structure, including the highest gable, unless specifically excepted, shall extend above the height limit; provided, however, that a legal structure that existed before June 18, 1989, that was destroyed by fire, natural disaster, explosion, or other calamity or act of God or the public enemy may be rebuilt to its previous height within the building's prior actual dimensions, including, but not limited to, height, roof pitch, depth, and width. Such a structure cannot be enlarged, expanded, or otherwise increased in size without the enlargement or expansion meeting the zoning regulations in effect at the time of the expansion.

The height of a stepped or terraced building is the maximum height of any segment of the building.

Building materials and services. Retailing, wholesaling, or rental of building supplies or equipment. This classification includes indoor lumber sales with limited outdoor storage, tool and equipment sales or rental

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Director. For purposes of this Chapter (13.06 of the Tacoma Municipal Code) "Director" means the Director of Planning and Development Services unless otherwise specified.

Drive-through. A business or a portion of a business where a customer is permitted or encouraged, either by the design of physical facilities or by service and/or packaging procedures, to receive services or partake in business while seated in a motor vehicle. This definition does not include uses where the service is not provided while the customer is in the vehicle, such as fueling stations, passenger drop-off/pick-up zones for schools, hospitals, hotels or similar uses.

Drive-through within a building. A drive-through in which the window and all driving and stacking lanes are contained within a building.

Dwelling. A building or portion thereof designed and used entirely as the residence of one or more families, except hotels.

Dwelling, group. Two or more dwelling structures located upon a single lot.

Dwelling, multiple-family. A building or portion thereof designed for or used as the residence of four or more families living independently of each other.

Dwelling, single-family detached. A building designed for or used as the residence of one family that is not attached to any other dwelling unit, except for an accessory dwelling unit as allowed.

Dwelling, three-family. A building designed for or used as the residence of three families living independently of each other.

Dwelling, townhouse. A building on its own separate parcel of land containing one single-family dwelling unit that occupies space from the foundation to the roof and is attached to one or more other townhouse dwelling units by at least one common wall.

Dwelling, two-family. A building designed for or used as the residence of two families living independently of each other.

Dwelling unit. Two or more rooms and kitchen designed for or used as the living quarters of one family.

13.06.700.E

Eating and drinking. Establishments in which food and/or beverages are prepared and sold at retail for immediate consumption. Eating and drinking establishments include restaurants and drinking establishments as defined below:

1. "Drinking establishment" means an establishment other than a restaurant, licensed to sell alcoholic beverages for consumption on premises; that limits patronage to adults of legal age for the consumption of alcohol; and in which limited food service may be accessory to the service of alcoholic beverages. Drinking establishments may include but are not limited to taverns

, saloons, bars, pubs, or cocktail lounges associated with restaurants. This use does not include brewpubs, catering services, or industrial-scale food production facilities.

2. "Restaurant" means a use in which food and/or beverage preparation and service is provided for individual consumption either on- or off-premises, and in which any service of alcoholic beverages is accessory to the service of food. This classification includes, but is not limited to, cafés, eateries, bistros, diners, restaurants, sandwich shops, and coffee shops.

Eave. That part of a roof which projects over the side wall.

Electric vehicle charging stations. A public or private parking space that is served by battery charging station equipment that has as its primary purpose the transfer of electric energy (by conductive or inductive means) to a battery or other energy storage device in an electric vehicle.

1. "Accessible electric vehicle charging station" means an electric vehicle charging station where the battery charging station equipment is located within accessible reach of an access aisle for a designated accessible parking space (minimum 44-inch width) and the electric vehicle.

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2. “Battery charging station” means an electrical component assembly or cluster of component assemblies designed specifically to charge batteries within electric vehicles, which meet or exceed any standards, codes, and regulations set forth by chapter 19.28 RCW and consistent with rules adopted under RCW 19.27.540.
3. “Charging level” means the standardized indicators of electrical force, or voltage, at which an electric vehicle’s battery is recharged. Levels 1, 2, and 3 are defined by the speed of charging and typically have the following specifications:
 - a. Level 1 – slow charging. Typically 15- or 20-amp breaker on a 120-volt alternating current.
 - b. Level 2 – medium charging. Typically 40-amp to 100-amp breaker on 208- or 240-volt alternating current.
 - c. Level 3 - fast or rapid charging [station]. Typically 60-amp or higher dedicated breaker on a 480-volt or higher three-phase circuit with special grounding equipment.
4. “Electric vehicle” means any vehicle that operates, either partially or exclusively, on electrical energy from the grid, or an off-board source, that is stored on-board for motive purpose. “Electric vehicle” includes: (1) a battery electric vehicle; (2) a plug-in hybrid electric vehicle; (3) a neighborhood electric vehicle; (4) a medium-speed electric vehicle, (5) electric scooters and motorcycles.
5. “Electric vehicle infrastructure (EVI)” means the site design must provide electrical, associated ventilation, accessible parking, and wiring connection to transformer to support the additional potential future electric vehicle charging stations pursuant to National Electrical Code (2008) Article 625.
6. “Electric vehicle parking space” means any marked parking space that identifies the use to be exclusively for the parking of an electric vehicle.
7. “Rapid charging station” means an industrial grade electrical outlet that allows for faster recharging of electric vehicle batteries through higher power levels and that meets or exceeds any standards, codes, and regulations set forth by chapter 19.28 RCW and consistent with rules adopted under RCW 19.27.540.

Emergency and transitional housing. Establishments offering daily meal service and housing to persons who are in need of shelter. This classification does not include confidential shelters, or facilities licensed for residential care by the state of Washington.

Emergency medical care. Facilities providing emergency medical service on a 24-hour basis with no provision for continuing care on an inpatient basis.

Emergency medical care. Facilities providing emergency medical service on a 24-hour basis with no provision for continuing care on an inpatient basis.

Equipment enclosure. A structure, shelter, cabinet, or vault used to house and protect the electronic equipment necessary for processing wireless communication signals. Associated equipment may include air conditioning, backup power supplies, and emergency generators.

Existing grade. The elevation of the natural ground surface, excluding vegetation, before any site preparation work has been done. Existing grade shall not be artificially increased for building height measurement purposes by placement of fill on the site; provided, however, that existing grade for any lot which is within a development which is required to receive final plat approval shall be the ground surface at the time of final plat approval. If existing grade surrounding the entire foundation is lowered by more than five feet in preparing the site for construction, except excavation for a foundation, a basement, or daylight basement, then the height measurement will be taken from the lowered grade. Soil investigations, elevation markers, grade stakes, or other verification may be required to verify existing grade.

Extended care facility. Establishments providing 24-hour supervised nursing care for persons requiring regular medical attention, but excluding facilities providing surgical or emergency medical services. Such facilities are licensed by the state as nursing homes.

13.06.700.F

FAA. Federal Aviation Administration.

Facade variety. Illustrated as required in certain districts of this chapter:

Exhibit B: References

The following is background information that City staff reviewed and considered in developing the proposed amendments for specific components of the Sustainability Code Amendments.

Electric Vehicle Infrastructure

Puget Sound Regional Council Electric Vehicle Readiness

Puget Sound Regional Council, working with the state Department of Commerce, developed a model ordinance, regulations and resource materials for local jurisdictions. These resources may be found at:

<http://www.psrc.org/transportation/ev>.

<http://cleantechica.com/2013/09/30/electric-vehicles-speeding-toward-7-global-sales-2020/>

Estimates that combined worldwide sales of hybrid and plug-in electric vehicles will reach 6.6 million annual units by 2020, almost 7% of the total light-duty vehicle market. Research suggests that growth in this market is being fueled by consumer demand, consistent government policy, expansion and diversification of models, and lower battery prices. Forecasts a 31.5% compound annual growth rate for plug-in electric vehicles.

http://www.iea.org/publications/globalevoutlook_2013.pdf

The Electric Vehicles Initiative (EVI) is a multi-government policy forum dedicated to accelerating the introduction and adoption of electric vehicles worldwide. EVI currently includes 15 member governments from Africa, Asia, Europe, and North America, as well as participation from the International Energy Agency (IEA). The United States currently holds approximately 38% of the electric vehicle stock of member nations. The Initiative identifies future targets for electric vehicle stock for member countries. The report includes a summary of current trends, forecasts, and analysis of challenges and opportunities for expanding the market to achieve the growth targets.

<http://www.nydailynews.com/autos/u-s-largest-electric-car-market-2020-article-1.1244784>

This article discusses research findings for plug-in electric vehicle sales that suggest that the United States will account for half of global electric vehicle market and that one quarter of U.S. sales will occur in the top five regional markets, including the Seattle metropolitan area.

<http://blogs.seattletimes.com/monica-guzman/2014/01/25/sean-a-tesla-today-game-changing-electric-cars-turning-up-fast-in-washington-state/>

This article discusses some Washington State specific factors influencing electric vehicle use, such as Washington's residential electricity rates, which are the cheapest in the nation and specific sales tax exemptions and emission exemptions that incentivize electric vehicle use.

<http://www.westcoastgreenhighway.com/electrichighways.htm>

The "West Coast Electric Highway" is an extensive network of electric vehicle (EV) DC fast charging stations located every 25 to 50 miles along Interstate 5 and other major roadways in the Pacific Northwest.

Low Impact Development

"Using Smart Growth Techniques as Stormwater Best Management Practices," Environmental Protection Agency, http://www.epa.gov/smartgrowth/pdf/sg_stormwater_BMP.pdf.

Exhibit B: References

Department of Ecology Rainwater Collection guidance.
<http://www.ecy.wa.gov/programs/wr/hq/rwh.html>

Puget Sound Partnership “2012 LID Technical Guidance Manual for Puget Sound.”
http://www.psp.wa.gov/LID_manual.php

Bicycle Start and End of Trip Infrastructure

City of Tacoma Mobility Master Plan
<http://www.cityoftacoma.org/cms/One.aspx?portalId=169&pageId=14186>

City of Seattle Bicycle Survey
<http://www.seattle.gov/transportation/docs/bikes/13-5004%20Bicycle%20IVR%20Report.pdf>

City of Olympia Municipal Code 18.38 Parking and Loading
<http://www.codepublishing.com/wa/olympia/?OlympiaNT.html>

City of Seattle Municipal Code 23.49.019 and Bicycle Master Plan Appendix K (2007)
<http://www.seattle.gov/transportation/docs/bmp/final/AppendixK.pdf>

City of Redmond Municipal Code 21.40.020 and Bicycle facilities Design Manual Guidelines
<http://zoningplus.com/regs/redmond/codetext.aspx?section=003.024.020&mode=1>

City of Portland Municipal Code 32.255 Parking and Loading
<http://www.portlandoregon.gov/bps/article/53320>

Bike Portland news article on trends in low-income and senior housing demand for bicycle parking.
<http://bikeportland.org/2014/01/07/low-income-and-senior-housing-projects-see-a-bike-parking-boom-too-99544>



Agenda Item
D-4

City of Tacoma
Planning and Development Services

To: Planning Commission
From: Cheri Gibbons, Planning Services Division
Subject: **Plan and Code Cleanup (Annual Amendment #2014-11)**
Meeting Date: February 5, 2014
Memo Date: January 30, 2014

At the February 5, 2014, Planning Commission meeting, staff will present the proposed minor amendments for inclusion in this year's annual amendment process. These amendments are generally designed to address inconsistencies, correct minor errors, and improve provisions that, through administration and applications of the Comprehensive Plan and Zoning Code, are found to be unclear or not fully meeting their intent.

The amendments for this year include numerous changes to the Plan and Code, including:

- Changes to the Transportation Element of the Comprehensive Plan
- Creation of pipestem lot standards
- Reduction in the process for Major Modifications to Conditional Use Permits
- Changes to the Critical Areas Preservation Ordinance to ensure consistency with the Shoreline Master Program

Attached for your discussion at the next meeting is a staff report concerning the proposed amendments, with Exhibits "A" and "B" showing the draft Comprehensive Plan and Code changes, respectively. Staff intends to seek the Commission's authorization for distribution for public review of the proposal packet.

If you have any questions, please contact me at (253) 591-5379 or cgibbons@cityoftacoma.org.

Attachment

c: Peter Huffman, Director



2014 Annual Amendment *Staff Analysis Report*

Application No.:	2014-11
Proposed Amendment:	Plan and Code Clean-ups
Applicant:	Planning and Development Services
Location & Size of Area:	Citywide
Current Land Use & Zoning:	Various
Neighborhood Council Area:	Citywide
Staff Contact:	Cheri Gibbons, Planning Services Division (253) 591-5379, cgibbons@cityoftacoma.org
Date of Report: (Planning Commission review date; draft or final)	February 5, 2014 (draft)

I. Description of the Proposed Amendment:

1. Describe the proposed amendment, including the existing and proposed amendatory language, if applicable.

The proposed amendments involve changes to the Transportation Element of the Comprehensive Plan and changes to various sections in the Tacoma Municipal Code (TMC), Chapters 13.04, 13.05, 13.06, 13.11, and 13.12. These minor amendments are intended to address inconsistencies, correct minor errors, and improve provisions that, through administration and application of the Zoning Code, are found to be unclear or not fully meeting their intent.

A general summary of the proposed amendments is as follows:

Changes to the Transportation Element of the Comprehensive Plan:

- Updating the Commute Trip Reduction (CTR) section to reflect the latest regulatory requirements and program opportunities approved by the Washington State Department of Transportation (WSDOT). Updating project cost information in the Mobility Master Plan section by:
 - Removing the cost information from the following tables:
 - Table 2 Short Term Bicycle Project Priority List
 - Table 9 Short Term Project Costs and Maintenance Estimates
 - Table 10 Medium Term Project Costs and Maintenance Estimates
 - Table 11 Long Term Project Costs and Maintenance Estimates
 - Deleting the following tables:
 - Table 7 Summary of Construction Costs for Recommended Projects
 - Table 8 Summary of Maintenance Costs for Recommended Projects
 - Adding a new table:
 - Table 7 Estimated Cost Range for Bicycle Facilities.

Changes to Chapter 13.04 Platting and Subdivisions, including:

- Clarification of the submittal requirements for short plats. The requirement to provide legal descriptions for all proposed lots will not be required at submittal but prior to recording for verification by the City Surveyor.
- The requirement that a vicinity sketch is included on the notice has been removed, consistent with the State's requirement. The requirement that a legal description and a non-legal description are included in the notice remain.
- Standards for pipe stem lots have been added. The intent of the standards are to ensure better integration of the new parcel and dwelling within the existing neighborhood. The standards include setback requirements and building height limitation.
- The correction of minor scrivener's errors.

Changes to 13.05 Land Use Permit Procedures, including:

- Updating the Expiration of Permits chart to ensure accuracy and consistency within other code sections.
- Clarification the Hearing Examiner's authority to hear appeals of Short Plat decisions.
- The addition of code language which changes the permitting process for Major Modifications to Conditional Use Permits.
- The correction of minor scrivener's errors.

Changes to 13.06 Zoning, including:

Section 13.06.100 – Residential Zoning and Development Standards

- The addition of provisions requiring single-family dwellings to be oriented to the adjacent street or right-of-way.
- A clarification to the Home Occupation Standards that on-premises sales of products associated with a Home Occupation are accessory to a service offered. For example, a home occupation engaged in hair salon services would be allowed to sell hair products and accessories.

Section 13.06.200 – Commercial Districts

- The addition of work-live units to the use Chart. Work-live units are allowed in most commercially zoned districts.

Section 13.06.300 – Mixed-Use Center Districts

- Changes include the removal of references and regulations pertaining to the Urban Center Mixed-Use - Tacoma Dome (UCX-TD) zoning designation as it was eliminated through the South Downtown Subarea Plan process. The UCX-TD zoning district was rezoned to Downtown Mixed-Use (DMU).

Section 13.06.400 – Industrial Districts

- The addition of Work-live units to the use charts.

Section 13.06.501 – Building Design Standards

- The revision of fencing standards language to ensure consistency with the Downtown (13.06A) code.

Section 13.06.502 Landscaping and/or Buffering Standards

- Removal of references to the zoning designation Urban Center Mixed-Use - Tacoma Dome (UCX-TD) as it has been replaced with Downtown Mixed-Use (DMU).

Section 13.06.510 Off-Street Parking and Storage Areas

- Removal of references to the zoning designation Urban Center Mixed-Use - Tacoma Dome (UCX-TD) as it has been replaced with Downtown Mixed-Use (DMU).

Section 13.06.513 Drive-throughs

- Removal of references to the zoning designation Urban Center Mixed-Use - Tacoma Dome (UCX-TD) as it has been replaced with Downtown Mixed-Use (DMU).

Section 13.06.522

- The addition of reference to an applicable part of the code was added to the sign table. This will ensure applicable regulations are found with ease.

Section 13.06.700 Definitions

- The addition of a definition for ‘work-live unit’ which is a combined living and work unit that includes a kitchen and a bathroom.

Changes to 13.06A

- Clarification of the regulations for work-live units in the Downtown by removing references to the Mixed-Use Centers.

Changes to 13.11 CAPO, including:

- Changes making the CAPO compliant with the new Shoreline Master Program and code.
- The removal of all invalid references to critical areas that are now regulated under the shoreline code (Refer to 13.11.190.D).
- The CAPO changes will include minor corrections due to scrivener’s errors, duplication of code citation, and clarification of intent and regulatory application for certain code citations that in practice have revealed unintended interpretation errors.

Changes to 13.12 SEPA, including:

- The clarification of the appeals process for Shoreline Substantial Development Permits. Appeals of Shoreline Substantial Development Permits are appealable to the Shoreline Hearings Board.

2. Describe the intent of the proposed amendment and/or the reason why it is needed.

The proposed amendments to the Transportation Element would maintain the City’s funding eligibility for future transportation program funds and grants. In addition, trip reduction and transportation demand management are evolving fields and WSDOT is allowing jurisdictions to modify and customize CTR programs in some cases. The proposed amendment to the CTR section would more accurately describe how the City is currently participating in CTR in downtown areas. The proposed amendments to the Mobility Master Plan section, on the other hand, are intended to keep the project information current and correct some inaccuracies.

The proposed amendments to the Tacoma Municipal Code are being brought forward as part of staff’s ongoing efforts to improve the clarity and effectiveness of the Zoning Code by addressing inconsistencies, incorporating legislative revisions, correcting minor errors, and improving confusing or ineffective standards. The proposed amendments would address issues that have been identified by staff, the community, as well as customers of the Planning and Development Services Department.

- 3. Describe the geographical areas associated with the proposed amendment. Include such information as: location, size, parcel number(s), ownership(s), site map, site characteristics, natural features, current and proposed Comprehensive Plan land use designations, current and proposed zoning classifications, and other appropriate and applicable information for the affected area and the surrounding areas.**

The proposed amendments would apply citywide.

4. Provide any additional background information associated with the proposed amendment.

While many of the code changes associated with this application are relatively minor, a few of the proposed changes are worth highlighting.

Standards for pipe stem lots

The intent of the standards are to ensure better integration of the new dwelling within the existing neighborhood. Currently, homes placed upon the pipe stem lots that are out of character with the surrounding homes due to size, height, or setback are allowed. This has been a frustration for many residents. In order to ensure new pipe stem lots are better integrated in to the neighborhood, setback, height, and landscaping requirements have been added. Homes on pipestem lots will be required to maintain a 10 or 15 foot setback on all sides of the lot, depending on the zoning district. New homes will also be required to be no higher than the average height of abutting dwellings and if the building height of the main building on a pipestem lot is 5 feet or greater than an abutting dwelling, then 5 feet of landscaping buffer is required along the abutting property line(s).

Reduction in the Process for Major Modifications to Existing Conditional Use Permits

The changes to the code reduce the process for major modifications to Conditional Use permits (CUP). Major modifications to CUPs are currently subject to a process that requires it to be processed as a newly submitted CUP, a Level II permit type. The Level II permit type process requires that a public notice is sent to neighbors within 400 feet and that there is a 30-day comment period. The changes in the code would require major modifications to CUPs to be processed as a Level I type permit. The Level I permit type process requires a public notice of 100 feet and a 14-day comment period. Both processes require a public notice sign to be posted at the site. Given the specialized nature of Conditional Uses and the fact that the use is already in operation at the time of submittal for a major modification to the permit, a reduced process is more adequate. In addition, reducing the process will reduce the permit review time and reduce expenditures for public noticing.

II. Analysis of the Proposed Amendment:

1. How does the proposed amendment conform to applicable provisions of State statutes, case law, regional policies, the Comprehensive Plan, and development regulations?

The proposed amendments are designed to further many of the goals and policies outlined in the Comprehensive Plan, to address inconsistencies and ambiguities in the code, and to better reflect current development trends and techniques. Proposed changes to the standards will bring the City in-line with current standards and provide additional flexibility in code application.

In addition, the proposed changes are consistent with the Growth Management Act (GMA). The GMA requires that development regulations shall be consistent with and implement the Comprehensive Plan. Development regulations include, but are not limited to, zoning controls, critical area ordinances, shoreline master programs, official controls, planned unit development ordinances, subdivision

ordinances, and binding site plan ordinances. The proposed amendments are designed to improve consistency and compatibility within the development regulations and between the Comprehensive Plan, zoning classifications and development regulations.

Applicable Provisions of the Comprehensive Plan:

The following provisions of the City's Comprehensive Plan relate to the proposed amendment:

Generalized Land Use Element

General Growth and Development Goal: To achieve orderly, timely, desirable, planned growth and development that enhances the quality of life for the citizens of Tacoma.

General Growth and Development Policies:

- LU-GGD-1 Intergovernmental Coordination - Manage growth and development in an orderly and desirable manner consistent with the expressed goals of the City, local governmental jurisdictions, regional and federal agencies, and the State of Washington.

Urban Aesthetics and Design Policies:

- LU-UAD-1 Development Standards - Craft development standards that are easy to use and administer and encourage quality site and building design consistent with the goals and policies herein. Refine development standards as needed to accomplish design goals per changing demographics, development conditions, and community interests.
- LU-UAD-3 Distinct Character and Identity of the City - Enhance the distinct character and identity of Tacoma by:
 - Emphasizing pedestrian-oriented design at all levels of design (city, neighborhood, site, and building).
 - Recognizing and retaining existing scale, proportion and rhythm and using compatible materials in new development and redevelopment.
 - Embracing the natural setting and encouraging regional character in new development.
 - Balancing the historic, working-class character of the community and its physical development with the community's desire to be progressive, innovative and accepting of new ideas and methods.

Residential Development Policies:

- LU-RDG-2 Prohibit Incompatible Land Uses - Prohibit incompatible land uses from situating within or adjacent to existing or future residential developments and gradually eliminate existing incompatible uses from existing residential areas.
- LU-RDG-3 Housing Opportunities - Encourage the development of residential areas that offer a variety of housing opportunities for all segments of the population within all areas of the city.

Commercial Development Goal: To achieve an attractive, convenient and well-balanced system of commercial facilities, which serve the needs of the citizens, are appropriate to their relative service areas and are compatible with adjacent land use.

Commercial Development Policies:

- LU-CDLA-5 Citizen Needs and Land Use Capabilities - Consider population needs and land use compatibilities when planning the development of neighborhood, community or regional commercial facilities in order to insure minimal adverse influences on surrounding or adjacent land uses.

2. Would the proposed amendment achieve any of the following objectives?

- Address inconsistencies or errors in the Comprehensive Plan or development regulations;
- Respond to changing circumstances, such as growth and development patterns, needs and desires of the community, and the City's capacity to provide adequate services;
- Maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern; and/or
- Enhance the quality of the neighborhood.

The proposed amendments will help to achieve all of the objectives listed above. The intent of the amendment is to improve inconsistencies and errors in the Comprehensive Plan and development regulations. Many of the changes were brought forth by internal administrators of the code or by external customers and as such, the changes reflect the desires of the community and an increased capacity by the City to provide adequate service. The results of the changes will enhance the compatibility of planned land uses and existing development as well as enhance the quality of neighborhoods and business districts across the city.

3. Assess the proposed amendment with the following measures: economic impact assessment, sustainability impact assessment, health impact assessment, environmental determination, wetland delineation study, traffic study, visual analysis, and other applicable analytical data, research and studies.

This proposal would reduce regulatory barriers resulting in cost savings, increased certainty regarding City requirements, and reduced delay in the City permitting process. Secondary communitywide economic benefits could result from this proposal, to the extent that the proposed amendments achieve their objectives of streamlining and facilitating development. Both are important components of a long-term strategy to improve quality of life and thus make the City more attractive to existing and new residents and employers. Lastly, by promoting more orderly growth, this proposal is in harmony with the City's sustainability goals.

4. Describe the community outreach efforts conducted for the proposed amendment, and the public comments, concerns and suggestions received.

Over the past few months, staff has discussed the 2014 Annual Amendment package with various stakeholder groups, including the Master Builders Association (MBA), other development industry representatives, and Neighborhood Councils. In addition, planning staff have or plan to reach out to the Community Council, the Cross District Association, and Neighborhood Business Districts, informing them of the 2014 Annual Amendment process and offering presentations on the proposed amendments at their board meetings. Additional outreach will occur through and during the Planning Commission and City Council's public hearing and notice processes.

5. Will the proposed amendment benefit the City as a whole? Will it adversely affect the City's public facilities and services? Does it bear a reasonable relationship to the public health, safety, and welfare?

By providing the benefits described above, this proposal would benefit the City as a whole. The proposed Amendments will not have a negative impact on facilities and services and will likely benefit the public

health, safety, and welfare through improved development patterns, removal of regulatory barriers, and better managed growth within the City.

III. Staff Recommendation:

Staff recommends that the proposed amendments to the Comprehensive Plan and the Land Use Regulatory Code, as depicted in Exhibits A and B, be distributed for public review. Staff will continue to engage in public outreach and provide a summary to the Planning Commission prior to the public hearing process which is tentatively scheduled for March 19, 2014.

IV. Exhibits:

- A. Proposed Amendments to the Transportation Element of the Comprehensive Plan
- B. Proposed Amendments to the Tacoma Municipal Code, Chapters 13.04, 13.05, 13.06, 13.11, and 13.12.

Exhibit A
Proposed Amendments to the
Transportation Element
of the Comprehensive Plan

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- T-LUT-2 Land Use Patterns
- T-LUT-3 Centers and Corridors
- T-LUT-4 Support Economic Bases
- T-LUT-5 Access to Work
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- T-CTR-2 Funding for CTR
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- T-ES-4 Stormwater Management
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- T-MMP-4 Transit Integration
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- ****

Commute Trip Reduction

Policy Intent

As required by the Commute Trip Reduction Efficiency Act of 2006 (RCW 70.94.521-551) and the associated Washington Administrative Code WAC 468-63, the Tacoma City Council adopted the Commute Trip Reduction Plan on July 10, 2007 (Resolution No. 37220) and adopted the Commute Trip Reduction Ordinance into the Tacoma Municipal Code Chapter 13.15 on December 9, 2008 (Ordinance No. 27771).

The City's CTR Plan is an evolving document that is frequently updated and provides guidelines for the City and major employers affected by the State law to implement effective strategies to achieve trip reduction goals. The CTR Ordinance establishes requirements for affected employers, including an appeals process, and procedures for the City for program administration, monitoring, enforcement and intergovernmental coordination.

The CTR Plan and Ordinance are designed to achieve the following objectives: improve air quality, reduce traffic congestion, and reduce the consumption of petroleum fuels. With the focus on employer-based programs that encourage the use of alternatives to driving alone for the commute trip, CTR represents a centerpiece of the overall strategy of Transportation Demand Management (TDM).

In addition to the mandated CTR activities, the City of Tacoma is also committed to participating in voluntary, innovative trip reduction pilot programs as approved by the Washington State Department of Transportation (WSDOT). These pilots allow for designing customized strategies for a given boundary or target audience. The City of Tacoma will embark on its first residential outreach efforts as part of WSDOT's CTR Pilot Alternative Plan from July 2013 – June of 2015. Commute Trip Reduction is now also referred to as Community Trip Reduction to more broadly refer to a variety of travel destinations beyond employment.

And between July 2008 to June 2012, Tacoma participated in the Growth and Transportation Efficiency Center pilot that enabled the development of Tacoma's first Transportation Management Association called Downtown On the Go (DOTG). This innovative effort to target downtown trip reduction was created in partnership with Pierce Transit and the Tacoma

Pierce County Chamber of Commerce. DOTG focuses trip reduction efforts in downtown Tacoma which has the highest employment and residential densities in the city.

DTOG has a Board made up of downtown businesses and local transportation agencies. Its purpose is to be the transportation advocate for anyone whose daily life is downtown by:

- Advocating for transportation choices and land use policies that promote a vibrant and integrated downtown; and
- Educating and encouraging downtown employers, employees and residents about transportation choices other than driving alone such as transit, ridesharing, biking, walking, and flexible work arrangements.

There are a number of Comprehensive Plan policies and strategies that are supportive of CTR and TDM, including policies contained in the Transportation Element, transportation-efficient land use policies contained in the Generalized Land Use Element, and traffic management strategies contained in the Neighborhood Element. The following policies are intended to provide additional tools to ensure the successful implementation of the CTR Plan and Ordinance, and contribute to accomplishing the City's strategic goals of healthy environment, sustainable economy and livable community.

Policies

T-CTR-1 Comprehensive Planning and CTR

Incorporate Commute Trip Reduction in the planning for land use, transportation, housing, capital facilities, environmental protection, open space and recreation facilities, neighborhoods and communities, and other applicable disciplines of comprehensive planning. This will be accomplished by promoting CTR related and supportive policy aspects, such as those listed below:

- Promote transit-oriented development
- Encourage maximum parking requirements for new development
- Require active transportation connections between retail, living and work places
- Evaluate land use changes to the Comprehensive Plan and determine how the development furthers the goals of CTR
- Realize the Complete Street concept
- Strive for job-housing balance
- Support an integrated, regional high capacity transit system

- Enhance walking and bicycling environment
- Require parking for bicycles where applicable
- Ensure that connectivity, accessibility and transferability among multiple modes of transportation are adequate, efficient, safe and friendly for pedestrians and bicyclists

T-CTR-2 Funding for CTR

Assign higher funding priority to and actively pursue funding opportunities for improvement projects and programs that are related to, supportive of, or integrated with Commute Trip Reduction.

T-CTR-3 Collaboration on CTR

Join force with appropriate jurisdictions and organizations to coordinate the Commute Trip Reduction program efforts; to best utilize and multiply each others' resources, success stories and innovative practices; and to ensure that fair and consistent services are provided to employers across jurisdictions and employers with worksites located in more than one jurisdiction.

T-CTR-4 Climate Change and CTR

Integrate the Commute Trip Reduction program efforts into the work program of the Office of Environmental Policy and Sustainability and the Sustainable Tacoma Commission on Climate Change (established pursuant to City Council Resolution No. 37631, adopted on October 21, 2008) to effectively reduce carbon emissions and improve air quality.

T-CTR-5 Innovation and Expansion of CTR

Pursue innovative measures of Commute Trip Reduction beyond the statutory suggestions and endeavor in expanding the scope of CTR beyond the statutory requirements, in order to maximize the effects of CTR. Focus efforts on personal trips as well as commute trips with an emphasis on active transportation for short travel distances.

T-CTR-6 Monitoring and Evaluation of CTR

Continually monitor and evaluate the effectiveness of employers' Commute Trip Reduction programs and the City's CTR policies, and implement changes needed to achieve and exceed the statutory goals.

T-CTR-7 Leadership in CTR

The City of Tacoma as an employer should take the leadership role and set a positive example

by maintaining a strong Commute Trip Reduction program for its employees.

Environmental Stewardship

Policy Intent

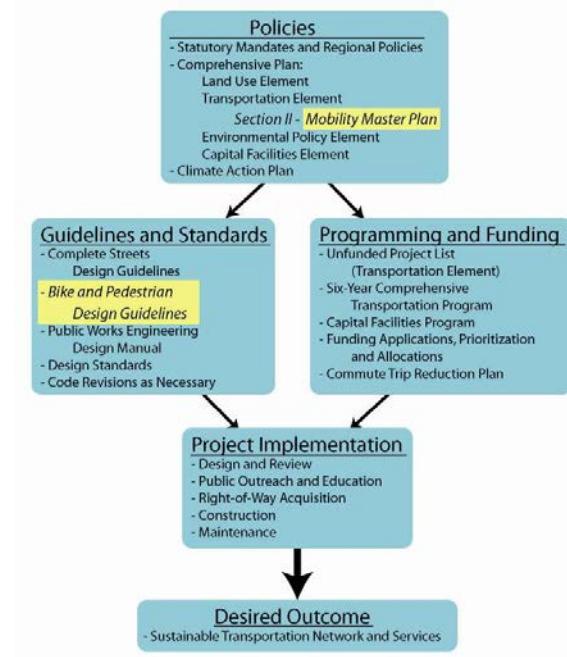
The City of Tacoma recognizes that environmental stewardship must be a central focus in establishing a transportation system that serves today's users and future generations. This is consistent with the City of Tacoma's compliance with the Washington Clean Air Act, the Commute Trip Reduction Law, the National Environmental Policy Act, and the State Environmental Policy Act. It also supports the City's interest in reducing stormwater and air pollution by lessening the use of petroleum fuel vehicles.

Section II – Mobility Master Plan

Policy Intent

The Mobility Master Plan Section of the Transportation Element provides a vision, policies and an implementation plan for how the City of Tacoma can improve conditions for pedestrians and bicyclists citywide over the next fifteen years. This section was distilled from Tacoma's *2010 Mobility Master Plan Study*. It moves the City towards social, economic and environmental sustainability and serves as a cornerstone for Tacoma's climate action diminution strategies. A sustainable non-motorized transportation network is vital for Tacoma to achieve a substantial reduction in carbon emissions, as well as to provide a healthier environment for its residents.

The Mobility Master Plan Section envisions an interconnected bicycle and pedestrian network that provides safe routes to neighborhoods, schools, transit, business districts recreational facilities, and other destinations.

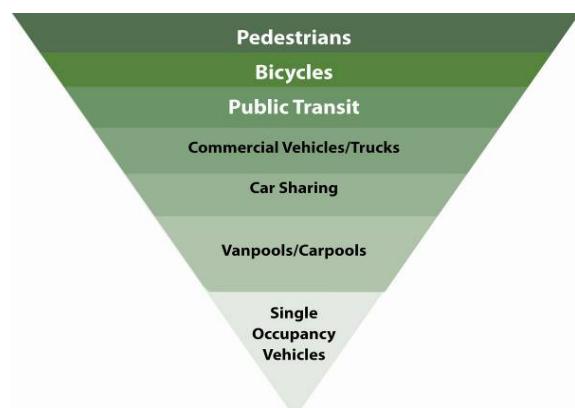


The implementation of a new set of mobility policies will improve Tacoma residents' health, enhance their quality of life, help protect the City's natural resources and be a source of pride to the community. It will also lead toward the goal of achieving "Bicycle Friendly Community" status by the League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

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

Prioritizing Transportation Investment

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



Implementation

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

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

Table 1. Infrastructure Project Evaluation Criteria

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

Table 2. Short Term Bicycle Project Priority List¹

Priority	Street	From-To	Length (miles)		Facility Type
Completed and Underway Projects					
Complete	Tyler St	S 60th St – S Manitou Wy	1.46		Bike Lane
Construction Phase	S Park Ave	S 40th St – E 96th St	3.66		Bicycle Boulevard
Construction Phase	S 40th St	S Park Ave – S G St	0.06		Bike Lane
Construction Phase	Delin St/S G St/S 36th St/Tacoma/S 38th St	S 25th St – S 48th St	1.73		Bike Lane
Construction Phase	Fawcett Ave/S 25th St	6th Ave – Tacoma	1.51		Bicycle Boulevard
Construction Phase	6th Ave	S G St – Fawcett Ave	0.10		Sharrows ³
Construction Phase	S G St	Division Ave – 6th St	0.39		Bicycle Boulevard
Construction Phase	Division Ave/Wright Park	Yakima Ave – N G St	0.07		Shared-Use Path
Construction Phase	N 23th/N 24th/Yakima Ave	Highland – Division Ave	3.39		Bicycle Boulevard
Construction Phase	N Highland St	N 23rd St – N 21st St	0.11		Bicycle Boulevard
Construction Phase	N 26th St	N Stevens St – Pearl St	0.79		Bike Lane
Complete	N 26th St	N Proctor – Alder	0.50		Sharrows/Bike Lane
Construction Phase	S 37th St.	A St – S Hosmer St	1.55		Bicycle Boulevard
Complete	S Alaska St	S 38th St – S 37th St	0.10		Bike Lane
Complete	N 30 th St	Alder St – McCarver St	0.59		Bike Lane/Sharrows
Construction Phase	Historic Water Ditch Trail – Phase 2	S 80 th / S Tacoma Way – S 72 nd and S 60 th – S 56 th Streets	1.82		Shared-Use Path
Total Completed and Underway				17.83	
Short Term					
1	N Stevens St	N 46th St – N 37th	0.62		Bike Lane
1 ⁴	Stevens/ Tyler St	6th Ave – S Wright Ave	1.76		Bike Lane
2	S 47th St/S 48th St/E C St/E 46th St/E E St	S Tacoma Wy – McKinley Ave	3.20		Bike Lane
3	Puyallup Ave	Pacific Ave – City Line	1.71		Bike Lane
4	Orchard	S19th – N 26 th	1.70		Bike Lane
5	N 1st St/Broadway	N Tacoma Ave – Prairie Line Trail	1.43		Bicycle Boulevard
6	NE Nassau Ave	Browns Pt Blvd – NE Northshore Pkwy	1.06		Bike Lane
7	S 11th St	Ferry St – Pacific Ave	1.25		Bike Lane
8	S 12th St	S Jackson Ave – S Union Ave	2.51		Bike Lane

¹ All improvements to a WSDOT facility must be coordinated with and approved by WSDOT Olympic Region Development Services

³ Sharrows = Shared Lane Marking used in situations where bicyclists share the travel lane with motor vehicles

⁴ Projects have the same priority number when they are part of a continuous corridor

Priority	Street	From-To	Length (miles)		Facility Type
9	6th Ave	Ainsworth Ave – E Broadway	0.87		Bike Lane
9	Ainsworth Ave	N Steele St – 6th Ave	0.49		Bicycle Boulevard
9	N 11th St	N Pearl St – N Steele St	2.25		Bicycle Boulevard
10	S Washington	S 60 th – S 43 rd (S Tacoma Way)	1.20		Bike Lane
11	S 66 th St	Orchard St – Tacoma Mall Blvd	2.14		Lanes/Sharrow/Bike Boulevard
12	N Alder/N Cedar St	N 22nd St – SR 16	2.79		Bike Lane
12	S Oakes St/S Pine St	SR16 – S 74th St	3.11		Bike Lane
13	Historic Water Ditch Trail	Pine – C St	2.78		Shared-Use Path
14	Schuster Parkway Trail	S 7 th – Ruston Way	1.50		Trail
15	Pipeline Road Trail	E 40th St – Waller Rd and 72 nd	2.31		Shared-Use Path
15	E I St/E K St/E Wright Ave /Pipeline Rd	D St at Tacoma Dome/McKinley Park/Pipeline Road Trail	1.20		Bicycle Boulevard
15	Sheridan Ave	6th St – S 25th St	1.37		Bicycle Boulevard
15	S 25th St	S State St/Scott Pierson Trail – Sheridan Ave	0.21		Bike Lane
16	Prairie Line Trail (Hood Street)	Foss Waterway to S 17 th to S 25 th St	0.80		Shared-Use Path
17	S 64 th St	S Alaska Way – Waller Rd	3.31		Bicycle Boulevard
18	S 43 rd St/E E St/E 40 th St	A St – Portland Ave	1.90		Bicycle Boulevard
19	S 37 th St/Sprague Ave	Water Ditch Trail – S Steele St	0.87		Bike Lane
20	NE 51 st St/NE Northshore Pkwy	NE Harbor View Dr – Hoyt Rd	2.07		Bike Lane
20	NE Slayden Rd	NE Marine View Dr – NE Harbor View Dr	0.41		Sharrows
21	N Baltimore St	N 46 th – N 26 th St	1.67		Bicycle Boulevard
22	N Pearl St/Ferry Landing	N 51 st St – Ferry Station	0.50		Sharrows
23	S 80 th /82 nd St	S Hosmer – McKinley Ave	2.07		Bicycle Boulevard
24	S Alaska St	S 56 th – 96 th St S	2.51		Bike Lane
25	S Mildred St	S 12 th St – S 19 th St	0.50		Bike Lane
26	Dock St	S Schuster Pkwy – E D St	1.62		Sharrows
26	N 51 st St/Gallagher Dr	N Vassault St – Ruston Way	1.15		Bike Lane
26	Ruston Way	N 49 th St – Schuster Parkway	2.37		Sharrows
27	S Oxford St/S 8 th St/S Meyers St/S 15 th St	N Skyline Dr – S 19 th St	1.15		Bicycle Boulevard
28	N 37 th St	N Shirley St – N Orchard St	0.27		Shared-Use Path
29	E Side Foss (D Street)	Murray Morgan Bridge to E 3 rd St	0.42		Shared-Use Path
30	S A St	E 96th St – E 37th St	3.78		Bicycle Boulevard
31	Pearl St	N 11 th – N 9 th (Scott Pierson)	0.20		Shared-Use Path
32	Jackson St	N 10 th St – Scott Pierson Trail	0.10		Bike Lanes
33	Dome District to Puyallup Connection	Analysis for best route to River Road/Pioneer from Dome District and reverse direction	.25/TBD		Bike Lanes
Total Short Term			65.13		

Implementation Costs

Tacoma has the potential to build on the existing walkway and bikeway networks and transform itself into a community where walking and bicycling for transportation and recreation are popular activities. This section lays out the approximate cost for completing the system. This network builds upon previous and ongoing local and regional planning efforts and reflects the extensive input offered by City staff, the Mobility Master Plan Steering Committee, bicycle and pedestrian stakeholder groups and Tacoma residents.



The charts below show the total projected mile of new facilities as well as the approximate cost.

Table 6. Tiered Facility Lengths

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

Facility Type	Completed/ Underway	Short Term	Medium Term	Long Term	Total
Bicycle Boulevards	10.61	22.76	12.18	5.57	51.12
Bike Lanes	5.23	29.19	31.83	10.18	76.43
Sharrows	0.10	4.90	1.38	0.00	6.38
Cycle Tracks	0	0	3.84	0.00	3.84
Sidewalks	3.30	8.33	4.33	0.00	15.96
Shared-Use Paths	1.89	6.78	5.66	25.92	40.25
Total	21.13	71.96	59.22	41.67	193.98

Table 7. Estimated Cost Range for Bicycle Facilities

Facility	Approximate Cost per Mile (low end)	Approximate Cost per Mile (high end)
Off Street	\$1,456,000	\$1,573,000
Cycle Track	\$1,546,000	\$1,894,000
Bike Boulevard	\$659,000	\$925,000
In Street, Minor Separation (bike lanes or buffered bike lanes)	\$321,000	\$574,000
Shared Street	\$48,000	\$48,000

Source: Cost estimates for bike facilities derived from the Seattle Bicycle Master Plan. Costs estimates include the facility treatment and not any additional costs of roadway expansion or improvement. Costs are in 2013 dollars.

- Additional work may be required at some intersections to make them ADA accessible per federal regulations.

Table 9. Short Term Project Costs

Street	From - To	Length (Miles)	1
Bicycle Boulevards			
Ainsworth Ave	N Steele St – 6th Ave	0.49	
E I St/E Wright Ave/E K St/Pipeline Rd	McKinley Park – Pipeline Road Trail	1.20	
N 11th St	N Pearl St – N Steele St	2.25	
N 1st St/Broadway	N Tacoma Ave – Prairie Line Trail	1.43	
N Baltimore	N 46th – N 26th St	1.67	
S 43rd St/E E St/E 40th St	S A St – Portland Ave	1.90	
S 64th St	S Alaska Way – Waller Rd	3.31	
S 66th St	Orchard St – Tacoma Mall Blvd	2.14	
S 80th/82nd St	S Hosmer – McKinley Ave	2.07	
S A St	E 96th St – E 37th St	3.78	
S Oxford St/S 8th St/S Meyers St/S 15th St	N Skyline Dr – S 19th St	1.15	
Sheridan Ave	6th St – S 25th St	1.37	
Bike Lanes			
6th Ave	Ainsworth Ave – E Broadway	0.87	
N 51st St/Gallagher Dr	N Vassault St – Ruston Way	1.15	
N Alder/N Cedar St	N 30th St – SR 16	2.79	
N Stevens St	N 46th St – N 37th	0.62	
NE Nassau Ave	Browns Pt Blvd – NE Northshore Pkwy	1.06	
NE 51st St/NE Northshore Pkwy	NE Harbor View Dr – Hoyt Rd	2.07	
Orchard	S 19th – N 26th	1.70	
Puyallup Ave	Pacific Ave – City Line (bike lane only)	1.71	
S 11th St	Ferry St – Pacific Ave	1.25	
S 12th St	S Jackson Ave – S Union Ave	2.51	
S 25th St	S State St/Scott Pierson Trail – Sheridan Ave	0.21	
S 37th St/Sprague Ave	Water Ditch Trail – S Steele	0.87	
S 47th St/S 48th St/E C St/E 46th St/E E St	S Tacoma Wy – McKinley Ave	3.20	
S Alaska	S 56th – 96th St S	2.51	
S Mildred St	S 12th St – S 19th St	0.50	
S Washington St	S 60th – S 43rd (S Tacoma Way)	1.20	

¹ Maintenance costs include re-striping, signage replacement, and roadway patching depending on facility type. Estimates do not include sweeping and other repair that is part of regular street maintenance activities. Estimated maintenance costs are presented on an annual basis, however the overall cost has been amortized by the frequency of maintenance tasks. For example, the need for re-striping is estimated to occur every other year, so the total cost (\$4.50 per LF) is divided by two for the annual estimate.

Street	From - To	Length (Miles)		1
S Oakes St/SPine St	SR 16 – S 74th St	3.11		
Stephens/ Tyler St	6th Ave – S Wright Ave	1.76		
Jackson St	N 10th – Scott Pierson Trail	0.10		
Sharrows²				
Dock St	S Schuster Pkwy – E D St	1.62		
N Pearl St/Ferry Landing	N 51st St – Ferry Station	0.50		
NE Slayden Rd	NE Marine View Dr – NE Harbor View Dr	0.41		
Ruston Way	N 49th St – Schuster Parkway	2.37		
Sidewalks				
S 76th St	Alaska Ave – Pacific Ave	0.89		
NE 51st St	Slayden Rd – Browns Point Blvd	0.35		
S 66th St	S Verde St Aly – South Tacoma Wy	0.60		
S 64th St	E J St – E N St	0.42		
S 66th St	S Junett St – Wapato	0.30		
S 84th St	Tacoma Mall Blvd – S Alaska St	0.41		
N Vassault, E	N 26th St – N 24th St	0.09		
S 92nd Ave	S Hosmer – S D St	0.91		
S L St	South End Neigh. Center – S 80th St	0.18		
N 24th St	N Narrows Dr – Lenore Dr	0.22		
NE Harbor View Dr/NE 49th St	NE 51st St – Browns Point Blvd	0.90		
S Wapato	S 64th St – S 68th St	0.51		
S 64th St	S Orchard St – Tyler St	1.16		
S 80th St	S Sheridan Ave – S Tacoma Ave	1.09		
McKinley Ave	E D St – Wright St	0.30		
Intersection Project Improvements				
S I St & Division Ave				
Tacoma Ave S & S 9th St				
Division St & Sprague & 6th Ave				
Tacoma Mall Blvd & S 48th St				
S J St & S 19th St				
Shared-Use Paths³				
E Side Foss (D Street)	Murray Morgan Bridge – E 3rd St	0.42		
Pearl Street	N 11th – N 9th (Scott Pierson)	0.20		
N 37th St ³	N Shirley St – N Orchard St	0.27		
Pipeline Road Trail ³	E 40th St – Waller Rd	2.31		
Prairie Line Trail	Pacific Ave to Water Ditch Trail	0.80		
Total Short Term Projects			71.96	

² Sharrows, or Shared Lane Markings, are roadways marked with a bicycle symbol and chevrons where cars and bicycles share the same space. The Sharrow delineates the area where the cyclist is safest riding.

³ Costs for the N 37th St Trail and Pipeline Road Trail have been allocated into the FY 2010-2015 CIP and are not included in cost estimate totals. Projected costs for trails are approximate and based on a simple 10' asphalt path with two feet of crushed gravel on either side. This may not be an adequate width to accommodate the growing number of users.

Table 10. Medium Term Project Costs

Street	From - To	Length (mile)	Construction Cost	Maintenance Estimate ¹
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¹ Maintenance costs include re-striping, signage replacement, and roadway patching depending on facility type. Estimates do not include sweeping and other repair that is part of regular street maintenance activities. Estimated maintenance costs are presented on an annual basis, however the overall cost has been amortized by the frequency of maintenance tasks. For example, the need for re-striping is estimated to occur every other year, so the total cost (\$4.50 per LF) is divided in half for the annual estimate.

Street	From - To	Length (mile)	Construction Cost	Maintenance Estimate ¹
Bicycle Boulevards				
Court D/St Helens Ave	S G St – S 9 th St	0.64		
J St	N 3 rd St – S 27 th St	1.87		
J St	S 37 th St – S 84 th St	3.05		
N 37 th St	N Orchard St – N Proctor St	0.78		
N 45 th St/N Verde St/N 45 th St	N Baltimore St – N Stevens St	0.57		
N 7 th St	N Orchard St – N Pine St	1.48		
N Highland St	N 23 rd St – N 21 st St	0.11		
S 56 th St	S Washington St – S State St	1.16		
Skyline Dr	N 17 th /Westgate Blvd – N 11 th St	0.36		
State St	S 25 th St – N Grant Ave	1.53		
Upper Park St/E 29 th St/E L St	E 26 th St to McKinley Park	0.63		
Bike Lanes				
Center St	S Orchard St – S 25th St	3.44		
E 11th St/Taylor Way	SR 509 – Marine View Dr	2.76		
E 38th St	A St – Portland Ave	1.11		
E McKinley Ave	S 72nd St – E D St	3.17		
Jackson Ave	SR 16 – S 12th St	0.60		
Marine View Rd	SR 509 – NE Slayden Rd	0.51		
McCarver St/Tacoma St	N Schuster Pkwy – S Tacoma Ave	1.50		
N 17th St/Westgate Blvd/N 21st St	N Narrows Dr – N Proctor St	2.23		
N 21st St/N I St/S I St	N Alder St – Division Ave	1.66		
N 46th St	N Vassault St – N Baltimore St	0.61		
NE 49th Ave	NE 45th Ave – NE 33rd St	0.70		
N Ferdinand St	Ruston Way – N 46th St	0.49		
N Highland	N 21st – N 11th	0.51		
NE Norpoint Way	Marine View Dr – NE 29th St	1.20		
Puyallup Ave	Holgate – Pacific Ave	0.10		
S 19th St	Mildred – Yakima Ave	3.80		
S 35th St	S Pine St – S Sprague St	0.43		
S 56th St	S State St – Pipeline Trail	2.90		
S 56th St	S Orchard St – S Washington St	0.96		
S Yakima Ave /Thompson Ave	S 27th St – S 56th St	2.28		
Tacoma Ave	N 3rd St – S 2nd St	0.30		
Yakima Ave	Wright Park – S 27th St	1.49		
Sharrows²				
Five Mile Dr/N 51st St	N Vassault St – N 54th St	0.48		
Ruston connection	N 51st St – Ferry Landing Road	0.53		
S 96th St	Park – Pacific	0.37		
Cycle Tracks				
SR 509	Pacific Ave – Marine View Dr	3.84		
Sidewalks				
S 58th St	S Durango St – S Tacoma Way Aly	0.43		

² Sharrows, or Shared Lane Markings, are roadways marked with a bicycle symbol and chevrons where cars and bicycles share the same space. The Sharrows delineates the area where the cyclist is safest riding.

Street	From - To	Length (mile)	Construction Cost	Maintenance Estimate ¹
S Adams St	S 56th St – S 66th St	0.80		
N 21st St	W of N Pearl St – Highland St	0.07		
Union Ave	Center – S 19 th St	0.20		
S Pine St/S Cedar St	S 19th – Hood St	0.80		
N 11th St	N Highland St – N Orchard St	0.32		
S 62nd St	S Clement Ave – S Wapato St	0.61		
N 11th St	N Adams St – N Union Ave	0.27		
S M St	S 84th St – S 88th St	0.34		
S 56th St	Tacoma Mall Blvd – S Alaska St	0.49		
Intersection Improvements				
A St & S 38th St				
E 56th & E McKinley Ave				
E Portland Ave & E 29th St				
S 74th St & Tacoma Mall Blvd				
S 72nd St & Hosmer				
I-5 NB off-ramp terminus at Portland Ave/E 28th St				
S 38th St & Pacific Ave				
S 38th & McKinley Ave				
E Portland Ave & E 32nd St				
N 11th & N Pearl				
S 84th & Pacific Ave				
S 96th St & Pacific Ave				
S Hosmer St & S 84th St				
S Puget Sound Ave & S 56th St				
S Steele St & S 96th St				
Tacoma Ave & N 1st St				
S 54th & Tacoma Mall Boulevard				
Shared-Use Paths				
Pipeline Trail Connection	Collaborate with neighboring jurisdictions for connectivity	0.97		
Schuster Parkway Trail	Cost is for 10' asphalt trail alone and does not include slope stabilization or other infrastructure	1.30		
Total Medium-Term Projects:		56.75		

Table 11. Long Term Project Costs

Street	From - To	Length (mile)	Construction Cost	Maintenance Estimate ¹⁰
Bicycle Boulevards				
Cheyenne St	N 46th – 6th	2.46		
N Fife St/N 15th St/N Pine	N Yakima Ave – S 12th St	1.86		
S 18th St	S Puget Sound Ave – S Pine St	0.40		
S 43 rd St	Park Ave – A St	0.50		
S Puget Sound Ave	N 7th St – S 18th St	0.85		
Bike Lanes				
N Baltimore St	N 49th St – N 46th St	0.29		
Portland Ave	Puyallup Ave – S 72nd St	3.52		
Proctor St	N 37th St – S 19th St	2.67		
Regents St/Center St	Princeton – Tyler St	1.29		
S 11th St	Dock St – E Portland Ave	0.85		
S 25th St	S Sheridan Ave – MLK Jr Way	0.21		
S 66th St/S 64th St Bridge	Tacoma Mall Blvd – S Alaska St	0.20		
Uphill Bike Lanes				
6th Ave	S Walters Rd – S Jackson Ave	1.15		
Intersection Improvements				
N 26th & N Pearl St				
S 56th St & Pacific Ave				
Shared-Use Paths				
E Side Foss	S 11th – Waterway Park	1.65		
Garfield/Ruston Way	Garfield Gulch – Ruston	0.76		
Puyallup River Levee Trail	City Limits – 11th St	2.1		
Point Defiance Trail (Metro)	Point Ruston – Vashon Ferry	2.26		
Dome to Pt. Defiance	Foss Esplanade to Pt. Ruston	6.2		
President's Ridge Trail	SR 7 – Jennie Reed – S. 34 th St	2.95		
West Slope Trail	Pt. Defiance /Titlow/S. 19 th St	6.03		
Trails with undetermined alignment. Coordination with neighboring jurisdictions critical for connectivity.				
Trail to Mountain Corridor	Tacoma Dome to Mt. Rainier	TBD		
Tacoma Dome to Sumner	Tacoma Dome to Sumner	TBD		
Total Long Term Projects		38.2		

¹⁰ Maintenance costs include re-striping, signage replacement, and roadway patching depending on facility type. Estimates do not include sweeping and other repair that is part of regular street maintenance activities. Estimated maintenance costs are presented on an annual basis, however the overall cost has been amortized by the frequency of maintenance tasks. For example, the need for re-striping is estimated to occur every other year, so the total cost (\$4.50 per LF) is divided in half for the annual estimate.

Exhibit B
Proposed Amendments to the
Tacoma Municipal Code Chapter 13

TITLE 13
LAND USE REGULATORY CODE

Chapter 13.04
PLATTING AND SUBDIVISIONS

6. A City-approved preliminary short plat layout drawing containing the following information:
 - a. The name and address of the owner or owners of said tract;
 - b. The legal description of the existing lot, tract or parcel, ~~, and the legal descriptions for all proposed lots, tracts, or parcels;~~

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

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

13.04.095 Appeals.

The Director's decision on a boundary line adjustment, binding site plan approval, or short subdivision shall be final unless a request for reconsideration or appeal is filed in accordance with the provisions of Chapter ~~13.05~~1.23 of the Tacoma Municipal Code.

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

D. Pipestem Lots. The creation of pipestem lots shall be allowed in certain circumstances. The intent of these limitations is to minimize negative impacts of inconsistent development patterns while allowing land to be divided when more traditional layouts are not achievable. The creation of pipestem lots is not allowed when a lot configuration can be provided that is consistent with the established pattern on the block without significantly reducing the number of allowed lots (see examples

Tacoma Municipal Code

provided below). Pipestem lots shall provide a lot extension or primary accessway which connects to a public or private street. The creation of a pipestem lot is allowed under the following circumstances:

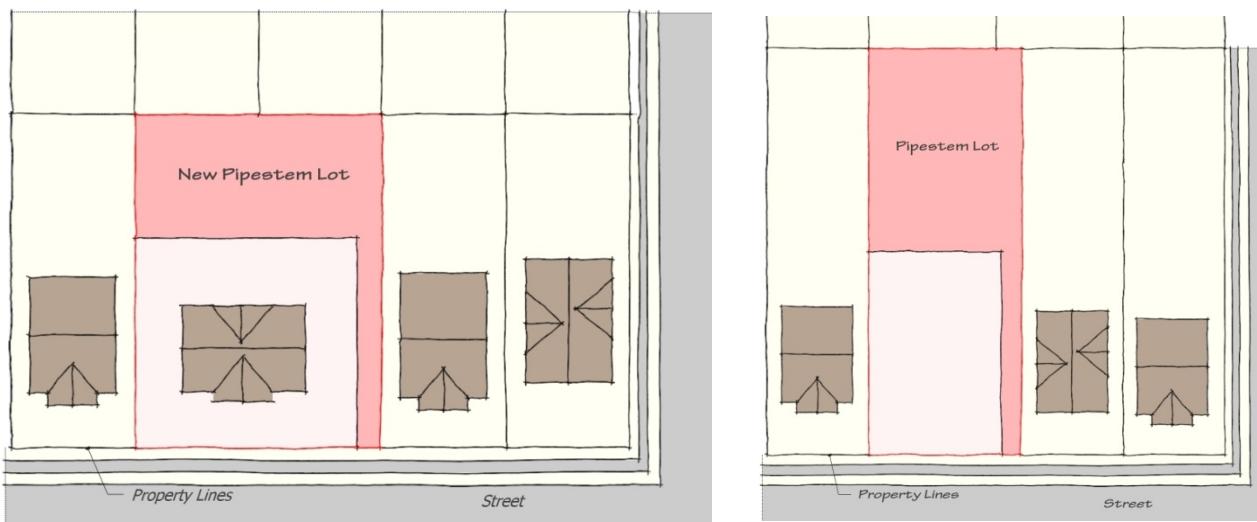
1. No more than one out of every three proposed lots is a pipestem lot; and
2. One of the following are met:
 - a. An existing dwelling which has been on the site for at least five years precludes a land division that is consistent with Section 13.04.230.A and would otherwise not meet the lot width, frontage, or setback requirements without a pipestem configuration (see examples for R-2 District below); or
 - b. The site has dimensions which preclude a land division that is consistent with Section 13.04.230.A and would otherwise not meet the lot width, frontage, or setback requirements without a pipestem configuration.

3. Upon the creation of a pipestem lot, the following standards apply:

- a. Pipestem lots shall have the same setback along all lot lines. In the R-1 District the setback shall be 15 feet. For all other districts the setback shall be 10 feet.
- b. The height of the main building on a pipestem lot shall be no taller than 25 feet or no more than the average of the height of the dwellings on each abutting property line and shall not exceed the height of the zoning district.

Examples of allowed pipestem layouts

In the first example, even though there is an established pattern on the block, the existing home prevents a property division consistent with that pattern. In the second example, the width and size of the property lends itself to a pipestem lot being created.



Example of a prohibited pipestem layout

In this example there is an established pattern on the block and a division consistent with that layout can be provided without significantly reducing the number of possible lots. Instead of creating a pipestem lot, the property should be divided consistent with the existing pattern.

Chapter 13.05

LAND USE PERMIT PROCEDURES

Project Permit or Project Permit Application: Any land use or environmental permit or license required for a project action, including, but not limited to, subdivisions, binding site plans, planned developments, conditional uses, shoreline substantial development permits, site plan review, permits or approvals required by the critical area preservation ordinance, site-specific rezones authorized by a Comprehensive Plan or sub area plan, but excluding the adoption or amendment of a Comprehensive Plan, sub area plan, or development regulations, except as otherwise specifically included in this subsection. This chapter does not apply to Exempted Activities under Section 13.11.140: [to activities allowed under 13.11.200 or 13.11.210.](#)

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

Tacoma Municipal Code

Table H – Notice, Comment and Expiration for Land Use Permits

Permit Type	Preapplication Meeting	Notice: Distance	Notice: Newspaper	Notice: Post Site	Comment Period	Decision	Hearing Required	City Council	Expiration of Permit
Interpretation of code	Recommended	100 feet for site specific	For general application	Yes	14 days	Director	No	No	None
Uses not specifically classified	Recommended	400 feet	Yes	Yes	30 days	Director	No	No	None
Boundary line adjustment	Required	No	No	No	No	Director	No	No	5 years ³
Binding site plan	Required	No	No	No	No	Director	No	No	5 years ³
Environmental SEPA DNS/EIS	Optional	Same as case type	Yes if no hearing required	Yes for EIS	Same as case type	Director	No	No	None
Variance, height of main structure	Required	400 feet	No	Yes	30 days	Director	No ¹	No	5 years
Open space classification	Required	400 feet	No	Yes	²	Hearing Examiner	Yes	Yes	None
Plats 10+ lots	Required	400 feet	Yes	Yes	21 days SEPA ²	Hearing Examiner	Yes	Final Plat	5 years ⁶
Rezones	Required	400 feet	No	Yes	21 days SEPA ²	Hearing Examiner	Yes	Yes	None
Shoreline/CUP/variance	Required	400 feet	No	Yes	30 days ⁵	Director	No ¹	No	2 years/maximum 6
Short plat (2-4 lots)	Required	No	No	No	No	Director	No	No	5 years ³
Short plat (5-9 lots)	Required	400 feet	No	Yes	14 days	Director	No ¹	No	5 years ⁶
Site approval	Optional	400 feet	No	Yes	30 days ⁵	Director	No	No	5 years
Conditional use	Required	400 feet	No	Yes	30 days ⁵	Director	No	No	5 years ⁴
Conditional use, large-scale retail	Required	1,000 feet	Yes	Yes	30 days ²	Hearing Examiner	Yes	No	5 years
<u>Conditional Use Minor Modification</u>	<u>Optional</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>Director</u>	<u>No</u>	<u>No</u>	<u>5 years</u>
<u>Conditional Use Major Modification</u>	<u>Recommended</u>	<u>100 feet</u>	<u>No</u>	<u>Yes</u>	<u>14 Days</u>	<u>Director</u>	<u>No</u>	<u>No</u>	<u>5 years</u>
Minor Variance	Optional	100 feet ⁷	No	No	14 Days	Director	No ¹	No	5 Years
Variance	Optional	100 feet	No	Yes	14 days	Director	No ¹	No	5 years
Waiver	Optional	100 feet	No	Yes	14 days	Director	No ¹	No	Condition of permit
Wetland/Stream/FWHCA development permits	Required	400 feet	No	Yes	30 days	Director	No ¹	No	5 years* with 5-year renewal option to a maximum of 20 years total
Wetland/Stream/FWHCA Minor Development Permits	Required	100 feet	No	Yes	14 days	Director	No ¹	No	5 years* with 5-year renewal option to a maximum of 20 years total
Wetland/Stream/FWHCA verification	Required	100 feet	No	Yes	14 days	Director	No ¹	No	5 years

INFORMATION IN THIS TABLE IS FOR REFERENCE PURPOSE ONLY.

*Programmatic Restoration Projects can request 5 year renewals to a maximum of 20 years total.

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

² Comment on land use permit proposal allowed from date of notice to hearing.

³ Must be recorded with the Pierce County Auditor within five years.

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

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

⁶ Refer to Section 13.05.070 for preliminary plat expiration dates.

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

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

CE. Permitted Uses – Uses Not Specifically Classified. In addition to the authorized permitted uses for the districts as set forth in this title, any other use not elsewhere specifically classified may be permitted upon a finding by the Director that such use will be in conformity with the authorized permitted uses of the district in which the use is requested. Notification of the decision shall be made by publication in a newspaper of general circulation.

DF. Reasonable Accommodation. Any person claiming to have a handicap, or someone acting on his or her behalf, who wishes to be excused from an otherwise applicable requirement of this Land Use Code under the Fair Housing Amendments Act of 1988, 42 USC § 3604(f)(3)(b), or the Washington Law Against Discrimination, Chapter 49.60 RCW, must provide the Director with verifiable documentation of handicap eligibility and need for accommodation. The Director shall act promptly on the request for accommodation. If handicap eligibility and need for accommodation are demonstrated, the Director shall approve an accommodation, which may include granting an exception to the provisions of this Code.

C. Appeal to the Hearing Examiner. The Hearing Examiner shall have the authority to hear and decide appeals from any final written order, requirement, permit, decision, or determination on land use proposals, except for appeals of decisions identified in Chapter 13.04, ~~made by the Director~~. The Hearing Examiner shall consider the appeal in accordance with procedures set forth in Chapter 1.23 and the Hearing Examiner's rules of procedure.

13.05.070 Expiration of permits.

(Refer to Table H in Section 13.05.020).

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

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

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Type of Permit	Maximum Duration
1. Conditional Use Permit	5 years, possible 1-year extension ¹
2. Variance	5 years, possible 1-year extension
3. Site Approval	5 years, possible 1-year extension
4. Waiver	5 years, possible 1-year extension
5. Wetland/Stream/FWHCA Development Permits and Wetland/Stream/FWHCA Minor Development Permits	5 years, with 5 year renewal option to a maximum of 20 years Programmatic Restoration projects can apply for possible 5 year renewals, not to exceed 20 years total.
6. Wetland Delineation Verifications	5 years
7. Preliminary Plat	5 years, 7 years, or 9-10 years to submit a final plat permit application, dependent on preliminary plat approval date per RCW 58 ²
8. Binding Site Plans, Short Plats, Boundary Line Adjustments	5 years to record with Pierce County Auditor
9. Shoreline Permits	2 years to commence construction; 5 years maximum, possible one- year extension

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

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

(See 13.11.220.A – Programmatic Restoration Projects processed under either the Minor Development Permit or the Development Permit may qualify for additional time extensions according to TMC 13.05.070.)

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

13.05.080 Modification/revision to permits.

A. Purpose. The purpose of this section is to define types of modifications to permits and to identify procedures for those actions.

B. Minor Modifications. No additional review for minor modifications to previously approved land use permits is required, provided the modification proposed is consistent with the standards set forth below:

1. The proposal results in a change of use that is permitted outright in the current zoning classification.
2. The proposal does not add to the site or approved structures more than a 10 percent increase in square footage.
3. If a modification in a special condition of approval imposed upon the original permit is requested, the proposed change does not modify the intent of the original condition.
4. The proposal does not increase the overall impervious surface on the site by more than 25 percent.

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

5. The proposal is unlikely to result in a notable increase in or any new significant adverse effects on adjacent properties or the environment.
 6. Any additions or expansions approved through a series of minor modifications that cumulatively exceed the requirements of this section shall be reviewed as a major modification.
- C. Major Modifications. Any modification exceeding any of the standards for minor modifications outlined above shall be subject to the following standards.
1. Major modifications shall be processed in the same manner and be subject to the same decision criteria that are currently required for the type of permit being modified.Major modifications to Conditional Use permits shall be processed as a Process I permit, consistent with the regulations found in Section 13.05.020.C.
 2. In addition to the standard decision criteria, the Director or Hearing Examiner shall, in his/her review and decision, address the applicability of any specific conditions of approval for the original permit.

Chapter 13.06 **ZONING¹**

Sections:

13.06.300.B.3 UCX ~~and UCX TD~~ Urban Center Mixed-Use District.

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D. Lot size and building envelope standards.

	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5
Max. Height Limits (in feet)								
Main Buildings	35	35	35	35	35	35	60	150
Main Buildings on Pipestem Lots	<u>The height of the main building on a pipestem lot shall be no higher than 25 feet or no higher than the average of the height of the dwellings on each abutting property line, not to exceed the height of the zoning district.</u>							
Accessory Buildings	15-feet							
Exceptions	Buildings within a View Sensitive Overlay district are subject to the additional height restrictions contained in 13.06.555. Certain specified uses and structures are allowed to extend above height limits, per Section 13.06.602.							
Townhouse Dwelling Setback	For townhouse dwellings, the minimum rear yard setback shall apply only along the rear property line of the development, and not to property lines internal to the development. For additional townhouse development requirements, see Section 13.06.100.G.							
Pipestem Lot Setback	<u>Pipestem lots shall have the same setback along all lot lines. In the R-1 District the setback shall be 15 feet. For all other districts the setback shall be 10 feet. For additional pipestem requirements, see Section 13.04.230.D.</u>							
Additional Residential Development Standards								
Minimum Usable Yard Space	<p>All lots shall provide a contiguous rear or side usable yard space equivalent to at least 10% of the lot size. This usable yard space shall meet all of the following standards:</p> <ul style="list-style-type: none"> • Have no dimension less than 15-feet, except for lots that are less than 3500 SF, where the minimum dimension shall be no less than 12 feet • Not include structures, parking, alley or driveway spaces or required critical area buffers • Not be located in the front yard <p>For townhouse and multi-family developments, this usable yard space requirement can be calculated based on the overall project site and the yard space(s) provided to meet the requirement can be any combination of individual and shared yard spaces, as long as each meets the above standards and as long as all dwellings have access to at least one qualifying yard space.</p> <p>For through lots, the required yard space may be located within the “functional rear yard” (see Subsection 13.06.100.F.5.a for additional information about “functional rear yards”).</p>							
Vehicular Access and Parking	All on-site parking for dwellings and buildings other than dwellings shall be located in the rear portion of the lot and shall not be accessed from the front if suitable access to the rear is available, such as an abutting right-of-way that is or can practicably be developed. If access is not practicably available to the rear yard or not practicably limited only to the rear and sides (such as for institutional and other large uses), subject to determination by the City Engineer, then vehicular access to the front may be developed. However, in all cases such access and parking shall be limited to the minimum necessary and in no case shall driveway and/or parking areas exceed a total of 50 percent of the front yard or 50 percent of a corner street side yard.							
Building Orientation	<u>All dwellings shall maintain primary orientation to the adjacent street or right-of-way and not toward the alley or rear of the site, unless otherwise determined by the Director. The building elevation facing the street or right-of-way shall not contain elements commonly associated with a rear elevation appearance.</u>							

5. Limited on-premises sales of products or stock-in-trade may be permitted in conjunction with a home occupation; provided, that the product is accessory to a service offered through the home occupation and that the applicant can clearly demonstrate that such on-premises sales will not be inconsistent with the criteria set forth above. For example, a home occupation engaged in hair salon services may sell hair care products or accessories.

13.06.200 Commercial Districts.

4. District use table.

Uses	T	C-1	C-2 ¹	HM	PDB	Additional Regulations ^{2, 3} (also see footnotes at bottom of table)
<u>Live-Work unit</u>	<u>N</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	

13.06.300 Mixed-Use Center Districts.

3. UCX~~and UCX TD~~ Urban Center Mixed-Use District. To provide for dense concentration of residential, commercial, and institutional development, including regional shopping centers, supporting business and service uses, and other regional attractions. These centers are to hold the highest densities outside the Central Business District. An urban center is a focus for both regional and local transit systems. ~~A TD designation is used for the Urban Center Mixed-Use District in the Tacoma Dome area to provide specific transit oriented development, consistent with the Tacoma Dome Area Plan.~~ Walking and transit use is facilitated through designs which decrease walking distances and increase pedestrian safety. Residential uses are encouraged in UCX Districts as integrated development components.

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3. District use table.

Uses	NCX	CCX	UCX	UCX-TD	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations ^{3, 4, 5} (also see footnotes at bottom of table)
Adult family home	P	P	P	P	P	P	P	P	P	Subject to additional requirements contained in Section 13.06.535. See definition for bed limit. Prohibited at street level along designated pedestrian streets in NCX. ² Not subject to minimum densities found in Section 13.06.300.E.
Adult retail and entertainment	N	N	N	N	N	N	N	N	N	Prohibited, except as provided for in Section 13.06.525.
Agricultural uses	N	N	N	N	N	N	N	N	N	
Airport	CU	CU	CU	CU	CU	CU	CU	CU	CU	
Ambulance services	N	CU	CU	CU	N	P	P	N	N	
Animal sales and service	P	P	P	P	N	P	N	N	N	Except in the CIX District, must be conducted entirely within an enclosed structure. Must be set back 20 feet from any adjacent residential district or use.
Assembly facility	P	P	P	P	CU	P	N	N	N	Prohibited at street level along designated pedestrian streets in NCX. ²
Brewpub	P	P	P	P	P	P	N	N	N	Brewpubs located in NCX, CCX, UCX, and RCX shall be limited to producing, on-premises, a maximum of 2,400 barrels per year of beer, ale, or other malt beverages, as determined by the annual filings of barrelage tax reports to the Washington State Liquor Control Board. UCX-TD is limited to 5,000 barrels in the same manner. Equivalent volume winery limits apply.
Building materials and services	N	P	P	CU	N	P	N	N	N	Prohibited at street level along frontage of designated core pedestrian streets. ²
Business support services	P	P	P	P	N	P	N	N	N	In NCX, all activities must occur within buildings; outdoor storage/repair is prohibited. Customer service offices must be located at building fronts on designated pedestrian streets in NCX.
Carnival	TU	TU	P	TU	N	TU	TU	TU	N	Subject to Section 13.06.635.
Cemetery/internment services	N	N	N	N	N	N	N	N	N	New facilities are not permitted. Enlargement of facilities in existence prior to the effective date of this provision (May 27, 1975) may be approved in any zoning district subject to a conditional use permit. See Section 13.06.640.
Commercial parking facility	P	P	P	P	N	P	P	N	N	In UCX-TD, only permitted if provided in a structure or below ground facility. Prohibited at street level along frontage of designated pedestrian streets in NCX and CCX Districts. ²
Commercial recreation and entertainment	P	P	P	P	N	P	N	N	N	
Communication facility	CU	CU	P	P	N	P	N	N	N	Prohibited at street level along frontage of designated pedestrian streets in NCX and CCX Districts. ²

Uses	NCX	CCX	UCX	UCX-TD	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations ^{3, 4, 5} (also see footnotes at bottom of table)
Confidential shelter	P	P	P	P	P	P	P	P	P	See Section 13.06.535. Prohibited at street level along frontage of designated core pedestrian streets in NCX. ² Not subject to minimum densities founding Section 13.06.300.E.
Continuing care retirement community	P	P	P	P	P	P	P	P	P	See Section 13.06.535. Prohibited at street level along frontage of designated core pedestrian streets in NCX. ²
Correctional facility	N	N	N	N	N	N	N	N	N	
Craft Production	P	P	P	P	P	P	N	N	N	Must include a retail/eating/drinking/tasting component that occupies a minimum of 10 percent of usable space, fronts the street at sidewalk level or has a well-marked and visible entrance at sidewalk level, and is open to the public. Outside storage is allowed provided screening and/or buffer planting areas are provided in accordance with Section 13.06.502.D. All production, processing and distribution activities are to be conducted within an enclosed building.
Cultural institution	P	P	P	P	N	P	N	N	N	
Day care, family	P	P	P	P	P	N	P	P	P	
Day care center	P	P	P	P	P	P	P	P	CU	Not subject to RCX residential requirement. ¹
Detoxification center	N	N	N	N	N	CU	CU	N	N	
Drive-through with any use	P	P	P	P	N	P	P*	N	N	~Within the “UCX – TD” District, drive-throughs are required to be located entirely within a building. * In the HMX District, drive-throughs are only allowed for hospitals and associated medical uses. All drive-throughs are subject to the requirements of TMC 13.06.513.
Dwelling, single-family detached	P	P	P	P	P	P	P	P	P	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ² See Section 13.06.300.E for minimum densities.
Dwelling, two-family	P	P	P	P	P	P	P	P	CU	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ² See Section 13.06.300.E for minimum densities.
Dwelling, three-family	P	P	P	P	P	P	P	P	CU	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ² See Section 13.06.300.E for minimum densities.

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Uses	NCX	CCX	UCX	UCX- TD	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations ^{3, 4, 5} (also see footnotes at bottom of table)
Dwelling, multiple-family	P	P	P	P	P	P	P	P	N	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ² See Section 13.06.300.E for minimum densities. In the NRX District, multiple-family dwellings lawfully in existence on August 31, 2009, the time of reclassification to this district, shall be considered permitted uses; said multiple-family dwellings may continue and may be changed, repaired, replaced or otherwise modified, provided, however that the use may not be expanded beyond property boundaries owned, leased, or operated as a multiple-family dwelling at the time of reclassification to this district.
Dwelling, townhouse	P	P	P	P	P	P	P	P	CU	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ² See Section 13.06.300.E for minimum densities.
Dwelling, accessory (ADU)	P	P	P	P	P	P	P	P	P	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ² See Section 13.06.150 for specific Accessory Dwelling Unit (ADU) Standards.
Eating and drinking	P	P	P	P	P	P	P*	N	N	Outdoor seating is permitted with a 12-seat maximum in RCX. In RCX live entertainment is limited to that consistent with a Class "C" Cabaret license, as designated in Chapter 6B.70. In all other districts, live entertainment is limited to that consistent with a either a Class "B" or Class "C" Cabaret license, as designated in Chapter 6B.70. *Limited to 7,000 square feet of floor area, per business, in the HMX District.
Emergency and transitional housing	CU	P	P	P	CU	N	CU	CU	CU	See Section 13.06.535. In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ²
Extended care facility	P	P	P	P	P	P	P	P	P	See Section 13.06.535. In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ²
Foster home	P	P	P	P	P	P	P	P	P	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ²
Fueling station	N	P	P	P	N	P	N	N	N	Prohibited along frontage of designated pedestrian streets within the UCX and CCX Districts. ² Fueling station pump islands, stacking lanes and parking areas shall be located at the side or rear of the building.
Funeral home	P	P	P	P	N	P	P	N	N	
Golf course	N	N	N	N	N	N	N	N	N	
Group housing	P	P	P	P	P	P	P	P	P	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ²
Heliport	N	N	N	N	N	CU	CU	N	N	

Uses	NCX	CCX	UCX	UCX-TD	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations ^{3, 4, 5} (also see footnotes at bottom of table)
Home occupation	P	P	P	P	P	P	P	P	P	Home occupations shall be allowed in all X-Districts pursuant to the standards found in Sections 13.06.100.E and 13.06A.050.
Hospital	N	CU	CU	CU	N	P	P	N	N	
Hotel/motel	P	P	P	P	N	P	P	N	N	
Industry, heavy	N	N	N	N	N	N	N	N	N	
Industry, light	N	N	N	P	N	P	N	N	N	In UCX-TD, only permitted if 50 percent of site contains an enclosed building.
Intermediate care facility	P	P	P	P	P	P	P	P	P	See Section 13.06.535. In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ²
Juvenile community facility	P	P	P	P	P/CU	P	N	P/CU	CU	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ² See Section 13.06.530 for additional information about size limitations and permitting requirements.
Lodging house	P	P	P	P	P	P	P	P	CU	Prohibited at street level along frontage of designated core pedestrian streets in NCX and CCX Districts. ²
Master plan for any conditional use	CU	CU	CU	CU	CU	CU	CU	CU	CU	The purpose of this process is to allow an applicant to seek approval for a development program which occupies a large site with multiple-buildings, a complex program, and a detailed plan developed by the applicant which would be implemented in phases and which would extend beyond the normal expiration date, to be reviewed after a ten-year period for those portions of the plan which have not yet been developed.
Microbrewery/winery	N	N	N	P	N	P	N	N	N	Microbreweries shall be limited to 15,000 barrels per year of beer, ale, or other malt beverages, as determined by the filings of barrelage tax reports to the Washington State Liquor Control Board. Equivalent volume winery limits apply.
Mobile home/trailer court	N	N	N	N	N	N	N	N	N	
Nursery	P	P	P	N	N	P	N	N	N	
Office	P	P	P	P	P	P	P	N	N	Not subject to RCX residential requirement for properties fronting the west side of South Pine Street between South 40th Street and South 47th Street. ¹
Parks, recreation and open space	P	P	P	P	P	P	P	P	P	Not subject to RCX residential requirement. ¹ Subject to the requirements of Section 13.06.560.D.
Passenger terminal	P	P	P	P	N	P	N	N	N	
Personal services	P	P	P	P	P	P	P*	N	N	*Limited to 7,000 square feet of floor area, per business, in the HMX District.

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Uses	NCX	CCX	UCX	UCX- TD	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations ^{3, 4, 5} (also see footnotes at bottom of table)
Port, terminal, and industrial; water-dependent or water-related (as defined in Chapter 13.10)	N	N	N	N	N	N	N	N	N	
Public safety and public service facilities	P	P	P	P	P	P	P	P	CU	In the NRX District, unless the specific use is otherwise allowed outright, public service facilities are permitted only upon issuance of a conditional use permit. See Section 13.06.640. Not subject to RCX residential requirement. ¹
Religious assembly	P	P	P	P	P	P	P	P	CU	Not subject to RCX residential requirement. ¹
Repair services	P	P	P	P	N	P	N	N	N	In NCX, all activities must occur within buildings; outdoor storage/repair is prohibited.
Research and development industry	N	N	N	N	N	P	N	N	N	
Residential care facility for youth	P	P	P	P	P	P	P	P	P	See Section 13.06.535. See definition for bed limit. In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ² Not subject to minimum densities found in Section 13.06.300.E.
Residential chemical dependency treatment facility	P	P	P	P	P	P	P	P	P	See Section 13.06.535. In CCX and NCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ²
Retail	P	P/CU~	P/CU~	P/CU~	P	P/CU~	P*	N	N	~ A conditional use permit is required for retail uses exceeding 45,000 square feet. See Section 13.06.640.J. *Limited to 7,000 square feet of floor area, per business, in the HMX District.
Retirement home	P	P	P	P	P	P	P	P	P	See Section 13.06.535. In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ²
School, public or private	P	P	P	P	P	P	P	CU		Not subject to RCX residential requirement. ¹
Seasonal sales	TU	TU	TU	TU	TU	TU	TU	TU	TU	Subject to Section 13.06.635.
Self-storage	N	P	P	P	N	P	N	N	N	See specific requirements in Section 13.06.503.B. In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ²
Staffed residential home	P	P	P	P	P	P	P	P	P	See Section 13.06.535. See definition for bed limit. Prohibited at street level along designated core pedestrian streets in NCX and CCX Districts. ² Not subject to minimum densities found in Section 13.06.300.E.

Uses	NCX	CCX	UCX	UCX-TD	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations ^{3, 4, 5} (also see footnotes at bottom of table)
Student housing	P	P	P	P	P	P	P	P	N	Prohibited at street level along frontage of designated core pedestrian streets in NCX and CCX Districts. ²
Surface mining	CU	CU	CU	CU	CU	CU	CU	CU	N	
Temporary uses	TU	TU	TU	TU	TU	TU	TU	TU	TU	See Section 13.06.635
Theater	P	P	P	P	N	P	N	N	N	Theaters only permitted up to 4 screens in NCX and CCX. Theaters only permitted up to 6 screens in CIX.
Transportation/freight terminal	P	P	P	P	N	P	P	N	N	
Utilities	CU	CU	CU	CU	CU	CU	CU	CU	CU	In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ² Not subject to RCX residential requirement. ¹
Vehicle rental and sales	N*	P	P	P	N	P	N	N	N	In UCX-TD, only permitted if 50 percent of site contains an enclosed building. In CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ² *Use permitted in the 56th Street and South Tacoma Way Mixed-Use Center NCX only, if all activities occur within buildings; outdoor storage repair, and sales are prohibited.
Vehicle service and repair	N*	P	P	P	N	P	N	N	N	All activities must occur within buildings; outdoor storage and/or repair is prohibited. Subject to development standards contained in Section 13.06.510.E. In UCX-TD, only permitted if 50 percent of site contains an enclosed building. In CCX Districts, prohibited along frontage of designated core pedestrian streets. ² *Use permitted in the 56th Street and South Tacoma Way Mixed-Use Center NCX only, provided all activities occur entirely within buildings; outdoor storage and/or repair is prohibited.
Vehicle service and repair, industrial	N	N	P	P	N	P	N	N	N	Subject to additional development standards contained in Section 13.06.510.E.
Vehicle storage	N	N	N	N	N	P	N	N	N	Subject to development standards contained in Section 13.06.510.D.
Warehouse, storage	N	N	N	N	N	P	N	N	N	
Wholesale or distribution	N	N	N	N	N	P	N	N	N	
Wireless communication facility	P*/CU**	P*/CU**	P*/CU**	P*/CU**	P*/CU**	P*/CU**	P*/CU**	P*/CU**	P*/CU**	*Wireless communication facilities are also subject to Section 13.06.545.D.1. **Wireless communication facilities are also subject to Section 13.06.545.D.2.

Tacoma Municipal Code

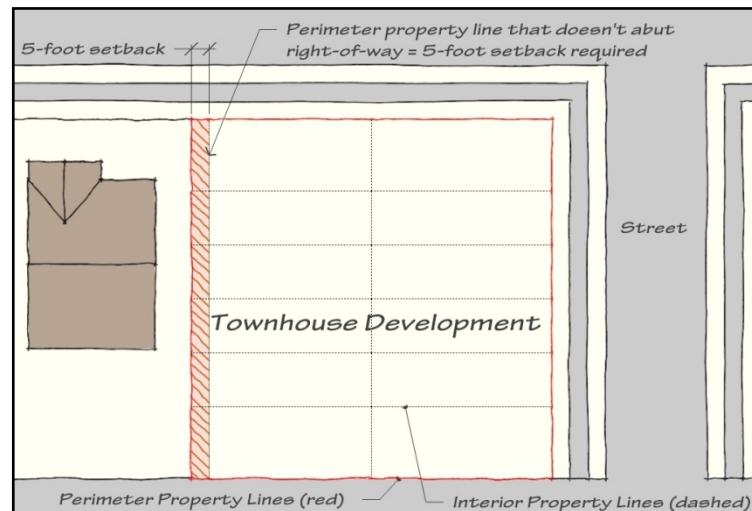
Uses	NCX	CCX	UCX	UCX-TD	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations ^{3, 4, 5} (also see footnotes at bottom of table)
Work release center	N	N	CU	N	N	CU	N	N	N	Permitted with no more than 15 residents in the UCX and no more than 25 residents in the CIX, subject to a Conditional Use Permit and the development regulations found in Section 13.06.550.
Uses not prohibited by City Charter and not prohibited herein	N	N	N	N	N	N	N	N	N	

E. Building envelope standards.

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

	NCX	CCX	UCX	UCX-TD	RCX	CIX	HMX	URX	NRX	Additional Requirements
Minimum lot area	0 square feet	0 square feet	0 square feet	0-square feet	0 square feet	0 square feet	0 square feet	0 square feet	3,750 square feet for single-family dwellings; 2,500 square feet per unit for duplexes; 6,000 square feet for triplexes and multi-family dwellings; 5,000 square feet total per townhouse development	
Minimum lot width	0 feet	0 feet	0 feet	0-feet	0 feet	0 feet	0 feet	0 feet	25 feet for single-family dwellings, duplexes and triplexes; 14 feet for townhouses	

	NCX	CCX	UCX	UCX-TD	RCX	CIX	HMX	URX	NRX	Additional Requirements
Minimum setbacks:	0 feet	For single, two- and three-family dwellings and townhouses: 10-foot front, 5-foot sides, 15-foot rear For other uses: 10-foot front, 7.5-foot sides, 20-foot rear	Maximum setbacks may apply (see Section 13.06.300.F). If a buffer is required, a minimum setback is created (see Section 13.06.503). Townhouse setback standards apply to the perimeter property lines of the development and not to individual internal property lines between townhouses in the same development. See 13.06.501.N for additional requirements applicable to duplex, triplex and townhouse developments.							



For X District property across a non-designated Pedestrian Street from R-1, R-2 or R-2SRD District property, the following front yard setback shall be provided:

- Minimum 10-foot front yard setbacks are required along non-designated Pedestrian Streets.
- Limited exception: For corner lots that also front on a designated Pedestrian Street, this setback shall not apply for the first 130 feet from the corner, as measured along the edge of the right-of-way.
- Covered porches and entry features may project up to 6 feet into the setback.
- The setback area may include landscaping, walkways, pedestrian plazas, private patios, porches, or vehicular access crossings (where allowed), but not include parking.

Tacoma Municipal Code

	NCX	CCX	UCX	UCX-TD	RCX	CIX	HMX	URX	NRX	Additional Requirements
Maximum height of structures (feet)	45 feet ¹ ; 65 feet in the Stadium Mixed-Use Center ¹	60 feet; 75 feet, if at least 25 percent of floor area is residential or through use of TDRs from an identified TDR sending area ⁴ .	75 feet; 120 feet, if at least 25 percent of floor area is residential or through use of TDRs from an identified TDR sending area ⁴ .	75 feet², 120 feet, if for a cultural institution or at least 25 percent of floor area is residential, including hotels, or through use of TDRs from an identified TDR sending area⁴.	60 feet ¹	75 feet	150 feet	45 feet ³	35 feet	Height will be measured consistent with Building Code, Height of Building. Maximum heights, shall be superseded by the provisions of Section 13.06.503.A. Certain specified uses and structures are allowed to extend above height limits, per Section 13.06.602.
¹ In NCX, RCX, and CIX Districts, additional height above these standard height limits may be allowed in certain areas through the X-District Height Bonus Program – see Section 13.06.300.E.2.										
² In UCX-TD Districts, for all properties lying south of a line running parallel to the center line of the alley between East 26th Street and East 27th Street starting at the western boundary of the UCX-TD District and running east to the center line of East E Street, then north to the center line of East 26th Street, then east to the eastern boundary of the UCX-TD District, height is 120 feet, if at least 4 of the design elements found in Section 13.06A.080 (excluding Section 13.06A.080(8)) are incorporated into the project. Height can be increased to 225 feet, if at least 4 of the design elements are incorporated and 2 of the special features found in Section 13.06A.090 (excluding Section 13.06A.090(7)) are included.										
³ In the McKinley Mixed-Use Center, the portion of the URX District that is north of the alley between East Wright Avenue and East 34 th Street has a height limit of 35 feet instead of 45 feet.										
Upper story setback	See Section 501.C.2 for stepback standards along pedestrian streets.	See Section 501.C.2 for stepback standards along pedestrian streets.	None	10 feet from adjacent lot line for portion over 50 feet in height.	None	None	None	None	None	See Section 13.06.503; residential transition standards may also apply.

	NCX	CCX	UCX	UCX-TD	RCX	CIX	HMX	URX	NRX	Additional Requirements
Maximum floor area	30,000 square feet per business; 45,000 square feet for full service grocery stores only; offices shall be exempt from these limits.	45,000 square feet per business for retail uses, unless approved with a conditional use permit. See Section 13.06.640.J	45,000 square feet per business for retail uses, unless approved with a conditional use permit. See Section 13.06.640.J	45,000 square feet per business for retail uses, unless approved with a conditional use permit. See Section 13.06.640.J	30,000 square feet per business ; 45,000 square feet for full service grocery stores only.	45,000 square feet per business for retail uses, unless approved with a conditional use permit. See Section 13.06.640.J	7,000 SF per business for eating and drinking, retail and personal services uses	None	None	See Section 13.06.300.D for limitations on the amount of non-residential space allowed in developments in RCX Districts.
Minimum density (units/acre)	30; 40 on designated pedestrian streets (see Section 13.06.300.C)	30; 40 on designated pedestrian streets (see Section 13.06.300.C)	40	30	30; 40 on designated pedestrian streets (see Section 13.06.300.C)	None	None	25	None	Projects that do not include residential uses, and mixed-use projects (such as residential & commercial, residential & industrial, or residential & institutional) are exempt from minimum-density requirements.
For purposes of this provision, density shall be calculated by dividing the total number of dwelling units in a development by the area, in acres, of the development site, excluding any accessory dwelling units or areas dedicated or reserved for public rights-of-way or full private streets. In the same manner, to determine the minimum number of units required to meet this standard, multiply the size of the property, in acres, by the required minimum density, then round up to the nearest whole number. For example, the minimum number of units required on a 67,500 square foot (.156-acre) property located in the UCX-TD District would be 65 units (.156 x 340 = 4.476.4 , which rounds up to 65 units).										

F. Maximum setback standards. To achieve a pedestrian serviceable environment, where buildings are located in close proximity to the street and designed with areas free of pedestrian and vehicle movement conflicts, maximum building setbacks are required as follows:

	Non-residential buildings and/or shopping centers of 30,000 square feet or less floor area	Non-residential buildings greater than 30,000 square feet floor area	Shopping centers greater than 30,000 square feet floor area
NCX <u>and</u> , RCX, <u>and</u> UCX-TD Districts	<ul style="list-style-type: none"> 5 feet maximum front and corner side setback from the property lines at the public right-of-way for 75 percent of front and corner side facade. 	<ul style="list-style-type: none"> 5 feet maximum setback from property lines at the public right-of-way for 75 percent of front and corner side facade. 	<ul style="list-style-type: none"> 5 feet maximum setback from property lines at the public right-of-way for at least 75 percent of the front and corner side street frontage of the shopping center.
CCX Districts	<ul style="list-style-type: none"> 10 feet maximum front and corner side setback from the property lines at the public right-of-way for 50 percent of front and corner side facade. 	<ul style="list-style-type: none"> 10 feet maximum setback from the property line at the public right-of-way for 50 percent of the front or side of the facade. 	<ul style="list-style-type: none"> 10 feet maximum setback from the property lines at the public right-of-way for at least 25 percent of the front and corner side street frontage of the shopping center.
UCX, HMX and CIX Districts	<ul style="list-style-type: none"> 20 feet maximum front and corner side setback from the property lines at the public right-of-way for 50 percent of front and corner side facade. 	<ul style="list-style-type: none"> 20 feet maximum setback from the property line at the public right-of-way on either 50 percent of the front or side of the facade. 	<ul style="list-style-type: none"> 20 feet maximum setback from the property lines at the public right-of-way for at least 25 percent of the front and corner side street frontage of the shopping center.
Pedestrian Streets	<ul style="list-style-type: none"> When the site is adjacent to a designated pedestrian street(s), that street(s) frontage shall be utilized to meet the maximum setback requirement with the front, side, and/or corner side of the facade, as indicated above. When the site has more than two pedestrian street frontages, the primary pedestrian street frontage shall be utilized to meet the maximum setback requirement. 		
Motor Vehicles	<ul style="list-style-type: none"> Maximum setback areas shall be designed to be sidewalk, pedestrian plaza, public open space, landscaping, and/or courtyard, and to be free of motor vehicles at all times. 		
Corner Sites	<ul style="list-style-type: none"> To allow additional flexibility on corner sites, particularly for features such as outdoor seating areas or other enhanced pedestrian amenities, the minimum percentage may be calculated based on the total of the front and corner side building frontage and the required percentage provided along any combination of the two, as long as the total percentage requirement is met. 		
Exceptions	<ul style="list-style-type: none"> In UCX-TD, setback distance beyond the maximum may be used if the additional area is devoted to pedestrian plazas, public open spaces, and/or courtyards, with no motor vehicle use and at least 25 percent of the building frontage meets the maximum setback. In all X-Districts, when there is a steep slope (at least 25% slope with a vertical relief of 10 or more feet) located adjacent to the sidewalk the maximum setback requirement shall be measured from the top or toe of the slope, as appropriate. When a residential buffer is required, the buffer requirement shall supersede the maximum setback requirement (see Section 13.06.502.D). 		
Exemptions in all Mixed-Use Center Districts	<ul style="list-style-type: none"> Additions to legal, nonconforming buildings are exempt from maximum setbacks, provided, the addition reduces the level of nonconformity as to maximum setback. When a public easement precludes compliance with this standard, the setback requirement shall be measured from the back edge of the easement. Buildings that are 100 percent residential do not have a maximum setback. The primary building of a fueling station, where fueling stations are allowed, is subject to the maximum setback on only one side of the building on corner parcels. Kiosks without retail, and intended for fuel payment only, are exempt. Public facilities on sites greater than 5 acres in neighborhood, community and urban mixed-use centers shall be exempt from maximum setback requirements. This exemption shall expire upon the establishment of a new Institutional Zoning designation, an Institutional Master Plan process, or similar zoning process for reviewing, evaluating and approving large, public, campus-like facilities. Within parks, recreation and open space uses, accessory or ancillary structures, such as restroom buildings, playground equipment and picnic shelters, are exempt from the maximum setback standards. 		

13.06.400 Industrial Districts.

Uses	M-1	M-2	PMI	Additional Regulations ¹
Live-Work unit	P	N	N	

13.06.501 Building design standards.

A. General applicability. The design standards of this section are required to implement the urban design goals of the Comprehensive Plan of the City of Tacoma. The building design standards apply to all new development in C-1, C-2, HM, T, PDB, and Mixed-Use Center Districts and alterations, as outlined below, as well as to townhouses in R-districts, except as follows:

1. Standards. Each item of this section shall be addressed individually. Exceptions and exemptions noted for specific development situations apply only to the item noted.
2. Alterations. Three thresholds are used to gauge the extent of design standard compliance on alterations to existing development:
 - a. Level I alterations include all remodels and/or additions within a two year period whose cumulative value is less than 50% of the value of existing development or structures, as determined by the applicable Building Code. The requirement for such alterations is only that the proposed improvements meet the standards and do not lead to further nonconformance with the standards. For example, if a property owner decides to replace a building façade's siding, then the siding shall meet the applicable exterior building material standards, but elements such as building modulation would not be required.
 - b. Level II alterations include all remodels and/or additions within a two year period whose cumulative value ranges from 50% to 200% of the value of the existing development or structure, as determined by the applicable Building Code. All standards that do not involve repositioning the building or reconfiguring site development shall apply to Level II alterations.
 - c. Level III alterations include all remodels and/or additions within a two year period whose cumulative value exceeds 200% of the value of the existing development or structure, as determined by the applicable Building Code. Such alterations shall conform to ALL standards.
- d. The standards do not apply to remodels that do not change the exterior form of the building. However, if a project involves both exterior and interior improvements, then the project valuation shall include both exterior and interior improvements.
- e. No addition or remodel shall increase the level of nonconformity or create new nonconformities to the development or design standards.

Tacoma Municipal Code

M. X-District Fencing, Retaining Wall and Utility Standards. The following requirements apply to all development in any X-District, unless specifically exempted. They are intended to provide for thoughtful placement and design of utilities, mechanical equipment, service areas and fences to mitigate visual impact on public views, general community aesthetics and residential privacy.

2. Fencing type limitation	<ul style="list-style-type: none">a. Chain link fencing, with or without slats, is prohibited for required screening.b. Barbed or razor wire. The use of barbed or razor wire is limited to those areas not visible to a public street or to an adjacent residential use.c. Chain link. Chain link or similar wire fencing is prohibited between the front of a building and a public street, except for wetland preservation and recreation uses.d. Electrified. The use of electrified fencing is prohibited in all zoning districts.e. The maximum height of free-standing walls, fences, or hedges between any public street and building shall be 3 feet. Exception: Decorative fences up to 8 feet in height may be allowed between a public street and any residential use provided the portion of the fence between 3 and 7 feet above grade is at least 50 percent transparent and features a planting strip at least 5 feet wide with Type C or D landscaping to soften the view of the fence and contribute to the pedestrian environment. Fences required by the Washington State Liquor Control Board shall also be exempt from the maximum height limitation, provided any portion of the fence between 3 and 7 feet above grade is at least 50 percent transparent.f. The maximum height of free-standing fences along an alley shall be 3 feet, except that fences greater than 3 feet in height are allowed if the portion of the fence between 3 and 7 feet above grade is at least 20% transparent. Fences along alleys are allowed provided fences greater than 3 feet in height above grade are at least 20% transparent between 3 and 7 feet. If no transparency is provided, the maximum height of such fence shall be 3 feet.
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Section 13.06.502.D X-District Landscaping	RCX, NCX, CCX, UCX, UCX-TD, CIX, URX, HMX, NRX
Exemptions	
<ul style="list-style-type: none"> • Single-family detached dwellings are exempt from all landscaping requirements contained in this table. • Parking lots of 15 stalls or less, loading areas, and fueling stations are exempt from the Interior Landscaping Distribution requirements contained in the Planting Requirements section of this table, to allow flexibility in placement of required landscaping. • Parking lots of 15 stalls or less, located behind buildings and accessed by alleys, are exempt from the Perimeter Strip, Buffer and Interior Landscaping Distribution requirements below. • Property across an arterial street or highway from R-District property is not required to provide a Buffer Planting Area along the affected property line abutting the arterial street or highway. • Park and recreation uses are only required to meet the Front Yard and Planting Requirements of this table. Passive open space areas of such uses are exempt from all landscaping requirements of this table. 	

TABLE 2 – Parking in Mixed-Use Center Districts

Quantity	<p>Residential Uses. Minimum 1.0 stall per unit.</p> <p>Commercial or Office Uses. Minimum 2.5 stalls per 1000 square feet of floor area.</p> <p>UCX TD Commercial or Office Uses (including retail, service and eating and drinking establishments). Minimum 0 stalls per 1000 square feet of floor area.</p> <p>Other Uses. For uses not specifically listed above, the parking requirement in the Mixed-Use Center Districts shall be 70% of the parking requirement for that use identified in Table 1.</p> <p>See Section 13.06.510.B.2.f for use of compact stalls.</p> <p>For purposes of calculating parking quantity requirements, “floor area,” when used, shall not include space devoted to parking.</p>
Development Standards – Location.	
NCX, RCX, NRX, <u>and</u> URX and UCX-TD Districts	<p>Parking shall be located to the rear, side, within, or under a structure, or on a separate lot.</p> <p>Surface parking located to the side of a structure shall not exceed a maximum of 60 feet in width for paved vehicular area along designated pedestrian street frontages.</p>

2. The following additional standard applies in Downtown Districts ~~and within the UCX TD District~~:

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

13.06.522 District sign regulations.

Section 13.06.522.J	DCC, DMU	WR	DR
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. Refer to 13.06.521.H for additional regulations.	Same as DCC.	Same as DCC.
Temporary Signs			
Temporary off-premises advertising signs	Section 13.06.521.C shall apply, except public facility sites in DCC <u>and</u> DMU 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.

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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.
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 and Core Pedestrian Streets, as defined in 13.06.300.C and 13.06.200.D- and 13.06.521.H	Same as C-2.
Temporary Signs		
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.

Section 13.06.522.M	PDB	RCX
Signage Allocation		
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. Refer to 13.06.521.H for additional regulations.	Prohibited.

13.06.535 Special needs housing.

Special Needs Housing – Use Table

(P = Permitted Outright, CU = Conditional Use Permit Required, N = Not Permitted)

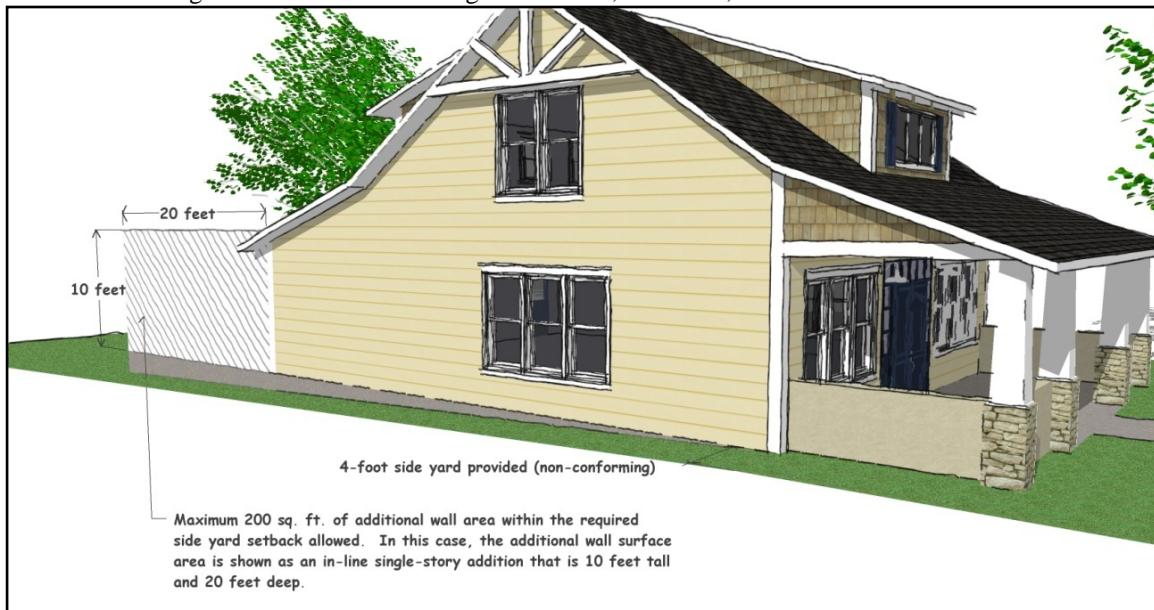
*Note: See Subsection C, below, for additional siting restrictions

**Note: The residency limitations indicated in this use table apply to the number of residents housed at a facility, exclusive of any support or care staff. Where specific residency limitations are provided in the definition of the use, the size information herein is provided for reference only.

	Size (number of residents)	R-1, R-2, R-2SRD, HMR- SRD, NRX	R-3	R-4L, R-4, R-5, PRD, URX, RCX, NCX, T, C-1, HM, HMX, PDB	UCX, UCX TD, CCX, CIX, C-2, M-1, DCC, DMU, DR, WR	M-2, PMI

13.06.630 Nonconforming parcels/uses/structures.

F. Nonconforming structure and conforming commercial, industrial, and institutional uses.



A legal conforming use located in a structure that is nonconforming as to setback, location, maximum height, lot coverage, or other development regulations may be replaced, enlarged, moved, or modified in volume, area, or space; provided, such replacement, enlargement, movement, or modification does not increase the degree of nonconformity. Any structure's replacement, enlargement, movement or modification of volume, area, or space must comply with all other current applicable development regulations as provided by this chapter, and with the requirements of TMC Chapter 13.11.

13.06.700 Definitions and illustrations.

Work-live unit. A combined living and work unit that includes a kitchen and a bathroom. The residential portion of the unit, including the sleeping area, kitchen, bathroom, and closet areas, occupies no more than 33 percent of the total floor area of the legal non-residential use, and the living space is not separated from the work space. It must be located within buildings lawfully in existence on September 25, 2012, in Downtown districts or mixed-use centers.

**Chapter 13.06A
DOWNTOWN TACOMA**

E. Work-Live.

1. Purpose and Intent: The purpose of this Section is to assist with the revitalization of Downtown Tacoma ~~and the City's other Mixed Use Centers~~ and with the implementation of the City's Comprehensive Plan by facilitating the conversion of older, economically distressed, or historically significant buildings to work-live units. This will help to reduce vacant space as well as preserve Downtown's architectural and cultural past and encourage the development of a work-live and residential community Downtown, thus creating a more balanced ratio between housing and jobs in the region's primary employment center. This revitalization will also facilitate the development of a "24-hour city" and encourage mixed commercial and residential uses in order to improve air quality and reduce vehicle trips and vehicle miles traveled by locating residents, jobs, hotels and transit services near each other. Adding a minor residential component to an existing or historic building does not trigger change of use requirements under the City's Land-use codes.

a. A work-live unit is a combined living and work unit that includes a kitchen and a bathroom. The residential portion of the unit, including the sleeping area, kitchen, bathroom, and closet areas, occupies no more than 33 percent of the total floor area of the legal non-residential use, and the living space is not separated from the work space. It must be located within buildings lawfully in existence on September 25, 2012 in Downtown ~~or the other mixed-use centers~~.

**Chapter 13.11
CRITICAL AREAS PRESERVATION**

Sections:

~~13.11.530 FWHCA's Shoreline Marine Buffers.~~
~~13.11.540 FWHCA's Marine Buffer Modifications.~~

13.11.145 Pre-existing Uses/Structures.

A. An established use or existing structure that was lawfully permitted prior to adoption of this chapter, but which is not in compliance with this chapter, may continue subject to the provisions of Tacoma Municipal Code (TMC) Chapter 13.11 Critical Areas Preservation, ~~Chapter 13.10 Shoreline Management~~ and Section 13.06.630.

B. Site Review. In order to assist customers with potential proposals, City staff will provide an initial site review based on existing information, maps and a potential site visit to identify potential wetlands, streams, and their associated buffers within

300 feet. FWHCAs and their ~~marine habitat buffer/~~management areas will also be identified. Site reviews are completed on a case by case basis and may require the applicant to submit a wetland delineation, wetland categorization, stream type and Ordinary High Water Mark location, hydrology reports, and priority fish and wildlife species and habitat presence information from WDFW or the City.

Following the site visit and Review Process, a project may proceed without further critical area permitting if the applicant can demonstrate the following:

1. There are no adverse impacts to the critical area or buffer, and
2. Structures and improvements are all located beyond the required buffers, and
3. Existing hydrology will be maintained to support critical areas, and
4. The proposed use or activity is consistent with WDFW species management recommendations.

C. In conjunction with the site review process, the Director of Planning and Development Services (the "Director"; see 13.11.900 D., below) may require additional information on the physical, biological, and anthropogenic features that contribute to the existing ecological conditions and functions to determine whether a formal wetland/stream/FWHCA ~~exemption, assessment or~~ development permit is required.

D. Review, Assessment and Permit Requirements.

1. Review of development activities within the jurisdiction of the Shoreline Management Act, including Puget Sound, Wapato Lake, or any stream where the mean annual flow is 20 cubic feet per second or greater are regulated under provisions ~~of both this Chapter and TMC 13.10, Shoreline Management. If there are any conflicts between TMC 13.10, Shoreline Management, and Chapter 13.11, Critical Areas Preservation, the most restrictive requirements shall apply.~~ Upon adoption of the new Shoreline Master Program and code, all critical area code excerpts referring to the regulation of critical areas within the shoreline will no longer be valid and those critical areas shall be regulated under the new shoreline code.

~~a. Development activities that require a Shoreline Substantial Development permit do not require a separate Wetland/Stream/FWHCA permit or exemption, provided the Shoreline Substantial Development Permit review includes review for consistency with this Chapter.~~

~~b. Development activities that require a Shoreline Exemption and a Wetland/Stream/FWHCA permit will be processed separately.~~

~~c. Development activities that require a Shoreline Exemption and a Wetland/Stream/FWHCA exemption will be processed under the Shoreline Exemption.~~

~~d.~~ Development activities that do not require a building or land use permit may still be subject to a Wetland/Stream/FWHCA review or permit ~~or~~ exemption.

~~13. Within Shorelines of the State, as defined by RCW 90.58.030, activities exempt under WAC 173-27-040, with the exception of WAC 173-27-040(2)(c), (g) and (h). This exemption shall not include activities within wetlands, streams, or their associated buffers, and also shall not include activities within associated wetlands or streams as established in RCW 90.58.030(2)(d).'~~

~~14~~13. Watershed restoration projects that conform to the provisions of RCW 89.08.460 shall be reviewed without fee and approved within 45 days per RCW 89.08.490.

~~14~~15. Fish habitat enhancement projects that conform to the provision of RCW 77.55.181 shall be reviewed without fee and comments provided as specified in RCW 77.55.181.

~~16. Maintenance and repair of existing bulkheads, stream bank armoring and bioengineered stabilization measures designed to protect property from erosion or slope failure.~~

~~17~~15. Demolition of structures.

(Ord. 28070 Ex. B; passed May 8, 2012: Ord. 27728 Ex. A; passed Jul. 1, 2008: Ord. 27431 § 23; passed Nov. 15, 2005: Ord. 27294 § 2; passed Nov. 16, 2004)

e. Critical Areas including all surveyed, delineated wetland boundaries, and the ordinary high water mark of any stream and their buffers, and all Fish and Wildlife Conservation Areas (FWHCA), ~~marine buffers~~ and any FWHCA Management Areas.

13.11.500 Fish and Wildlife Habitat Conservation Areas (FWHCAs).

The 500 section contains the regulations for fish and wildlife habitat conservation areas (FWHCAs), including the following:

- 13.11.510 Classification.
- 13.11.520 Standards.
- ~~13.11.530 FWHCA's Shoreline—Marine Buffers.~~
- ~~13.11.540 FWHCA's Marine Buffer Modifications.~~
- 13.11.550 FWHCA's Mitigation Requirements.
- 13.11.560 FWHCA's Management Areas.
- 13.11.580 *Repealed.*

(Ord. 28070 Ex. B; passed May 8, 2012; Ord. 27728 Ex. A; passed Jul. 1, 2008; Ord. 27431 § 42; passed Nov. 15, 2005; Ord. 27294 § 2; passed Nov. 16, 2004)

13.11.510 Classification.

A. Fish and wildlife habitat conservation areas are areas identified by the Washington Department of Wildlife as being of critical importance to the maintenance of fish and wildlife species. These areas may include other critical areas such as geologically hazardous areas, stream corridors, wetlands, and these critical areas' associative buffers.

1. Fish and Wildlife Habitat Conservation Areas (FWHCAs). Fish and Wildlife habitat areas include:

- ~~a. Lands and waters containing priority habitats and species including Commencement Bay and all waterways.~~
- ~~b. All public and private tidelands or bedlands suitable for shellfish harvest, including any shellfish protection districts established pursuant to Chapter 90.72 RCW. The Washington Department of Health's classification system shall be used to classify commercial shellfish areas.~~
- ~~c. Kelp and eelgrass beds and herring, sand lance, and smelt spawning areas. Kelp and eelgrass beds may be classified and identified by the Washington Department of Natural Resources Aquatic Lands Program and the Washington Department of Ecology. Locations are compiled in the WDNR Aquatic Lands Shore Zone Inventory, and the Puget Sound Environmental Atlas, Volumes 1 and 2. Herring, sand lance, and surf smelt spawning times and locations are outlined in RCW 220-110, Hydraulic Code Rules and the Puget Sound Environmental Atlas.~~
- ~~d. Natural ponds under 20 acres and their submerged aquatic beds that provide critical fish or wildlife habitat.~~
- ~~e. Waters of the State, which are defined in WAC Title 222, Forest Practices Rules and Regulations. Waters of the State must be classified using the system in WAC 222-16-030. In classifying waters of the state as FWHCAs the following may be considered:~~

~~f. Lakes, ponds, streams and rivers planted with game fish, including those planted under the auspices of a federal, state, local, or tribal program and waters which support priority fish species as identified by the Washington Department of Fish and Wildlife.~~

13.11.530 FWHCA's Shoreline—Marine Buffers.**A. FWHCA's Marine Buffers**

- ~~1. General. A marine buffer area shall be provided within the shoreline for all uses adjacent to a FWHCA to protect the integrity and function of the FWHCA. The buffer shall be measured horizontally from the edge of the ordinary high water mark landward.~~
- ~~2. Marine Buffer. Beneficial nearshore habitat functions that can be provided by landward buffers include feeder bluff input, water quality, sediment control, wildlife habitat, microclimate, nutrient input, fish prey production, shade, and habitat structure such as large woody debris. Buffer widths shall be established according to Table 7.~~

Table 7. Minimum Marine Buffers *	
Marine Habitat Area	Buffer Width (feet)
Tacoma Narrows South (from south city limits to waterward extension of 6th Avenue).	50

Tacoma Narrows Central (from public ownership starting at waterward extension of 6th Avenue to centerline of SR 16)	115
Tacoma Narrows North and Point Defiance (from centerline of SR 16 to the existing northwesterly portion of the existing bulkheaded promenade at Owen Beach)	200
Commencement Bay West (the northwesterly portion of the existing bulkheaded promenade at Owen Beach to Thea Foss Waterway, except for Slag Island beginning at the boundary between parcels 8950100017 and 8940100016 that runs perpendicular from Eaton Street and continuing to Point Ruston, the site of the former ASARCO Tacoma Smelter, at the waterward extension of North 49th Street.)	115 (50 feet for Slag Island and former ASARCO Tacoma Smelter site)
Commencement Bay Waterways (industrial waterways and Thea Foss)	50
Commencement Bay East (East 11th Street to city limits)	115

* Buffers may not apply if use is exempt according to Section 13.11.140.B.8.

(Ord. 27728 Ex. A; passed Jul. 1, 2008; Ord. 27431 § 45; passed Nov. 15, 2005)

13.11.540 FWHCA's Marine Buffer Modifications.

A. Where a designated FWHCA marine buffer geographically coincides with a stream or wetland, provisions for increasing buffers, buffer averaging, and buffer reductions for the wetland and stream component shall apply as described within this chapter only when there is no impact to the FWHCA.

B. Modification of a FWHCA marine buffer is subject to the site review requirements, according to Section 13.11.250 and are not subject to the permitting requirements of Section 13.11.230, when modification is necessary to accommodate an essential public facility or public utility where no feasible alternative location will accommodate the facility; for water-dependent uses and their accessory structures; water-related uses; or the minimum public access as required in the S-6, S-7, and S-8 shoreline districts as required by TMC Section 13.10.175, where:

1. No new surface that is permeable by water at the time of the application will be covered with an impervious surface; and
2. No vegetation important to the function of the critical area will be removed; and
3. Any additional stormwater impacts will be managed according to the City's Surface Water Management Manual or an equivalent, in accordance with the Department of Ecology's Stormwater Management Manual for Western Washington; and
4. The facility is located, designed, and constructed to minimize and, where possible, avoid FWHCA marine buffer disturbance to the maximum extent feasible; and
5. In-water uses are subject to review and approval through the Washington Department of Fish and Wildlife's Hydraulic Project Approval and/or U.S. Army Corps of Engineer's Nationwide or Individual Permit; and
6. The use must also comply with all applicable local, state, and federal laws; or

C. Modification of a FWHCA marine buffer is also allowed for applicable uses and activities per 13.11.140 and for those uses and activities subject to the permitting requirements contained within Section 13.11.230, including Innovative Mitigation, and 13.11.550.

(Ord. 27728 Ex. A; passed Jul. 1, 2008)

13.11.550 FWHCA's Mitigation Requirements.

A. All proposed modification in a FWHCA ~~or its marine buffer~~ shall be in accordance with the standards of this section, except where ~~the modification has met the standards contained in 13.11.540.B or is Exempt per 13.11.140 allowed through 13.11.200 or 13.11.210.~~

B. All FWHCA ~~and their marine buffer~~ mitigation will comply with applicable mitigation requirements specified in ~~13.11.260 and 13.11.270~~, including, but not limited to, mitigation plan requirements, monitoring and bonding.

C. Where a designated FWHCA geographically coincides with a stream or wetland, mitigation will comply with applicable mitigation requirements described within this chapter.

D. Mitigation for habitat impacts in the marine buffer shall occur in the following order of preference:

1. On the parcel within the buffer as close to the ordinary high water mark as possible;

Tacoma Municipal Code

~~2. Within the buffer as close to the ordinary high water mark as possible on a parcel that abuts the ordinary high watermark within one quarter (1/4) mile along the shoreline from where the vegetation removal, placement of impervious surface or other loss of habitat occurred;~~

~~3. Farther along the shoreline within the buffer as close to the ordinary high watermark as possible.~~

~~E. The following mitigation ratios are required for habitat impacts in the marine buffer. The first number specifies the area of replacement habitat, and second specifies the area of altered habitat:~~

~~1. 1:1 for areas on the parcel or on a parcel that abuts the ordinary high watermark within one quarter (1/4) mile along the shoreline from where the vegetation removal, placement of impervious surface or other loss of habitat occurred.~~

~~2. 3:1 farther along the shoreline, provided that if a five (5) year bonded monitoring program is provided that monitors the effectiveness of mitigation measures and provides a means for ensuring the attainment of the goals of the program, the Director may approve a 2:1 ratio.~~

~~DF. Habitat Management Plan.~~ If the critical area review process as described in this chapter (13.11.250) determines that a Habitat Management Plan shall be prepared as part of a development proposal to avoid or minimize impacts to FWHCAs or ~~marine buffers~~/management areas, the following standards shall apply.

1. A habitat management plan shall be prepared in coordination with the Washington State Department of Fish and Wildlife by a qualified professional.

2. A habitat management plan shall contain, at a minimum, the following:

a. Analysis and discussion on the project's effects on critical fish and wildlife habitat;

b. An assessment and discussion on special management recommendations which have been developed for species or habitat located on the site by any federal or state agency;

c. Proposed mitigation measures which could minimize or avoid impacts;

d. Assessment and evaluation of the effectiveness of mitigation measures proposed; and

e. Assessment and evaluation of ongoing management practices which will protect critical fish and wildlife habitat after development of the project site, including proposed monitoring and maintenance programs.

~~GE.~~ If mitigation is performed off-site, a conservation easement or other legal document must be provided to the City to ensure that the party responsible for the maintenance and monitoring of the mitigation has access and the right to perform these activities.

(Ord. 28109 Ex. O; passed Dec. 4, 2012; Ord. 27728 Ex. A; passed Jul. 1, 2008)

13.11.900.S

~~Shoreline modifications.~~ Those actions that modify the physical configuration or qualities of the shoreline area, usually through the construction of a physical element such as a dike, breakwater, pier, weir, dredged basin, fill, bulkhead, or other shoreline structure.

~~Shoreline structure.~~ A permanent or temporary edifice or building, or any piece of work artificially built or composed of parts joined together in some definite manner, whether installed on, above, or below the surface of the ground or water, except for vessels.

13.11.900.W

~~Water dependent activity.~~ Activity or use which requires direct contact with the water and cannot exist at a non-water location due to the intrinsic nature of its operation.

~~Water related activity.~~ Activity or use which is not intrinsically dependent on a waterfront location, but whose operation cannot occur economically without a waterfront location.

**Chapter 13.12
ENVIRONMENTAL CODE**

13.12.820 Appeals of SEPA threshold determination and adequacy of final environmental impact statement.

a. Threshold determination or adequacy of a final environmental impact statement for a proposed land use action shall be appealable to the Hearing Examiner. All other appeals under this chapter, other than appeals of environmental reviews associated with Shoreline Substantial Development Permits, shall be made as set forth in 13.12.820.B, below.

C. Appeals of non-land use, shoreline, and other actions.

3. Appeals of SEPA associated with Shoreline Substantial Development Permits shall be made to the Shoreline Hearings Board in accordance with the Tacoma Shoreline Master Program Section 2.7.

4. Appeals of other actions shall be processed in accordance with the appeal provisions of the underlying action.



Agenda Item
D-5

City of Tacoma
Planning and Development Services

To: Planning Commission
From: Brian Boudet, Manager, Planning Services Division
Subject: **Mixed-Use Centers Zoning Code Update**
Meeting Date: February 5, 2014
Memo Date: January 29, 2014

At the next meeting on February 5th, the Commission will continue its consideration of potential amendments to the Zoning Code designed to remove unnecessary barriers and encourage development within the City's Mixed-Use Center (Annual Amendment Application #2014-04). As follow-up to the previous presentation of the draft consultant analysis report, staff and the consultants from BLRB will provide an overview of the specific text amendments to the Tacoma Municipal Code sections that regulate building design and construction in the centers.

Attached is a draft of the amended code sections. The proposed changes to the code are provided in underline and strikethrough format.

If you have any questions, please contact me at 573-2389 or bboudet@cityoftacoma.org.

c: Peter Huffman, Director



Mixed-Use Centers Zoning Code Update (2014)

DRAFT LAND USE REGULATORY CODE CHANGES

January 28, 2014

The proposed code amendments include the following key elements:

Core Pedestrian Street: first level use limitations

- Revise the requirements for street level use on designated core pedestrian streets to allow for work/live units

Yard Space Standards

- Expand the exemptions from the requirement to provide on-site yard space to include:
 - Projects with a Floor Area Ratio (FAR) above 3.0
 - Projects located within ¼-mile of a park or school with recreational facilities (current exemption is at 300 feet)
 - Mixed-use projects that provide ground floor retail or restaurant uses
- Reduce the per-unit yard space requirement for multi-family and mixed-use structures from 100 square feet to 50 square feet
- Provide more flexibility in the types of features that can be provided to meet the yard space requirement (courtyards, roof decks, balconies, etc.)

Mass Reduction: Upper Floor Streetfront Stepbacks

- Revise the current stepback exemption for a “tower” feature to allow it to be located anywhere along the pedestrian street frontage (currently limited to just the corner of the building)
- Clarify that one per street frontage is allowed

Residential Transition Standards: Upper Story Stepbacks

- Revise the method for calculating this additional height restriction as follows:
 - Revise the starting location of measurement from the edge of the building to the zone transition line
 - Revise the starting height from 25 feet to 35 feet (the standard height limit for residential zones)

Off-Street Parking

- Revise the parking exemption for buildings within ten feet of the right-of-way on designated core pedestrian streets to include projects that provide commercial space within ten feet of the right-of-way on all designated pedestrian streets
- For extra parking provided by a project, increase the allowed maximum percentage of compact stalls from 30% to 50%

Note: These amendments show all of the changes to 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 has been deleted is shown as ~~**strikethrough**~~. In cases where a section has been reorganized, the key changes are also **highlighted**.

13.06.300 Mixed-Use Center Districts.

* * *

D. Land use requirements.

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

2. Use table abbreviations.

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

3. District use table.

Uses	NCX	CCX	UCX	UCX-TD	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations ^{3, 4, 5} (also see footnotes at bottom of table)
* * *										
Warehouse, storage	N	N	N	N	N	P	N	N	N	
Wholesale or distribution	N	N	N	N	N	P	N	N	N	
<u>Work-Live</u>	P	P	P	P	P	P	P	P	N	<u>Not subject to minimum density requirements</u>
Wireless communication facility	P*/CU**	P*/CU**	P*/CU**	P*/CU**	P*/CU**	P*/CU**	P*/CU**	P*/CU**	P*/CU**	*Wireless communication facilities are also subject to Section 13.06.545.D.1. **Wireless communication facilities are also subject to Section 13.06.545.D.2.
Work release center	N	N	CU	N	N	CU	N	N	N	Permitted with no more than 15 residents in the UCX and no more than 25 residents in the CIX, subject to a Conditional Use Permit and the development regulations found in Section 13.06.550.
Uses not prohibited by City Charter and not prohibited herein	N	N	N	N	N	N	N	N	N	
Footnotes:										
1. The floor area of any development in RCX must be at least 75 percent residential, unless otherwise noted.										
2. For uses that are restricted from locating at street-level along designated pedestrian or core pedestrian streets, the following limited exception is provided. Entrances, lobbies, management offices, and similar common facilities that provide access to and service a restricted use that is located above and/or behind street-level uses shall be allowed, as long as they occupy no more than 50-percent or 75 feet, whichever is less, of the site's street-level frontage on the designated pedestrian or core pedestrian street. See Section 13.06.300.C. for the list of designated pedestrian and core pedestrian streets.										
3. For historic structures and sites, certain uses that are otherwise prohibited may be allowed, subject to the approval of a conditional use permit. See Section 13.06.640.F for additional details, limitations and requirements.										
4. Commercial shipping containers shall not be an allowed type of accessory building in any mixed-use zoning district. Such storage containers may be allowed as a temporary use, subject to the limitations and standards in Section 13.06.635.										
5. Additional restrictions on the location of parking in mixed-use zoning districts are contained in the parking regulations – see Section 13.06.510.A.1 Table 2										

TABLE 13.06.300.G: RESIDENTIAL X-DISTRICT YARD SPACE STANDARDS

1. Duplexes and Triples. At least 200 square feet of yard space is required for each dwelling unit. Required yard space could include a combination of front porches, private or shared rear yards, balconies, or rooftop decks. Vehicular access areas and required walkways and buffers shall not count as yard space and front yard areas may not be counted towards this requirement, except for those yard areas set back beyond the minimum requirement.

2. Townhouse Development. At least 200 square feet of yard space is required for each townhouse. Required yard space could include a combination of private front or rear yard space, porches, balconies, rooftop decks, or shared common yard space amongst groups of townhouses. Vehicular access areas and required walkways and buffers shall not count as yard space.

3. Multi-Family and Mixed-Use Development. At least 50 square feet of yard space is required for each dwelling unit. Required setback and buffer areas, vehicular access areas and required walkways and buffers shall not count towards the yard space requirement. This required yard space can be provided through any combination of the following types of areas/features:

a. Common Yard space. This includes landscaped courtyards or decks, front porches, community gardens with pathways, children's play areas, or other multi-purpose recreational and/or green spaces. Requirements for common yard spaces include the following:

- (1) No dimension shall be less than fifteen feet in width (except for front porches).
- (2) Spaces shall be visible from multiple dwelling units and positioned near pedestrian activity.
- (3) Spaces shall feature paths, landscaping, seating, lighting and other pedestrian amenities to make the area more functional and enjoyable.
- (4) Individual entries shall be provided onto common yard space from adjacent ground floor residential units, where applicable.
- (5) Space should be oriented to receive direct sunlight for part of the day, facing east, west, or (preferably) south, when possible.
- (6) Common yard space shall be open to the sky, except for clear atrium roofs and shared porches.
- (7) Shared porches qualify as common yard space provided no dimension is less than eight feet

b. Private balconies, porches, decks, patios or yards. To qualify as yard space, such spaces shall be at least thirty five square feet, with no dimension less than four feet.

c. Rooftop decks. To qualify, rooftop decks must meet the following standards:

- (1) Must be accessible to all dwelling units.
- (2) Must include amenities such as seating areas and landscaping.
- (3) Must feature hard surfacing appropriate to encourage residential use.
- (4) Must include lighting for residents' safety.
- (5) No dimension shall be less than 15 feet in width.

Exceptions:

- a. Projects located within a quarter mile of a public park or public school that includes outdoor recreational facilities.
- b. Projects with a minimum floor area ratio (FAR) of 3.
- c. Projects that meet the ground floor retail/restaurant height bonus requirements.

G. Residential X District Yard Space Standards. The following standards apply to all new duplex/triplex, townhouse, multi-family or mixed-use development in X Districts. They are intended to provide yard space for residents of these developments.

- 1. Duplexes and Triples.** At least 200 square feet of yard space is required for each dwelling unit. Required yard space could include a combination of front porches, private or shared rear yards, balconies, or rooftop decks. Vehicular access areas and required walkways and buffers shall not count as yard space and front yard areas may not be counted towards this requirement, except for those yard areas set back beyond the minimum requirement.
- 2. Townhouse Development.** At least 200 square feet of yard space is required for each townhouse. Required yard space could include a combination of private front or rear yard space, porches, balconies, rooftop decks, or shared common yard space amongst groups of townhouses. Vehicular access areas and required walkways and buffers shall not count as yard space.
- 3. Multi Family and Mixed Use Development.** At least 100 square feet of yard space is required for each dwelling unit. Required setback and buffer areas, vehicular access areas and required walkways and buffers shall not count towards the yard space requirement. Projects located within 300 feet of a public park or public school that includes outdoor recreational facilities are exempt from this requirement.

 - a. Common Yard space.** Where accessible to all residents, common yard space may count for up to 100 percent of the required yard space. This includes landscaped courtyards or decks, front porches, community gardens with pathways, children's play areas, or other multi-purpose recreational and/or green spaces. Special requirements and recommendations for common yard spaces include the following:

 - (1) No dimension shall be less than fifteen feet in width (except for front porches).
 - (2) Spaces shall be visible from multiple dwelling units and positioned near pedestrian activity.
 - (3) Spaces shall feature paths, landscaping, seating, lighting and other pedestrian amenities to make the area more functional and enjoyable.
 - (4) Individual entries shall be provided onto common yard space from adjacent ground floor residential units, where applicable.
 - (5) Space should be oriented to receive direct sunlight for part of the day, facing east, west, or (preferably) south, when possible.
 - (6) Common yard space shall be open to the sky, except for clear atrium roofs and shared porches.
 - (7) Shared porches qualify as common yard space provided:

 - (a) No dimension is less than eight feet.
 - (b) It is open on at least two sides.
 - (8) Decks and courtyards located on the top of a portion of a building may count as common open space as long as they are visible from multiple dwelling units within the building (this is distinguished from rooftop decks that are not visible from multiple units, which are addressed separately under subsection e, below).
 - b. Balconies.** Private balconies, porches, decks, patios or yards may be used to meet up to 50 percent of the required yard space. To qualify as yard space, such spaces shall be at least thirty five square feet, with no dimension less than four feet.
 - c. Rooftop decks.** May be used to meet up to 25 percent of yard space for all multi-family uses and up to 50 percent of the required yard space in mixed-use developments, provided they:

 - (1) Must be accessible to all dwelling units.
 - (2) Must include amenities such as seating areas and landscaping.
 - (3) Must feature hard surfacing appropriate to encourage residential use.
 - (4) Must include lighting for residents' safety.
- 4. All units shall have access to at least one qualifying yard space, either their own, a shared yard space, or both.**

* * *

13.06.501 Building design standards.

* * *

H. X-District Mass Reduction Standards. The following requirements apply to all development located in any X-District, unless specifically exempted.

1. Façade Articulation: The following design choices are intended to help reduce the apparent mass of structures and achieve a more human scale environment by providing physical breaks in the building volume that reduce large, flat, geometrical planes on any given building elevation.

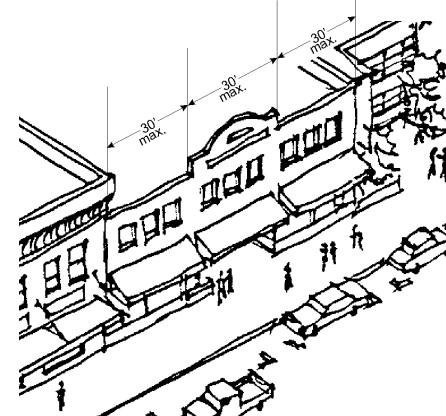
- a. All building facades fronting directly on a Designated Pedestrian Street must include at least two of the following articulation features at intervals no greater than 40 feet to reinforce the desired pattern of small storefronts adjacent to the sidewalk. Buildings that have 60 feet or less of frontage on the designated pedestrian street are exempt from this standard.

- (1) Use of window and/or entries that reinforce the pattern of small storefront spaces.
(2) Use of vertical piers to reinforce the pattern of small storefront spaces. Such piers must project at least 2 inches from the façade and extend from the ground floor to the roofline.
(3) Use of weather protection features that reinforce the pattern of small storefronts. For example, for a business that occupies three lots, use three separate awnings to break down the scale of the storefronts. Alternating colors of the awnings may be useful as well.
(4) Roofline modulation as defined in Section 13.06.501.I
(5) Change in building material or siding style.

Example Figures

Right: This building uses roofline modulation, window configurations, and weather protection elements to reinforce the pattern of small storefronts.

Below: Other acceptable façade articulation examples. All use window configurations to reinforce the desired small storefront pattern. Other features used in these examples to meet the standards include:



Vertical piers

Roofline modulation

Different weather protection elements



<p>b. All non-residential facades fronting on a non-Pedestrian Designated Street or containing a pedestrian entrance must include at least three of the following articulation features at intervals no greater than 60 feet. Buildings that have 120 feet or less of frontage on the non-designated street are exempt from this standard. Buildings that employ brick as the siding material on a majority of the subject façade are required to only provide two of the articulation features instead of three.</p>	<ul style="list-style-type: none"> (1) Use of window configurations and/or entries that reinforce the pattern of storefront spaces. (2) Vertical building modulation. The minimum depth and width of modulation shall be 2 and 4 feet, respectively, if tied to a change in building material/siding style and/or roofline modulation as defined in Section 13.06.501.I. Otherwise, the minimum depth and width of modulation shall be 10 and 15 feet, respectively. (3) Use of separate weather protection features that reinforce the pattern of storefront spaces. (4) Roofline modulation as defined in Section 13.06.501.I (5) Horizontal modulation (upper level step-backs). To qualify for this measure, the minimum horizontal modulation shall be 5 feet and the treatment must be used in increments at no greater than the articulation interval or provided along more than 75 feet of the facade. (6) Change in building material or siding style. (7) Use of vertical piers. Such piers must project at least 2 inches from the façade and extend from the ground floor to the roofline. (8) Providing a trellis, tree, or other landscape feature within each interval. Such feature must be at least one-half the height of the building (at planting time for any landscaping element).
<p>c. All residential buildings and residential portions of mixed-use buildings shall include at least three of the following articulation features at intervals of no more than 30 feet along all facades facing a street, common open space, or common parking areas. Buildings that have 60 feet or less of frontage on the street or façade width facing the common open space or common parking area are exempt from this standard. Buildings that employ brick as the siding material on a majority of the subject façade are required to only provide two of the articulation features instead of three.</p>	<ul style="list-style-type: none"> (1) Repeating distinctive window patterns at intervals less than the required interval. (2) Vertical building modulation. Minimum depth and width of modulation is 2 feet and 4 feet, respectively, if tied to a change in building material/siding style and/or roofline modulation as defined in Section 13.06.501.I. Otherwise, minimum depth and width of modulation is 10 and 15 feet, respectively. Balconies may not be used to meet modulation option unless they are recessed or projected from the facade at least 18 inches. (3) Horizontal modulation (upper level step-backs). To qualify for this measure, the minimum horizontal modulation shall be 5 feet and the treatment must be used in increments at no greater than the articulation interval or provided along more than 75 percent of the façade (4) Roofline modulation as defined in Section 13.06.501.I (5) Vertical articulation of the façade. This refers to design treatments that provide a clear delineation of the building's top, middle and bottom. <ul style="list-style-type: none"> (a) Top features may include a sloped roofline or strong cornice line as defined in Section 13.06.501.I. For facades utilizing upper level stepbacks, the "top" design treatment may be applied to the top of the front vertical plane of the building or the top of the building where it is set back from the building's front vertical wall (provided the top of the building is visible from the centerline of the adjacent street). (b) Middle features: provide consistent articulation of middle floors with windows, balconies, exterior materials, modulation, and detailing (c) Bottom: provide a distinctive ground floor or lower floors design that contrasts with other floors through the use of both contrasting window design/configuration and contrasting exterior materials (d) Façade reduction elements including balconies and bay windows may project into street rights-of-way, where allowed by the Public Works Department, but not into alley rights-of-way

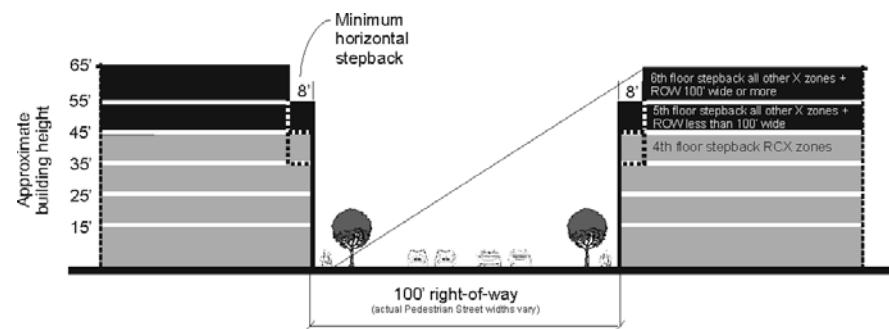


Above: Residential building articulation at 30-foot or less intervals. Below: Articulation examples of mixed-use buildings containing residential uses on upper floors. These examples include vertical and horizontal modulation and changes in building materials at no more than 30-foot articulation intervals.



2. Mass Reduction: Upper Floor Streetfront Stepbacks. The following standards are intended to reduce the appearance of bulk and reduce the potential for shade and shadow impacts on pedestrian streets. They apply to all development along designated pedestrian streets, unless specifically exempted.

- 8' minimum stepback along the streetfront façade for 4th floor and above in RCX Districts.
- 8' minimum horizontal stepback along for 5th floor and above in X Districts other than RCX, where the ROW width is less than 100'.
- 8' minimum horizontal stepback for 6th floor and above in X zones other than RCX, where the ROW width is 100' or greater.
- Exceptions to b and c, above: *Portions of buildings adjacent to street corners along designated pedestrian streets can depart from this standard to incorporate distinctive street corner design elements such as a turret. Such corner building features shall be no more than 25 feet in width along both streets and other portions of the building shall meet applicable stepback standards. One distinctive design element of no more than 25 feet in width is allowed to extend vertically without these required stepbacks for each façade along a designated pedestrian street*



3. Mass Reduction: Maximum Façade Widths. The following standards are intended to incorporate a significant modulation of the exterior wall through all floors except the ground floor. They apply to the upper story facades of multi-story buildings that are greater than 120 feet in width. Such buildings shall include at least one of the following features to break up the massing of the building and add visual interest:

- a. Provide vertical building modulation at least 20 feet deep and 30 feet wide. For multi-story buildings the modulation must extend through more than one-half of the building floors.
- b. Use of a contrasting vertical modulated design component that extends through all floors above the first floor fronting on the street (upper floors that are stepped back more than 10 feet from the façade are exempt) and featuring at least two of the following:
 - (1) Utilizes a change in building materials that effectively contrast from the rest of the façade.
 - (2) Component is modulated vertically from the rest of the façade by an average of 6 inches.
 - (3) Component is designed to provide roofline modulation per 13.06.501.I, below.
- c. Façade employs building walls with contrasting articulation that make it appear like two distinct buildings. To qualify for this option, these contrasting facades must employ the following:
 - (1) Different building materials and/or configuration of building materials.
 - (2) Contrasting window design (sizes or configurations).



Examples of facades wider than 120 feet that effectively use techniques to reduce the apparent bulk and scale of the structure. The image on the left uses street and upper level courtyards whereas the right image uses both vertical building modulation and the use of contrasting building materials and articulation.

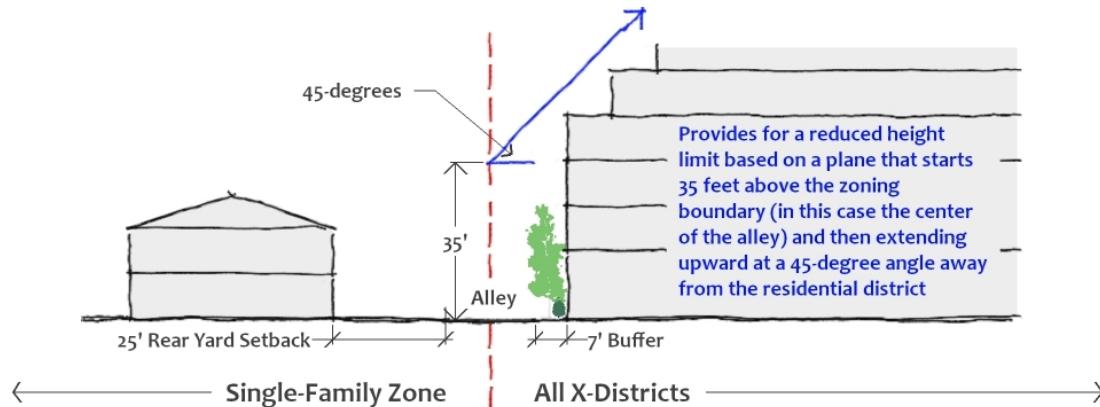
* * *

13.06.503 Residential transition standards.

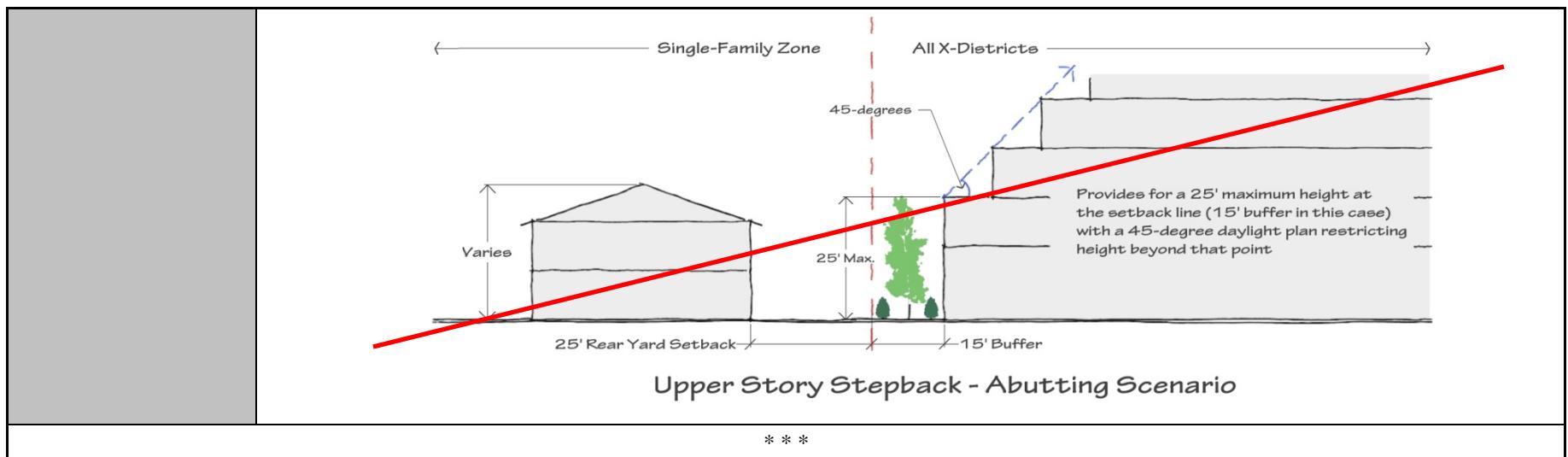
The following items are required to help ensure appropriate transitions between non-residential and/or higher intensity development and adjacent residential districts, in terms of building bulk and scale, location of activity areas for privacy and noise reduction, provision of greenspace, and visual separation:

[See table below.]

A. Upper Story Stepback	<ol style="list-style-type: none">1. Structures shall not intercept a 25-degree daylight plane inclined into the C, T, PDB, HM, M, or PMI District from a height of 25<ins>35</ins> feet above existing grade at any R-District / C, T, PDB, HM, M, or PMI District boundaries, excluding boundaries with R-4 Districts, R-5 Districts, and/or non-residential uses in any R District. For purposes of this provision, vacant land located in an R-District shall be considered a residential use.2. The following requirements apply in all X-Districts, where a Mixed-Use Center boundary is adjacent to single-family zoning (R-1, R-2 and R-2SRD Districts), except where the adjacent use within the single-family zone is a park, permanent open space, undevelopable steep slope, public facility or freeway.<ol style="list-style-type: none">a. Projects abutting a single-family zone at a street, n alley or rear or side property line shall not intercept a 45-degree daylight plane inclined into the X-District from a height of 25<ins>35</ins> feet above existing grade, measured from the inside edge of the required buffer or setback (example of abutting scenario below), the zone transition line (example of the alley scenario below).b. Projects abutting a single family zone at a street shall not intercept a 45 degree daylight plane inclined into the X District from a height of 35 feet above existing grade at the property line.
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Upper Story Stepback - Alley Scenario



13.06.510 Off-street parking and storage areas.

* * *

TABLE 2 – Parking in Mixed-Use Center Districts	
Quantity	Residential Uses. Minimum 1.0 stall per unit. Commercial or Office Uses. Minimum 2.5 stalls per 1000 square feet of floor area. UCX-TD Commercial or Office Uses (including retail, service and eating and drinking establishments). Minimum 0 stalls per 1000 square feet of floor area. Other Uses. For uses not specifically listed above, the parking requirement in the Mixed-Use Center Districts shall be 70% of the parking requirement for that use identified in Table 1. See Section 13.06.510.B.2.f for use of compact stalls. For purposes of calculating parking quantity requirements, “floor area,” when used, shall not include space devoted to parking.
Exemptions	No parking is required for any structure in existence upon the date the Mixed-Use Center was created within which it exists (see Section 13.17.020). New development shall provide parking as required. In NCX and CCX Districts, no parking is required for buildings located within 10 feet of the right-of-way of the designated core -pedestrian streets (see Section 13.06.300.C). In NCX, CCX, and UCX Districts, no parking is required for the first 3,000 square feet of each ground-level retail or eating and drinking establishment.
* * *	
<u>Development Standards – Compact Stalls.</u>	
<u>Compact Stalls</u>	<u>A maximum 30 percent of the parking spaces provided may be composed of compact stalls, except that for any parking provided in excess of the minimum quantity requirements, up to 50% of those excess stalls may be composed of compact stalls.</u>
* * *	

13.06.700 Definitions and illustrations.

For the purposes of this chapter, certain words and terms are defined as follows: words used in the present tense include the future, words in the singular number include the plural, and words in the plural number include the singular; the word “building” includes the word “structure”; the word “shall” is mandatory and not directory. For words that are not defined in this chapter, or that do not incorporate a definition by reference, refer to a Webster’s Dictionary published within the last ten years.

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13.06.700.W

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Wireless communication and wireless communication facilities. Facilities used in the transmission of information by wire, radio, optical cable, electromagnetic, or other similar means for communication, cellular phone, personal communication services, enhanced specialized mobile radio, and any other services licensed by the FCC and unlicensed wireless services. These types of facilities also include central office switching units, remote switching units, telecommunications radio relay stations, and ground level equipment structures. This classification does not include communication facilities.

Wireless communication tower. Any structure that is designed and constructed primarily for the purpose of supporting one or more antennas, including self-supporting lattice towers, guyed towers, or monopole towers. The term encompasses wireless communication facilities, radio and television transmission towers, microwave towers, common-carrier towers, cellular telephone towers, wireless communication towers, and alternative tower structures, and the like.

Work-live. A non-residential use that includes a subordinate residential component consisting of at least a kitchen, bathroom and sleeping quarters.

Work release center. An alternative to imprisonment, including work and/or training release programs which are under the supervision of a court or a federal, state, or local agency. This definition excludes at-home electronic surveillance.

Works of art. Artist-produced creations of visual art, including, but not limited to, sculptures, murals, paintings, inlays, earthworks, mosaics, etc. Works of art can be both self-standing and/or integrated into the structure or its grounds. The reproduction of original works of art, mass-produced artwork, or architect-designed elements are not included. Also not included are directional signage or super graphics, maps, etc., except where an artist is employed.

* * *



City of Tacoma Transportation Commission

**Agenda Item
E-1**

Commissioners

Jane Ann Moore, Co-Chair
Justin Leighton, Co-Chair
Gary Hofmann
Michael Hutchinson
Judi Hyman
Yoshi Kumara
Jacki Skaught
Andrew Strobel
John Thurlow
Kristina Walker

January 24, 2014

Ryan Mello, Chair
Infrastructure, Planning, and Sustainability Council Committee
747 Market Street, Suite 1200
Tacoma, WA 98402

Re: Commission Recommendation on Sound Transit Link Expansion

Dear Chair Mello,

The Tacoma Transportation Commission appreciates the opportunity to provide a recommendation to the Infrastructure, Planning, and Sustainability Council Committee (IPS) on the preferred route alignment for the Sound Transit Link Expansion project. On December 18, 2013 the Transportation Commission held a joint meeting with the Bicycle & Pedestrian Technical Advisory Group (BPTAG); representatives from Sound Transit presented proposed route alignments and staff evaluation for the Tacoma Link Expansion project.

Staff

Jennifer Kammerzell,
Public Works

Joshua Diekmann,
Public Works

During our January 15, 2014 meeting, the Commission, understanding that the City Council will make a decision on preferred route alignments in the near future, chose to discuss this topic hoping to provide valuable guidance in the City Council's decision.

After a thoughtful discussion of the proposed route alignments and considering input from the BPTAG, the Commission is providing the following recommendations.

1. The Commission recognizes the importance of choosing one alignment to evaluate in order to provide for an expedited timeline and access to more grant funding opportunities that will help fund the overall project.
2. The preferred route alignment connecting downtown Tacoma and the Stadium Business District is Stadium Way (A1). In the overall scope of the project, this alignment appears to meet most of the community's needs. The Commission recognizes the pedestrian and accessibility challenges provided with this alignment and urges Sound Transit to work with the City to include access mitigation measures to address those challenges.
3. The preferred route alignment serving the Hilltop neighborhood is MLK (B1), which does *not* include the couplet. This alignment provides the best opportunity for an affordable and cost-effective project, as well as provides an opportunity for future expansion. Additionally, this alignment coincides with the Hilltop Subarea Plan.

4. The Tacoma Link Expansion must extend to South 19th Street to provide service to the underserved community of the Hilltop neighborhood and Hilltop Business Association. Fiscal responsibility will be important in ensuring that the expansion reaches South 19th Street, a major transportation corridor that connects neighborhoods and serves the whole of the Hilltop.

The Transportation Commission recognizes that the Tacoma Link Expansion is one of the most significant transportation projects in Tacoma. We are a fairly new Commission and are proud to say this is our first official action. We strongly feel this is a positive step towards achieving a multimodal transportation system that efficiently and equitably moves people and goods with optimum safety, maximizes the conservation of energy and economic development, and minimally disrupts the desirable features of the environment. We respectfully submit these recommendations for your consideration.

Sincerely,

Jane A. Moore, MD

Jane Ann Moore
Co-Chair



Justin D. Leighton
Co-Chair

cc: Mayor Marilyn Strickland
Tacoma City Councilmembers
Tacoma City Manager
Sean Gaffney, Planning Commission Chair
Chelsea Levy, Sound Transit