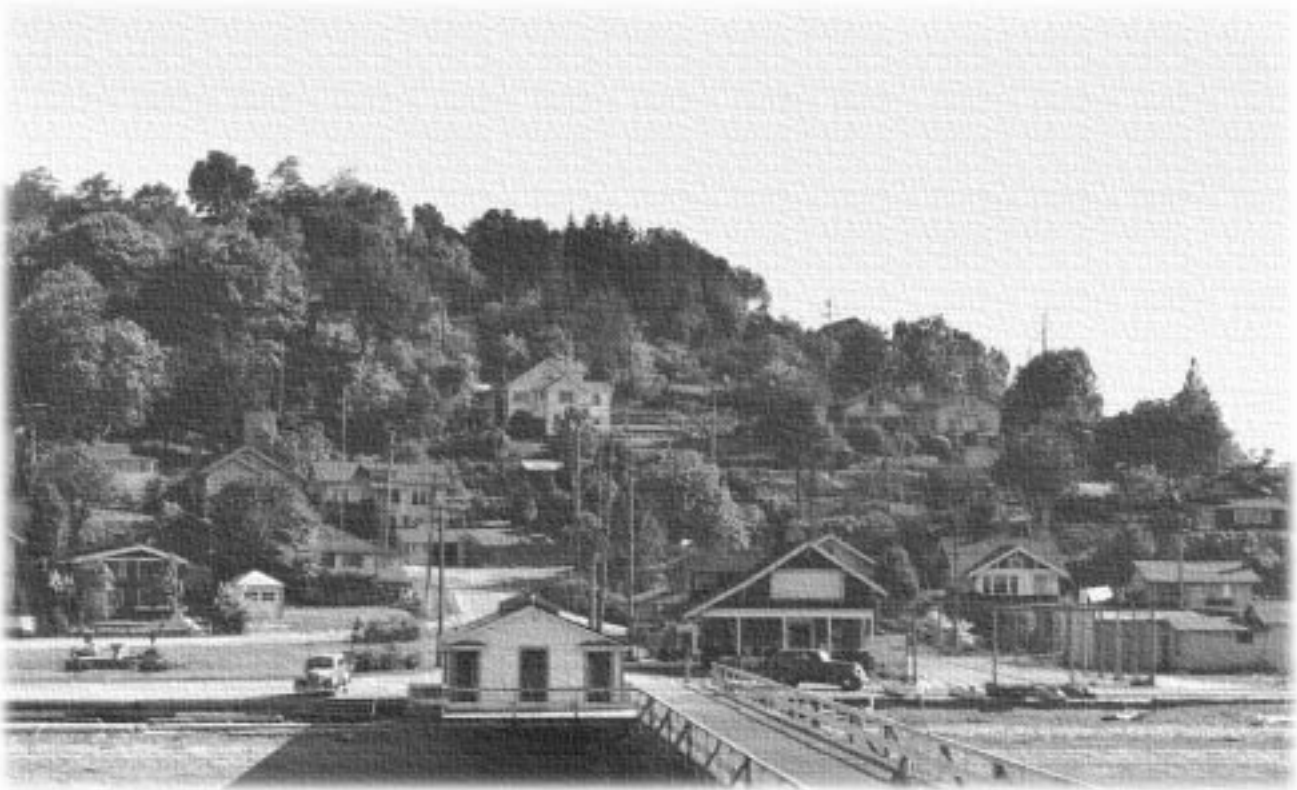


Northeast Tacoma

Neighborhood Action Strategy

A Community Partnership Project



Developed by
Northeast Tacoma Neighborhood Council
with assistance from
Tacoma Economic Development Department

NORTHEAST TACOMA ACTION STRATEGY

Tacoma Economic Development Department
Tacoma Municipal Building, Ninth Floor
747 Market Street
Tacoma, Washington 98402

April 2001



Req. #7692

RESOLUTION NO. 34573

1 WHEREAS, with the assistance of City staff, action strategies from the
2 North End, Northeast, Sound End, and South Tacoma Neighborhoods
3 (“Neighborhoods”) have been developed by the respective Neighborhood
4 Councils, and

5 WHEREAS these strategies are actions that the Neighborhoods see as
6 vital for maintaining and improving their quality of life, and

7 WHEREAS strategies may include regulatory and policy changes,
8 identify projects and specify improvements the neighborhoods need to make,
9 identify who has the authority and ability to make the improvements, the
10 estimated cost, and the target date for implementation, and

11 WHEREAS the strategies may be implemented in a variety of ways such
12 as adding a project into an existing program or, in other cases, requiring an
13 amendment to the City’s Comprehensive Plan, and

14 WHEREAS Neighborhoods may also identify the need for policies,
15 unique to each Neighborhood, to provide a more specific guide to land use
16 decisions by the Land Use Administrator or the Hearing Examiner, and

17 WHEREAS these policies would be included in a new “Neighborhood”
18 element added to the Land Use Management Plant (“LUMP”) to provide the
19 Neighborhoods with an additional tool to guide development; Now, Therefore,

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

21 That the action strategies from the North End, Northeast, Sound End,
22 and South Tacoma Neighborhoods are hereby accepted by the Tacoma City
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Council and that City staff be directed to implement the appropriate strategies thereof.

Adopted NOV 9 1999

Rick Rosenthal ~~Deputy~~ Mayor
Attest: City Clerk

Approved as to form and legality:

Gyle J. Lewis
Assistant City Attorney

104

Statement of Intent for Updating the Neighborhood Action Strategy

The Resolution passed by the City Council accepting the Neighborhood Action Strategy acknowledges the Actions Strategies represent the actions that the Neighborhood sees as vital for maintaining and improving their quality of life. The Action Strategy is intended to work in concert with the Neighborhood element of the Land Use Management Plan (“LUMP”) that includes the neighborhoods policies, which provide a specific guide to land use decisions by the Land Use Administrator or the Hearings Examiner. In order to keep the Action Strategy current and up to date, it is intended that they be updated on a regular basis of approximately every two to three years. However, because major issues or needs may arise more often than that, the implementation section of the strategy may be modified or updated more frequently. When the Action Strategy is updated it should be approved by the Neighborhood Council Board.

Table of Contents

	<u>Page</u>
Chapter 1 Executive Summary	1
Community Profile	
Development Trends	
Area Vision	
Key Recommendations	
Tools for Implementation	
<hr/>	
Chapter 2 Introduction	3
Neighborhood Action Strategy	
Purpose and Intent	
Relationship to Other Plans	
Strategy Development and Amendment Process	
<hr/>	
Chapter 3 Neighborhood Council Information	5
Neighborhood Council Profile	
Sub-Area Map	
Sub-Area Descriptions	
<hr/>	
Chapter 4 Goals and Proposed Policies	15
Transportation and Circulation	
Land Use (residential, commercial, industrial)	
Recreation and Open Space	
Community Facilities	
Utilities and Services	
Special Areas	
<hr/>	
Chapter 5 Action Strategy Assessment	22
Introduction	
Area Vision (development concept)	
Analysis of Needs and Recommended Actions	
<hr/>	
Chapter 6 Strategy Implementation	36
Introduction	
Project Priorities	
Project Costs and Funding Sources	
Lead Departments	
Timeline and Project Schedule	
Monitoring Methods	
<hr/>	
Appendix	41
Glossary	
Citywide Policies	

CHAPTER 1: EXECUTIVE SUMMARY

Community Profile (Northeast Tacoma)

Located in the extreme northeast section of Tacoma with most of its housing developed since World War II, Northeast Tacoma is both physically and socially separate from the rest of the city. With most of its population and housing arriving since 1980, the area represents a community of new residential subdivisions comprising a large number of family households with homeownership, incomes and education well above City averages. As remaining subdivisions are completed, future growth will be confined given the focus on single family zoning and the limitations of the remaining undeveloped land that includes steep slopes, canyons and gulches. Since few major employers exist in or near Northeast Tacoma, the vast majority of residents commute to employment opportunities, especially in King County. With older and/or uncompleted arterial streets, circulation needs have become a key concern. While most basic utilities, community facilities and services are addressed, there are other specific concerns such as the lack of a nearby senior center as well as the need for a future high school. General information on the Northeast Tacoma is discussed in Chapter 3 Neighborhood Council Profiles.

Development Trends

The development of Northeast Tacoma has generally followed policy recommendations included in the 1979 Northeast Tacoma Plan. This earlier plan concept recommended a “low density residential area with the necessary public services provided and with many of the desirable natural features preserved.” While preserving natural features such as the steep slopes above Marine View Drive continues as an ongoing challenge, much of the remaining area has been developed into single-family residential subdivisions. Although some multifamily housing has occurred, commercial development has been severely limited in this part of the city. Based upon a previous study of the area, the existing development pattern appears to be supported by the residents.

Given this previous development pattern along with the existing demographic profile for Northeast Tacoma, the following trends are projected to occur in the future. These trends will significantly impact the types of recommendations included in this action strategy as well as the implementation projects, programs and regulations needs to address them.

- Some residential development will continue, but at a much slower pace than in the past decade.
- The area population will continue to reflect a large number of family households.
- Overall residential density will stay low to reflect the area’s single-family housing focus.
- Preserving steep slope areas will continue as a high priority given development pressures.
- The arterial street system will need to be completed or upgraded to serve the community.
- Commercial needs will continue to be addressed on the fringe or outside the community.
- Existing public facilities will need to be expanded to address a larger resident population.

Area Vision

The vision for the residents of Northeast Tacoma, as represented by the action strategy, is:

“A low-density residential district with limited commercial and multifamily development, focusing on the automobile for transportation, with access to recreational activities, open space as well as basic public and private facilities and services.”

The neighborhood action strategy is designed to maintain and enhance this area vision through public and private actions that address community needs and concerns. The strategy emphasizes: (a) the preservation of remaining open space, steep slopes and other natural areas; (b) the development or improvement of arterial streets along with other means of circulation within Northeast Tacoma and in accessing other areas; and (c) the development or expansion of public facilities and services to meet the community’s growing population.

Key Recommendations

The neighborhood action strategy includes a number of key recommendations along with tools for implementation that are intended to carry out the overall community vision of protecting, maintaining and enhancing the single family residential neighborhoods. While a few of these recommendations relate to concerns that impact the entire city (e.g. future annexation of Browns Point and/or Dash Point); most of the recommendations address area-wide needs such as completing the arterial system for improving circulation, and for insuring that existing public facilities can adequately serve the area’s growing population. A few recommendations also address some specific sub-area needs that have a much smaller impact on the overall community. A more complete discussion of the needs and recommendations are included in Chapter 5 Action Strategy Assessment.

The following seven projects, programs or regulatory changes are recommended as key actions for the continued development of Northeast Tacoma:

- Completion of the Norpoint Way Extension Arterial Project to improve current and future traffic flow and circulation;
- Continued purchase of additional properties for open space especially for preservation of steep slope areas located above Marine View Drive;
- Establishment of an overlay zone or other land use regulations to minimize the development impact on steep slope areas
- Continued development and expansion of Alderwood Park;
- Establishment of a senior center to specifically address the needs of the elderly population;
- Identification of a strategy for future development of a high school in Northeast Tacoma; and
- Expansion or redevelopment of Kobetich Library to serve an increased population.

Tools for Implementation

The development of specific projects, programs and other actions (e.g. regulatory changes) to implement the preceding recommendations are specifically discussed in Chapter 6. Funding and staff support to address these activities will be based upon their priority, cost and available funding.

CHAPTER 2: INTRODUCTION

What Is A Neighborhood Action Strategy?

A neighborhood action strategy is a listing of goals, policies and recommended actions that are focused on the maintenance and improvement of a specific neighborhood council district. Each strategy is developed through the combined effort residents, the Northeast Tacoma Neighborhood Council, the City of Tacoma and other individuals and organizations with interest in the area. The neighborhood action strategy is a working document that reflects neighborhood priorities within an overall framework of the community's long range goals and objectives as reflected in the City's comprehensive plan. An effective action strategy should be able to answer the following questions:

- *What needs, concerns and issues will be addressed in the neighborhood?*
Residents of a neighborhood council district may identify a number of important concerns such as traffic congestion, safety, deteriorated housing, overcrowded public facilities, as well as loss of land for recreation and open space.
- *What specific types of actions address these community needs?*
Key actions may include general strategies that provide direction along with specific projects, programs and regulations such as zoning and policy changes, street improvements, expanded public facilities, code enforcement and/or land acquisition for parks and open space.
- *What are the primary organizations responsible for implementing the actions?*
An important consideration is to specify the lead organization for implementing and monitoring each action such as a City department or public agency
- *How much are the actions going to cost?*
Cost estimates for new projects, for capitalizing a new program or for City staff time to make regulatory changes should to be identified, realistic and tied to a specific funding source.
- *When will the actions be implemented by the responsible organizations?*
A realistic timeframe for implementing an action needs to be established by the neighborhood residents and the lead organization (e.g. completing a capital project, establishing a new program or writing regulations and getting them officially adopted).

Purpose and Intent

The neighborhood action strategy is intended to reflect the desires of its residents through recommendations for new or expanded public facilities, streets and other improvements. The document should not be considered a traditional land use plan, map plan or policy plan, but rather a hybrid of both policy and implementation. While a few policies, unique to Northeast Tacoma, are included to provide future direction, most of the key actions involve projects, programs and/or regulatory changes. As a policy guidance tool, the action strategy is intended to provide the Land Use Administrator, the Hearings Examiner and the City Council with specific direction to assist them in reaching decisions on proposed land use and other planned development in the area.

Relationship to Other Plans

The neighborhood action strategy is designed to address the stated desires of the residents in the development or redevelopment of their community. As such, the action strategy represents an implementation document to the City's comprehensive plan, also known as the Land Use Management Plan (LUMP). For Northeast Tacoma, the strategy recommendations will especially impact the areas of transportation, public facilities as well as recreation and open space.

Where the action strategy includes recommended policy changes to the City's comprehensive plan, the needed amendment will be made a part of the annual process for such changes and will not interfere or slow down the process of implementing other actions which do not involve such changes. To be a useful document, it is expected that the Northeast Tacoma Neighborhood Action Strategy will be periodically amended to reflect new needs and concerns and to delete actions that have been accomplished. Specific needs that focus on improving the transportation or circulation network, preserving open space, developing added recreation opportunities as well as developing or expanding needed public facilities may also affect other specialized citywide plans such as the City's Transportation Plan and Program and the Recreation and Open Space Facilities Plan.

Action Strategy Development and Amendment Process

The process of developing the Northeast Tacoma Neighborhood Action Strategy initially involved the planning committee and several board members of the Northeast Tacoma Neighborhood Council who assisted in articulating many of the needs. A preliminary draft document was developed for citizen input through three public meetings held in Northeast Tacoma in November 1998. Added public comments by area residents, the Northeast Tacoma Neighborhood Council and the Tacoma Planning Commission were then used to formulate the current draft of the neighborhood action strategy. The Tacoma Planning Commission and the City Council will conduct final review and hold public hearings to receive final comments prior to their anticipated acceptance in late 1999.

Additions, deletions, or any other modifications to the neighborhood action strategy such as the planning and development of new projects, programs or changes to regulations may require an amendment. Any proposed amendments will be reviewed by the Northeast Tacoma Neighborhood Council as well as the Tacoma Planning Commission who will hold a public hearing(s) to solicit public comments. The Commission will consider all comments and make a formal recommendation to the City Council who will also hold a public hearing for public comments prior to accepting the amendments. It is anticipated that formal amendments to the action strategy will only occur once every two years.

CHAPTER 3 NEIGHBORHOOD COUNCIL INFORMATION

Neighborhood Council Profile

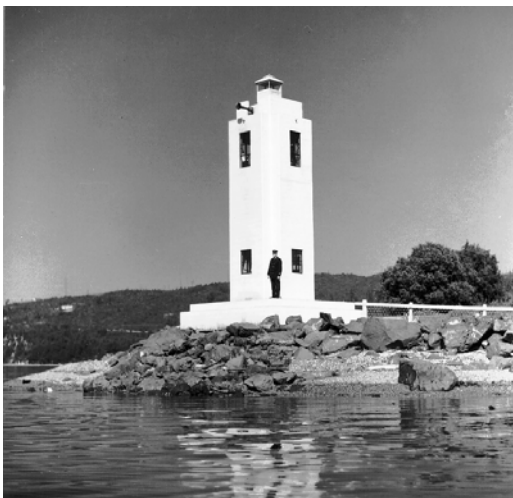
The following information is intended to provide a snapshot of your community. This compact summary on land use development, public facilities, demographics, history, and other aspects of your district is intended to assist in action strategy development and to serve as an introduction to Northeast Tacoma.

Location

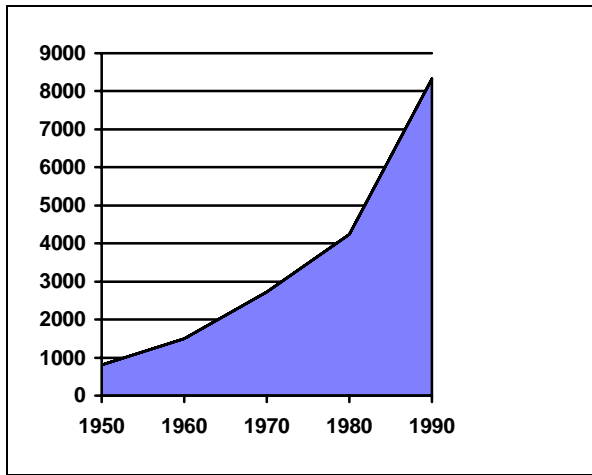
Northeast Tacoma occupies the extreme northeast section of Tacoma. The area is bound by Varco Road, Slayden Road and Marine View Drive on the west, Marine View Drive on the south, the Pierce County line on the east and Scenic Drive on the north. Landmarks include the North Shore Golf Course and Meeker Middle School.

History

While an exploring party of George Vancouver landed at Dash Point in 1792, it was not until 1887 that the first structure, the Browns Point Lighthouse, was built. As part of the original Puyallup Indian Reservation, the general area remained undeveloped until 1908 when Jerry Meeker platted the 98 acre Hydra Park Addition at Browns Point. Subsequently, Dash Point to the north developed into a small waterfront community with both areas dependent upon ferry service until Marine View Drive was built in 1925. While most of Northeast Tacoma became part of the City in 1927, other portions were annexed from 1948 to 1982. Most residential development did not occur until after World War II. Currently, the Browns Point and Dash Point areas remain part of unincorporated Pierce County.



Photos courtesy of the Tacoma Public Library



People

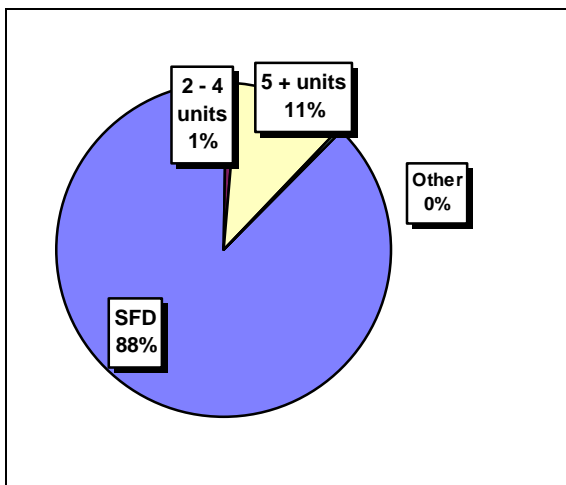
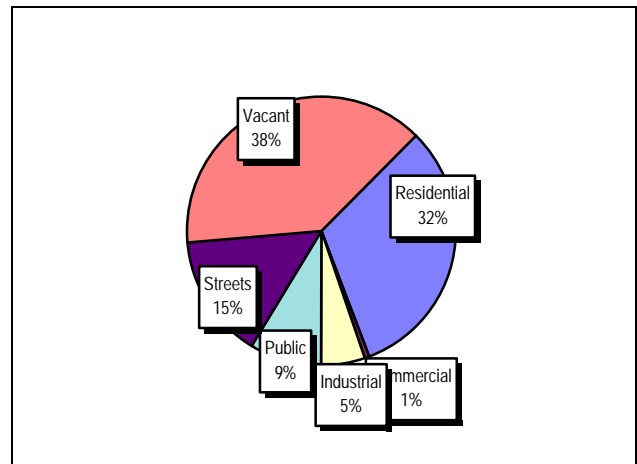
Northeast Tacoma has grown significantly over the past 16 years from 4,247 residents in 1980 to an estimated 11,398 residents in 1996. The 1980's alone represented a 97.1% increase far exceeding the city wide growth rate of 11.5%. Recent development has occurred in the form of planned residential subdivisions. Other 1990 Census facts about residents include the following:

- 21.9% of residents were under the age of 20.
- 4.9% of residents were aged 65 or over.
- 10% of residents belonged to minority groups.
- 64.5% of adults worked outside Pierce County.
- 65.4% of adults had post-secondary education.
- 32.5% of adults had professional/management jobs.

Land Use

Northeast Tacoma contains roughly 9% of Tacoma's land area with 2,989 acres. Until recently, it was Tacoma's most undeveloped area, but residential subdivisions have been changing it into a built environment. It is anticipated the area will far exceed the city average of 31% for residential land use. Notable facts from 1990 about Northeast Tacoma:

- Residential development used 923 acres / 30.9%.
- Commercial development used 22 acres / .7%.
- Industrial development used 148 acres / 4.9%.
- Undeveloped land comprised 1,134 acres / 37.9%.



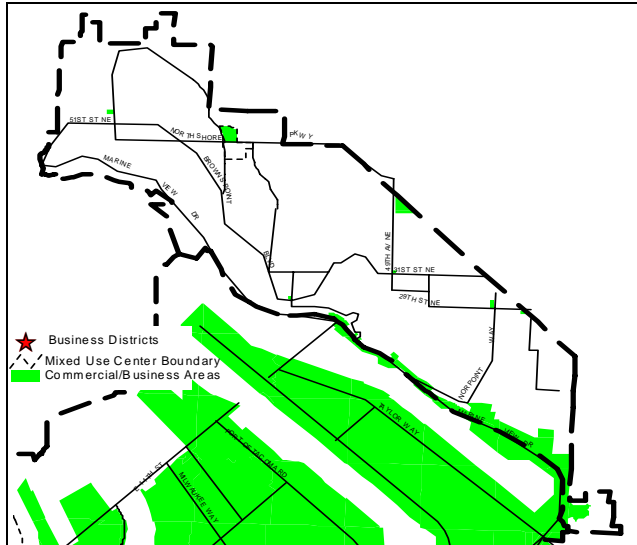
Housing

Area is predominantly a single-family community. Only large apartment complex is the On The Green Apartments built during the 1980's. Housing units almost tripled from 1,551 in 1980 to 4,366 units in 1996. Median home values increased by 48% in the 1980's representing larger homes often in gated communities. Notable 1990 housing statistics include:

- 80% of residents owned their homes.
- Median home value was \$103,505.
- Median rent was \$402 a month.
- 6.2% of housing units were constructed prior to 1950.
- 281% increase in housing units from 1980 to 1996.

Economic Development

Economic activity centers serving Northeast Tacoma are highlighted below. While the QFC store is located within the city limits, other sites range from small commercial nodes to larger retail centers located outside the City limits such as the Browns Point Shopping Center and Twin Lakes Shopping Center in Federal Way.



Business Districts - These areas are represented by active merchant associations and have formal partnerships with the City for technical assistance to aid economic growth. However, for Northeast Tacoma, there are currently no merchants associations or business districts currently organized within the area.

Mixed Use Centers - Special zoning districts designed to accommodate a mix of commercial and residential uses. A center for Northeast Tacoma was previously designated in 1993 (see map), however, it was recommended for deletion and removed as part of the 1998 amendments to the City’s comprehensive plan.

Northeast Tacoma Jobs & Workers - Given its location and residential focus, Northeast Tacoma workers are often employed in other places, especially outside Pierce County. A look at 1990 area jobs and workers:

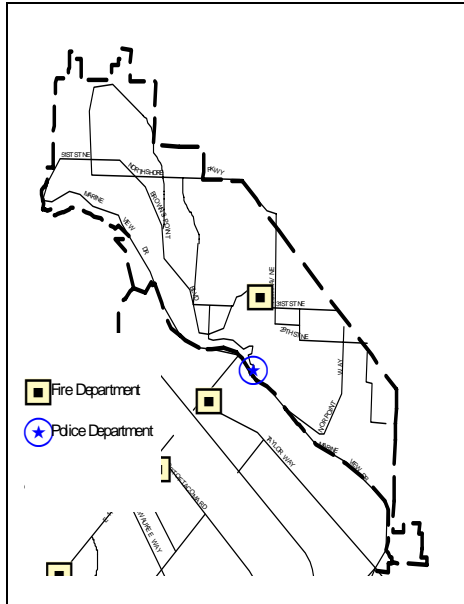
• Northeast Tacoma labor force	4,679
• Northeast Tacoma jobs	758
• Ratio of Northeast Tacoma jobs to workers	1 : 6
• Northeast Tacoma unemployment rate	3.3%
• Northeast Tacoma workers employed in Tacoma	25.4%

Employers in Northeast Tacoma - The areas of education, recreation and retail offer most of the employment opportunities for residents living within Northeast Tacoma:

• Tacoma School District (Northeast Tacoma)	5412 29 th Street NE
• Tacoma School District (Browns Point)	1526 51 st Street NE
• Tacoma School District (Meeker Middle School):	4402 Nassau Avenue NE
• Metro Parks (The Centre at Norpoint)	4818 Nassau Avenue NE
• QFC Grocery Store	4101 49 th Avenue NE
• Multi-Care Urgent Care Clinic	4215 49 th Avenue NE
• North Shore Golf Course	4101 Northshore Blvd. NE
• Tacoma Public Library (Kobetich Branch)	212 Browns Point Blvd. NE
• City of Tacoma (Fire Station #3)	206 Browns Point Blvd. NE

Public Safety

Northeast Tacoma residents, like all City residents, enjoy quality public safety services provided by the Tacoma Fire Department and Tacoma Police Department. Residents are also active in block watch programs sponsored by the Police Department's Community Oriented Policing Program or by organizations such as Safe Streets.



Tacoma Fire Department Facilities

Northeast Tacoma has fire and emergency medical services at the following fire district facility:

- Station #3 206 Browns Point Blvd. NE

Tacoma Police Department

All of Northeast Tacoma lies within Sector 1. Northeast Tacoma does not currently have a precinct substation. One facility in the area is the Harrison Firing Range at 101 McMurray Road NE. The area is served by two patrol cars at all times.

Environment

The most prominent feature of Northeast Tacoma is the 376 acre steep slope running parallel to Marine View Drive rising from an elevation of 30 feet to nearly 400 feet at the top of the bluff. It is an area of natural vegetation with some small springs. Past development includes a large excavation area for gravel extraction. Currently, two residential developments are in progress along the slope, a large subdivision involving the former gravel pit (Pointe Woodworth) and a smaller subdivision near Browns Point (Heron Ridge). Throughout the area, substantial natural vegetation (including significant stands of trees) has been largely removed with the development of residential subdivisions and other development activities.

Steep Slope

Remaining steep slope areas should be retained as a greenbelt of natural vegetation and an asset to the community. Vegetation includes evergreen and deciduous trees, shrub brush, ferns and berry bushes. Squirrels, raccoons, rabbits, pheasant, foxes, coyotes, and quail find habitat within Marine View Drive's steep slopes. The slope also provides a buffer between the Port Industrial area and the residential upland developments. If the existing conditions of the slope are disturbed, there is the potential for erosion and related hazardous conditions. Ideally, future use of the slope would be an open space natural area for all Tacoma residents to enjoy.

Canyons and Gulches

In addition to or as part of the steep slope area, there are also several prominent gulches and canyons in Northeast Tacoma. Most remain relatively free of development and offer open space and wildlife habitat. Examples of these areas include:

- **Julia’s Gulch** - Located southeast of Norpoint Way and 29th Street NE, this large gulch represents a part of the overall Marine View Drive slope area with trail opportunities connecting with Marine View Drive.
- **Cheney Gulch** - Located in the vicinity of Broadview Avenue NE between NE 51st Street and Overlook Avenue NE, it contains 18 acres of heavy vegetation, informal trails and steep slopes.
- **Northeast Tacoma Canyon** - Located in the vicinity of Agnes Drive and Dash Point Road NE, the canyon adjoins Dash Point State Park and could be considered a natural extension of the park. Views of Puget Sound are possible from higher elevations that also provide natural vegetation and a habitat for wildlife.

Transportation

Unlike most of Tacoma, Northeast Tacoma has limited access to the multi-modal transportation system. The area’s street pattern and topography places constraints on the circulation of personal and service vehicles and transit. With continuing development, additional traffic control devices will be installed to encourage through traffic to use the designated arterial streets. While limited Pierce Transit and Metro Transit service is also available to downtown Tacoma and Federal Way, there are no existing transit centers or park and ride lots to better connect to other Pierce Transit or Metro services and/or to the regional Sound Transit system. Non-motorized improvements such as bike lanes, sidewalks, and trails are limited or nonexistent in the area. Here is a glance at the Northeast Tacoma transportation network:

Busiest Intersections	Daily Entering Traffic Counts*
1. Norpoint Way & 29 th Street	18,758
2. Marine View Drive & Norpoint Way	17,829
3. Northshore Parkway & 49 th Avenue	15,483 (estimated)
4. 45 th Avenue & Northshore Parkway	15,066 (estimated)
5. Northshore Parkway & Nassau Avenue	11,462
6. McMurray Road & Marine View Drive	9,278

*Based on 1997 counts, traffic volumes are the total traffic entering the intersection as the activity indicator. Individual street volumes vary. Listing does not indicate any street or intersection capacity, congestion, or level of service.

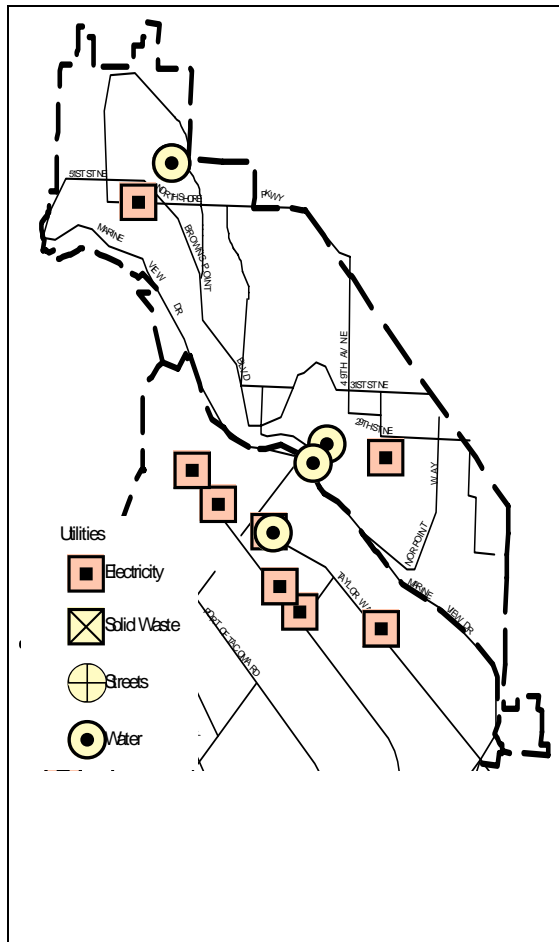
Transportation Facts (Bus Service)

- Transit Route No 61: Marine View Drive, Browns Pt. Boulevard

• Transit Ridership:	<u>Peak</u>	<u>Midday</u>	<u>Saturday</u>	<u>Average Sunday</u>	<u>Weekday Riders</u>
	40	80	180	180	123

Utilities

Northeast Tacoma is served by basic utilities from Tacoma Public Utilities. These services are planned for expansion with the addition of fiber optic lines and other improvements to speed communication. Infrastructure for information is rapidly becoming an essential utility. The major utility facilities currently existing in the Northeast are highlighted below:



Water

- Indian Hill Pump Station/Reservoir (5525 NE Tower Drive)
- Dash Point #1-#3 Wells (2801 53rd Street NE)

Storm Water (holding basins)

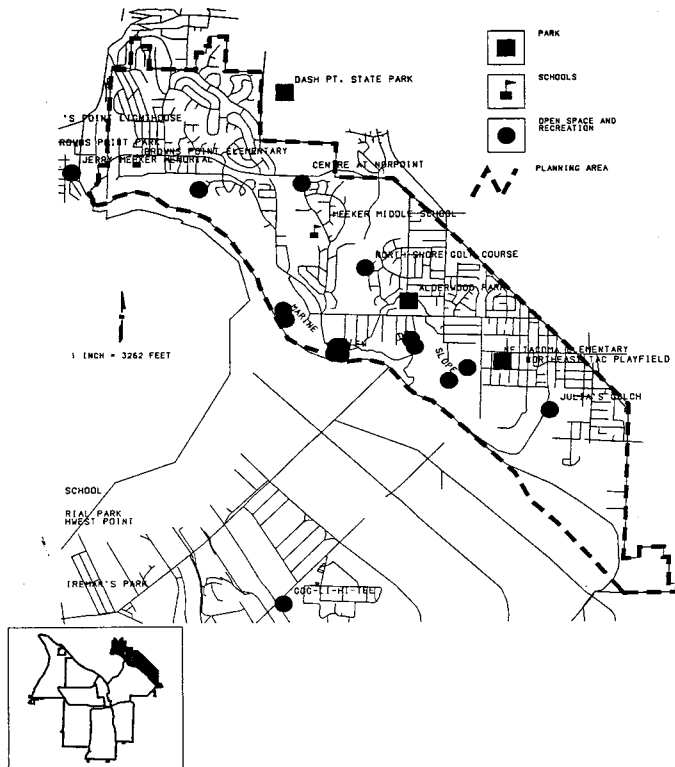
- Harbor Ridge Estate (Nassau Avenue NE and 47th Street NE)
- Northshore Parkway Detention Pipe (Northshore Parkway north of North Shore Golf Course)
- Norpoint Way NE (Norpoint Way NE and Agnes Road)
- Northwood (6735 21st Street NE)
- Centennial Park (3905 50th Avenue NE)
- Northshore Golf Course Pond "D" (4101 Northshore Blvd.)

Electricity

- Northeast Substation (Marshall Avenue and Alexander Avenue)
- Browns Point Substation (4745 Browns Point Blvd.)
- Sound Refining Substation (2750 Marine View Drive NE)

Recreation and Open Space

Northeast Tacoma contains both open space and recreational facilities. As mentioned in the environmental section, the gulches and slopes provide both open space and some passive recreation such as trails and nature viewing. The Northshore Golf Course provides private recreation in the heart of Northeast Tacoma. Public recreational opportunities in the Northeast Tacoma and the Browns Point/Dash Point area include the following neighborhood and regional parks:



Northeast Tacoma Parks

- Alderwood Park (33rd St./ 45th Ave)
- Browns Point Playfield (49th Avenue /La Hal Da Lane)
- Centre at Norpoint (Northshore/Nassau Avenue)
- Meeker Playfield (42nd Street NE/Nassau Ave)
- Northeast Tacoma (29th Street / 56th Avenue)

Browns Point & Dash Point Parks:

- Lighthouse Park (201 Tulalip NE)
- Browns Pt. Playfield (Hyada Blvd)
- Dash Pt. Park (Beach Street NE)
- Dash Pt. State Park (Highpoint/Spinnaker)
- Shoreline View (Norpoint Way NE)

Community Facilities

A number of community facilities serve Northeast Tacoma. Public schools offer additional recreational facilities such as playfields for neighborhood use. Prominent facilities in Northeast Tacoma include:

Library

- Kobetich Library (212 Browns Pt. Blvd)

Recreation Centers

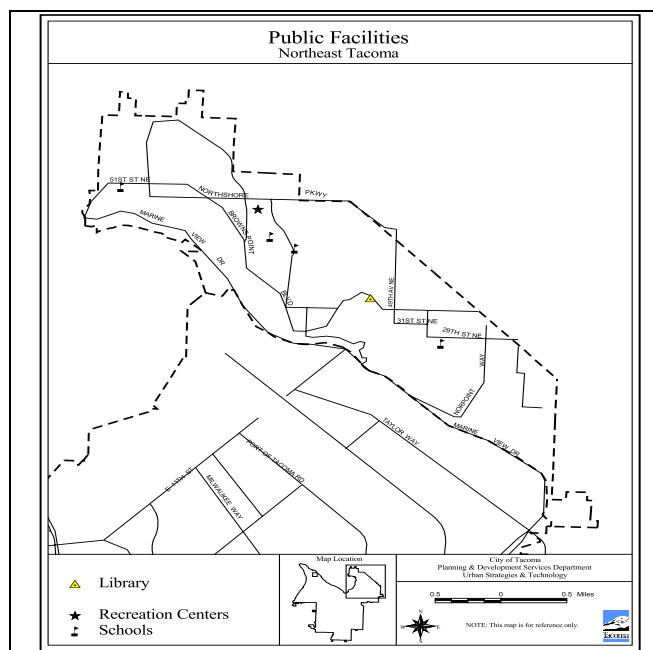
- Centre at Norpoint (4818 Nassau Avenue)
- North Shore Golf Course (4101 Northshore)

Public Schools

- Browns Pt. Elementary (1526 51st St.NE)
- NE Tacoma Elementary (5412 29th St. NE)
- Meeker Middle (4402 Nassau Avenue NE)
- Crescent Hts Elementary (4110 Nassau Ave)

Private School

- Seabury Lower (1801 NE 53rd/Browns Pt.)
- Seabury Middle (6546 Dash Pt. Blvd. NE)



Community Services

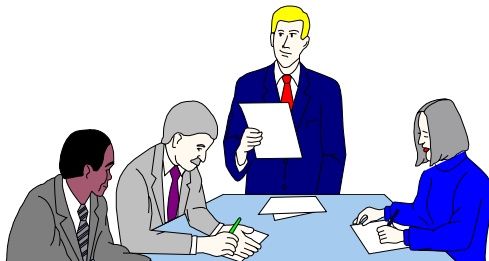
Northeast Tacoma has limited facilities providing social services for this area of Tacoma. While churches and the Centre at Norpoint provide meeting space for various groups, there is not have a specified senior center or meal site. Many seniors go to senior centers located in Fife and Federal Way.

Children services are provided through latchkey child care programs at both Browns Point and Northeast Tacoma elementary schools. Seabury School and the Centre at Norpoint both have summer programs for children in the area. Currently, there are 35 licensed child care providers in Northeast Tacoma. The City of Tacoma offers a child care referral service.



Community Organizations

Since much of Northeast Tacoma represents a newly developed area, many of the more informal organizations focus on family needs such as school PTAs and soccer clubs. More formalized organizations for both Northeast Tacoma and the Browns Point/Dash Point areas include:



Northeast Tacoma Neighborhood Council

The Neighborhood Council is an umbrella community organization representing all of Northeast Tacoma.

Homeowners Associations in Northeast Tacoma

These organizations represent homeowner associations serving the interests of their residential districts such as the Harbor Ridge development.

Browns Point Improvement Club

Neighborhood group serving Browns Pt area since 1926 with focus on historic, social and improvement interests.

Dash Point Improvement Club

Neighborhood group serving Dash Point area with focus on historic, social and improvement interests.

Points Northeast Historical Society

Neighborhood organization focusing on the historical interests of Browns Point, Dash Point and Northeast Tacoma.

Note: All data contained in this profile is from the following sources unless otherwise specified throughout the document: 1990 US Census: most items; Population statistics: Puget Sound Regional Council; Land Use: City of Tacoma and the Pierce County Assessor; and Transportation: Pierce Transit and the City of Tacoma.

(August 1998)



- | | | | |
|--------|----------------------|--------|--------------------|
| Area 1 | Northwood | Area 5 | Northshore |
| Area 2 | Stonegate-Centennial | Area 6 | Harbor Ridge |
| Area 3 | NE Tacoma | Area 7 | Upper Browns Point |
| Area 4 | Crescent Heights | Area 8 | Cedar Heights |

Northeast Tacoma Neighborhood Council (Subarea Descriptions)

Area 1 Northwood

The Northwood district is located in the extreme southeast portion of Northeast Tacoma abutting the cities of Federal Way and Fife. It includes both older and newer residential areas as well as steep slope dominated by Julia's Gulch located adjacent to Norpoint Way. Much of the district is accessed by way of 29th Street NE through a portion of Federal Way. The district is bounded by Norpoint Way NE on the west 29th Street NE and the City of Federal Way on the north. The name is derived from a residential subdivision that was developed in the area.

Area 2 Stonegate-Centennial

The Stonegate-Centennial district is a triangular area located in the southeast/south-central portion of Northeast Tacoma. It is bounded by Norpoint Way on the south, 49th Avenue NE on the west and the city of Federal Way on the northeast. The name is derived from two residential subdivisions in the area. Aside from single-family housing, the major land uses are the QFC shopping center and Multi-Care medical clinic located at the north end of the district.

Area 3 NE Tacoma

The Northeast Tacoma district is located in the southeast portion of Northeast Tacoma. It is comprised of both older and newer residential developments as well as some steep slope areas. The district is bounded by Marine View Drive on the south, Norpoint Way NE on the east and north and 50th Avenue NE on the west. As one of the oldest areas, a key facility is Northeast Tacoma Elementary School located roughly in the middle of the district.

Area 4 Crescent Heights

Crescent Heights is located in the south central area. Aside from its older residential community, much of the district is comprised of steep slopes. Public facilities include Alderwood Park, Kobetich Library, Fire Station #3, and Harrison Police Firing Range located along McMurrery Road. The area name may be derived from the crescent formed by Browns Point Blvd as it wraps around the district. The district is bounded by 50th Avenue NE on the east, Marine View Drive on the south/west, and Browns Point Blvd and 33rd Street NE on the north.

Area 5 Northshore

The Northshore district is a centrally area comprising a number of new residential subdivisions, the Northshore Golf Course, Meeker Middle School, the new Crescent Heights Elementary School (under construction) and the Centre at Norpoint recreational facility. It is bounded by Dash Point State Park (Pierce County) on the north, the On the Greens Apartments and Tuscany subdivision on the east, Browns Point Blvd on the west and 33rd Street NE on the south.

Area 6 Harbor Ridge

Harbor Ridge is a large area in northwest area with steep slopes and view homes above Marine View Drive and in the Pinnacle Point area. It is bounded by the city limits on the north, Browns Pt Blvd/City limits on the east, Browns Pt Blvd on the west and Commencement Bay on the south. Facilities include churches and Browns Pt Elementary School.

Area 7 Upper Browns Point

The Upper Browns Point district comprises a residential view area of older and newer homes situated above the Brown Point peninsula in Pierce County. Cheney Gulch is located in the west central portion of the district which is bounded by Varco Road on the west, 49th Street NE on the south, the city limits on the north and Browns Point Blvd on the east.

Area 8 Cedar Heights

The Cedar Heights district includes a few older homes located along 49th Avenue NE, On the Greens Apartments entwined with the Northshore Golf Course along with several new subdivisions located above the golf course. The district is bounded by Northshore Parkway on the north, 49th Avenue NE on the east, Browns Point Blvd on the south and a combination of the golf course and On the Greens Apartments on the west.

CHAPTER 4: GOALS AND POLICIES

General

The goals and policies presented in the following paragraphs and in the appendix are essential to providing direction for the continued growth and development of Northeast Tacoma. They include existing citywide policies, within the City of Tacoma’s comprehensive plan, that are listed in the appendix for informational purposes. These current policies are included since they are likely to be involved in decisions affecting Northeast Tacoma. The action strategy also includes new policies as well as policies retained or amended from the 1979 Northeast Tacoma Plan. These latter policies are intended to address circumstances unique to Northeast Tacoma or specific issues requiring a new or expanded citywide policy. These new, retained or amended policies, being recommended as an amendment to the comprehensive plan, are also discussed in action strategy assessment and implementation chapter of the document.

Transportation and Circulation

The following goal and policies are essential to the continued development of the transportation system for Northeast Tacoma that includes the safe and efficient movement of people by motorized and non-motorized modes of travel.

Goal – To achieve a safe and efficient transportation system which provides for the present and future land use and population needs of Northeast Tacoma.

Policy Intent – A key component of this safe and efficient transportation system will be the completion of a comprehensive arterial street network including the Norpoint Way extension Project as well as unfinished street lighting and sidewalks. The policies should also facilitate the provision of improvements and traffic calming actions for the safe movement of both pedestrians (e.g. walkways along arterial streets/near schools, crossings at schools) and bicyclists (e.g. bicycle lanes). The street system must also be developed to improve access to adjacent communities such as Federal Way, Fife, Dash Point and Browns Point as well as downtown Tacoma and Sound Transit in the Tacoma Dome area. Likewise, the policies should encourage coordination and improved services among transit organizations such as Pierce Transit, Sound Transit and Metro. Future facilities and services should also be established as community needs warrant their development or improvement.

Existing Policies – See Citywide Policies in the Appendix

New/Retained/Amended Policies

- | | |
|-------------------|---|
| Improve
Access | 1. Strive to situate, provide and improve transportation facilities in a manner that will assure reasonable access within and between the City of Tacoma and adjacent communities. (amended policy - TP/#64/0026) |
| Restricted | 2. Provide for safe efficient movement of traffic in Northeast Tacoma by Parking restricting vehicular parking along all minor or principal arterial streets. (amended policy) |

- | | |
|-----------------|--|
| Streetlights | 3. Install streetlights along all neighborhood streets and arterial streets to improve safety. Design the streetlights so as to minimize impacts in the view areas. (amended policy) |
| Traffic Calming | 4. Provide traffic controls and other improvements that slow down traffic for the safety of pedestrians in residential and commercial areas, especially near schools and public facilities. (amend GLUP #14, p138) |

Residential Land Use

The following goal and policies will continue to guide residential land use policy begun with the adoption of the 1979 Northeast Tacoma Plan. Over the past 20 years, City policy has directed the development of the current low density single-family residential community.

Goal – To maintain the area’s predominant low-density single-family character while preserving the unique natural features associated with living in Northeast Tacoma.

Policy Intent – It is intended that existing single-family residential neighborhoods be preserved and protected from incompatible land uses and that future residential development maintain a single-family detached housing type. It is recognized that limited development of duplex, triplex and other multiple family housing (e.g. townhouses, condominiums) may be appropriate under certain circumstances. Such housing should be located within medium or other low intensity areas as a buffer between commercial and single family developments with direct access to an arterial street and/or be developed under the Planned Residential Development (PRD) district concept. While single-person, young married or elderly households may desire such housing, such multifamily developments should be scaled in terms of building size and bulk, design, and landscaping to fit the area and not cause an adverse impact to the existing single-family neighborhoods. All residential developments should retain or establish vegetation that is visually attractive to the area.

Unique features (e.g. steep slopes) should be preserved, acknowledging there may be some limited development on certain developable portions. Any development on steep slopes, however, must be low density, minimize any adverse environmental impacts and be unobtrusive to the surrounding area. Existing housing located directly above on the cliff must be protected from negative impacts.

Existing Policies - See Citywide Policies in the Appendix

New/Retained/Amended Policies

- | | |
|--------------------------|---|
| Visual
Attractiveness | 1. Residential developments should either maintain the existing natural vegetation or provide new landscaping adding to the area’s sense of open space. (amended policy) |
| Minimum Lot
Sizes | 2. Encourage single family subdivision developers to provide minimum lot sizes equal to or greater in size than average lot sizes in existing single family subdivisions. If there are no existing subdivisions, the maximum should be eight lots to the acre. (amended policy) |

Commercial Land Use

The commercial-related activities provide not only services to the residents, but also visible points of activity in a community. Activities often include shopping opportunities for convenience goods such as groceries, banking professional and personal services, restaurants and other business services. As Northeast Tacoma has developed over the past several decades, commercial developments have generally been limited to facilities located on the peripheral of the community or outside the city of Tacoma at shopping centers located in Federal Way, Fife or Brown Point. One peripheral location is the commercial development along 49th Avenue NE near the city limits that includes the QFC grocery store and the Multi-Care medical clinic. It is anticipated that a few other existing commercial nodes may be expanded depending upon future zoning changes and annexation.

Goal - Maintain and/or enhance existing commercial opportunities within Northeast Tacoma and maintain or improve access to commercial facilities that are located outside the city limits.

Policy Intent - It is the intent of this action strategy to develop and maintain a residential community with limited commercially related activities. While a few key intersections or commercial nodes will continue to exist or be developed, most activities oriented to providing convenience goods and services for neighborhood residents will be located at the city limits or in shopping centers in other nearby areas. Areas within Northeast Tacoma identified for some commercial activity are generally located at key intersections. Examples include: (1) “Howards Corner” located at 49th Avenue NE and Norpoint Way; (2) the Crescent Heights grocery store located at Browns Point Blvd and McMurrery Road; and (3) existing and future commercial development at the intersection of 29th Street NE and Norpoint Way. In addition, there needs to be an emphasis on enforcement of existing standards related to height limitation of commercial structures, commercial signs as well as discouraging the rezoning of vacant residential parcels for strip commercial development.

Existing Policies - See Citywide Policies in the Appendix

New/Retained/Amended Policies

Neighborhood Commercial Areas	1. Permit the development of limited commercial activity at key intersections or maintenance of existing small commercial areas that are designed to serve the needs of the immediate surrounding area. (new policy)
Steep Slope Buffer	2. Encourage any development of commercially zoned property located along Marine View Drive southeasterly of East 11 th Street to be a buffer use between use between the industrial area and the steep slope. (amended policy)
Parking Area Landscaping	3. Require the use of landscaping around all commercial structures. For all parking areas, provide interior landscaping of at least 5% of the parking area in addition to perimeter screening. (amended policy)
Commercial Signs	4. Encourage commercial signs that are designed to be unobtrusive and compatible with their surroundings while still capable of serving their primary function. (amended policy)

Industrial Land Use

The focus for development of Northeast Tacoma has been for low-density residential development with limited multi-family housing and commercial uses. Industrial uses have been encouraged for other areas of the city where the land has already been committed to this specific use.

Goal – Minimize any additional areas committed to industrial development in Northeast Tacoma.

Policy Intent - Within Northeast Tacoma, there are industrially zoned areas located along Marine View Drive. It is acknowledged that these industrial uses will continue in the future within the Port of Tacoma as they abut Northeast Tacoma. Therefore, it is intended that any future industrial developments within Northeast Tacoma be located in this existing zoned area for industrial use so as to minimize adverse effects on the remainder of Northeast Tacoma.

Existing Policies - See Citywide Policies in the Appendix

New/Retained/Amended Policies

Utilize Existing Contours/Geologic Studies	1. Industrial development involving steep slopes should utilize and maintain the existing contours as much as possible, and when appropriate and when necessary, provide a site engineering/geologic study. (amended policy)
Drainage Control	2. Adequate measures must be taken to properly control existing drainage patterns and handle surface runoff and erosion which is caused by industrial development. (retained policy)
Discourage Major Excavations	3. Major excavations to create developable industrial land are not considered appropriate. (retained policy)

Recreation and Open Space

Twenty years ago, open space in Northeast Tacoma was abundant in both form and variety, but subsequent residential development has consumed much of the land. In addition, remaining large parcels have been generally developed into large residential subdivisions. To provide the necessary recreation and open space amenities, it is imperative that existing park projects be completed, that new recreational opportunities be identified and that remaining open space (e.g. slopes, gulches) be retained to help maintain the area's quality of life.

Goal - Provide a range of recreational and open space opportunities to the residents of Northeast Tacoma consistent with the changing needs of the area.

Policy Intent – The intent is to enhance the provision of open space and recreational opportunities with both public and private resources. Properties located adjacent to existing parks, steep slopes and remaining undeveloped gulches need to be targeted for open space acquisition. Recreationally deficient areas such as Upper Browns Point, Harbor Ridge and Northwood should be given special consideration. Also essential will be a good working relationship between those who provide opportunities (e.g. Metro Parks, Tacoma School District, City of Tacoma) and those residents who

use the facilities and services. Improvements to key recreational facilities such as Norpoint Community Park and Alderwood Park need to be completed as soon as possible. Also, a trail system needs to be developed for walking and bicycling that would link Northeast Tacoma to other systems in Tacoma, Federal Way, Fife, Browns Point and Dash Point. Finally, the community needs to take advantage of its scenic views and vistas by establishing and/or improving (e.g. landscaping, paving, litter containers, etc.) public access to slope sites such as Norpoint Park located on Norpoint Way.

Existing Policies - See Citywide Policies in the Appendix

New/Retained/Amended Policies

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|----------------------------|--|
| Project Coordination | 1. Encourage coordination between the City of Tacoma, Metro Parks, the Tacoma School District & other agencies regarding future development of recreational opportunities. (amended policy) |
| Unique Natural Features | 2. Require developers to provide and maintain landscaping of projects and to preserve any unique natural areas as open space. (amended policy) |
| Recreational Opportunities | 3. Require large-scale residential developers (e.g. subdivisions) to provide recreational opportunities within those developments to help meet the recreational needs of the residents. (amended policy) |

Community Facilities

Community facilities are public and quasi-public uses that encompasses a wide range of needs and services such as schools, libraries, fire stations, churches, and day care centers. The area's growing population supports the development and/or expansion of a number of these community facilities.

Goal - To provide a broad range of community facilities and services that are distributed fairly and equitably to meet the needs of the residents of all ages and of all areas within Northeast Tacoma.

Policy Intent - It is the intent of this action strategy to assist in guiding the development and/or expansion of community facilities so that the needs of existing and future residents will be met. It is also intended that such facilities be readily accessible to users and represent an enhancement to the community. Special attention should be given to future expansion or reconstruction of Kobetich Library as well as the potential development of a public high school in Northeast Tacoma.

Existing Policies - See Citywide Policies in the Appendix

New/Retained/Amended Policies

- | | |
|--------------------------|--|
| Fulfill Identified Needs | 1. Encourage the development or expansion of community facilities that address the full range of needs identified for the area. (amended policy) |
| Landscaping | 2. Require existing and new community facilities to provide or maintain landscaping and other amenities. (amended policy) |

Utilities and Services

Provision of quality utilities and related services is necessary to the health, safety and wellbeing of the residents of Northeast Tacoma. They include storm and sanitary sewers, water service, electrical power, natural gas, refuse collection, telecommunications, street cleaning and police and fire services. It is recognized that most of these services are being met through numerous citywide policies that are not included in this document. Other policies that address specific utility needs are listed below.

Goal - To develop, maintain and properly distribute an adequate system of utilities and provide for an acceptable level of police, fire, refuse collection and street cleaning services for area residents.

Policy Intent - The policy intent is to develop and maintain an adequate system of utilities and services to meet the demands of the existing and future residential, commercial and industrial users. Efficient coordination between public and private utility providers is an important consideration.

Existing Policies - See Citywide Policies in the Appendix

New/Retained/Amended Policies

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| Protect Sensitive Areas | 1. Protect existing natural gulches, watercourses, ravines and similar land features from the adverse erosion effects of increased storm water runoff that is generated by new development. When feasible, utilize landscaping as a means of erosion control (amended GLUP #2, p125) |
| Utilize Wet Areas | 2. Prohibit filling of natural watercourses or flood plains without adequate provisions for modifying the natural channel to meet City drainage standards. Insure continued use of natural areas (e.g. swamps, ponds) to meet storm water management objectives (amended GLUP #1, p125) |

Special Policy Area: Single Family Detached Housing

As specified in the policies for residential land use, single family housing is the predominant type of land use in Northeast Tacoma. To further support this emphasis, the two existing City policies, listed in the appendix, provides further direction for the continuing residential development of the area. The policies are also consistent with the current land use intensity and zoning for the area.

Policy Intent – The policy intent is to encourage the set-aside of property for continued development of this type of housing and to protect the area from other types of development that would adversely affect or change its character. Positive qualities associated with single-family areas include low density, compatibility of structures, sense of openness, low traffic volume and small scale structures. While some unique sites may not be desirable or appropriate for single-family housing, future development should take into consideration other existing policies including the preservation of steep slopes. The viability of single-family detached area depends upon maintaining these characteristics and new development should be sited and scaled to blend with it.

Existing Policies - See Citywide Policies in the Appendix

Special Policy Area: Steep Slope Areas

The steep slope area is a continuous greenbelt of natural vegetation that provides a buffer between the Port Industrial area and the residential uplands. When the existing conditions of the slope are disturbed, there is a potential for erosion and other related hazardous conditions.

Policy Intent – There future of the slope would ideally be an open space natural area for all to enjoy. While it is recognized that limited development may occur on privately owned slope property, the physical constraints should limit construction to lower overall densities and cluster development on large sites. It is key that the natural contours of the slope area not be substantially altered by development. In addition, small ravines and other areas of surface runoff that drain into the Hylebos Waterway and Commencement Bay should be protected from development.

Existing Policies - See Citywide Policies in the Appendix

New/Retained/Amended Policies

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| Shared Access | 1. To minimize the amount of area taken up by roadways necessary to service development on a steep slope, encourage use of shared access roads. (amended policy) |
| Major Excavations | 2. Major excavations in the steep slope area to create developable commercial, industrial or residential property are not considered appropriate. (amended policy) |
| Slope-Based Development | 3. Commercial and light industrial developments may be appropriate only in those areas along Marine View Drive, southeasterly of E. 11 th Street, that were previously excavated and would be physically suitable for development (retained policy) |

Special Policy Area: Trees, Views and Native American Cultural Sites

Policy Intents – As Northeast Tacoma has developed, there has been a significant lost of mature trees and new efforts need to be made to retain the remaining trees. The trees add visual beauty, aid in erosion prevention and re-oxygenation and provide wildlife habitats. Planting of new trees should occur in areas where retention is not feasible. As an asset of the area, view also deserves consideration for promotion, protection and/or preservation pursuant to the City’s view sensitive ordinance. As an area for early Puyallup and Nisqually cultural activities, it is also important that preservation and other actions be implemented in support of identified historic or prehistoric sites.

New/Retained/Amended Policies

- | | |
|---------------|---|
| Tree Planting | 1. Recognizing that preservation of mature trees is not always feasible or realistic, encourage tree planting that would provide similar positive benefits to the development (amended policy) |
| Site View | 2. Development within potential view areas should utilize various building designs, site layouts, street arrangements and orientation to maximize and protect the view potentials and minimize view blockage of adjacent sites (amended policy) |

CHAPTER 5: ACTION STRATEGY ASSESSMENT

Introduction

The action strategy assessment provides details on the continuing development of Northeast Tacoma and discusses its vision for the future. The vision is followed by an analysis of the needs and expectations of the community that have citywide, area-wide and sub-area implications along with specific recommendations for action to address them.

Area Vision (development concept)

Since the 1979 Northeast Tacoma Plan was approved, many changes affecting the community have occurred in Northeast Tacoma. Many new residents have moved into the area over the past 15 years due to the development of numerous residential subdivisions situated throughout the community. From a sparsely settled area of a few thousand people, recent land use and demographic changes have been very dramatic. With increased population, current community concerns often relate to issues such as traffic and transportation, the need to expand existing public facilities as well as the need to preserve remaining open space and steep slope properties.

The community's current vision incorporates the need to support facilities like The Centre at Norpoint given its population characteristics and physical isolation from the rest of the city. The community also prefers its low-density residential neighborhoods with limited multifamily housing development. While the "On the Greens" apartments represent a large upscale development adjacent to Northshore Golf Course, it is unlikely that comparable complexes will likely be constructed in the future due to existing zoning and limited land opportunities. Based upon responses from residents during the 1997 study of the designated mixed-use center, many residents appear to favor their "suburban" lifestyle and have few qualms about driving to the QFC grocery store or to other shopping opportunities in Browns Point or Federal Way.

Therefore, the vision for the residents of Northeast Tacoma is:

"A low-density residential district with limited commercial and multifamily development, focusing on the automobile given its limited public transit service, with access to recreational activities, open space as well as basic public and private facilities and services."

The neighborhood action strategy is designed to maintain and enhance this area vision through public and private actions that address community needs and concerns. As previously stated, the action strategy emphasizes: (a) the preservation of remaining open space, steep slopes and other natural areas; (b) the development or improvement of the transportation and circulation system (e.g. major arterial streets) both within Northeast Tacoma and in accessing other areas; and (c) the development or expansion of public facilities and services to meet the community's growing population.

Analysis of Needs and Recommended Actions

As described in the district profile, most of the residential development in Northeast Tacoma did not take place until after World War II with much of it occurring over past two decades. The demographic implication of this recent development has resulted in a much more homogenous community than exists in most other parts of the city. A high percentage of homeowners, many with larger families and more disposable income is characteristic of this area. The following includes an analysis of needs and some specific recommendations for several functional categories from an area-wide of the neighborhood council district.

Transportation and Circulation

An effective transportation system provides for the safe and efficient movement of people by motorized and non-motorized modes for the pedestrian, commuter, shopper and bicyclist. The intent of the neighborhood action strategy is to facilitate the attainment of such an overall transportation system for Northeast Tacoma including completion of an efficient system of arterial streets serving all the residents of the area. The recommended improvement actions are intended to be consistent with and support the implementation of the transportation element of the City's comprehensive plan.

Area-wide Analysis

In 1997, Market Data Research Corporation surveyed 150 residents in Northeast to determine key issues and concerns in developing a list of capital improvement recommendations for use of local bond monies. The results of the survey indicated that two of the most urgent needs related to slowing down traffic and installing more sidewalks for safety and circulation. The provision of streetlights also received a priority response.

In October 1997 and April 1998, about 150 residents attended two public meetings on planning and transportation issues in Northeast Tacoma. Many residents expressed concern that there is too much traffic along 29th Street NE especially in front of Northeast Tacoma Elementary when students are being taken to or from school. They felt that they would like to reduce the traffic speed to 25 mph similar to the limit on Nassau Avenue. The residents generally supported the extension of Norpoint Way while acknowledging that future traffic will continue to impact the abutting residential neighborhoods. Other concerns expressed included: (1) the need for a future signal at the intersection of 33rd Street NE and 38th Avenue NE, (2) the need to upgrade the intersection at 31st Street NE and 53rd Avenue NE; (3) the need to control truck traffic (4) the need for more consistent traffic enforcement along 29th Street NE; (5) the need for a traffic signal at 49th Avenue and Norpoint Way; and (6) the need to have the City Council authorize impact fees as a source of funding for street improvements. Most residents felt that arterial improvements should be paid for by the City and not involve Local Improvement Districts (LIDs) or other financial mechanism requiring assessments on the abutting property owners.

Historically, the 1979 Northeast Tacoma Plan proposed an arterial corridor system to connect the various locations within this community. Over the years, some of these arterial streets such as Northshore Parkway (which connects Browns Point Boulevard to Federal Way) and Nassau Avenue have been constructed which now support the increasing traffic volumes from new residential subdivisions developed throughout the community. Other proposed corridors such as the extension

of Norpoint Way have not been developed. These unrealized arterial segments have placed continuing stress on older existing streets (originally planned for removal from the arterial system) such as portions of Browns Point Blvd. An important consideration in developing or improving the arterial streets relates to the dependency of area households on the automobile given limited services from other forms of transportation. It is interesting to note that in 1979, the City of Tacoma's Transit Department provided 14 trips per weekday to the area from downtown. In comparison, Pierce Transit, in 1998, provides about the same level of service or 13 trips per weekday from downtown. Given that the population has almost tripled since 1980, the impact is an even higher reliance on the automobile for this area of the city.

On December 10, 1996, the City adopted a Non-Motorized Transportation Plan as part of its transportation element of the City's comprehensive plan. This plan encourages actions to facilitate walking and bicycling within the city including a 20 year bicycle improvement network. For Northeast Tacoma, this network includes a number of marked and shared lanes for bicycles along key arterial streets such as Norpoint Way, 49th Avenue NE, Browns Point Blvd and Northshore Parkway. As the arterial street system is completed, the compatibility of bicyclists with the increased automobile traffic will be an important area-wide concern.

Strategies and Recommendations

The following transportation and circulation actions are recommended for Northeast Tacoma:

- NE-T1 Norpoint Connector Project – The development of a new link roadway extending Norpoint Way from 29th Street NE to 49th Avenue NE.

- NE-T2 NE Tacoma Elementary Sidewalk Project – Provide sidewalks to increase public safety along arterial streets from 49th Avenue and Norpoint Way to 53rd Avenue and 29th St. NE. Sidewalks would also be installed on 29th Street to the city limits.

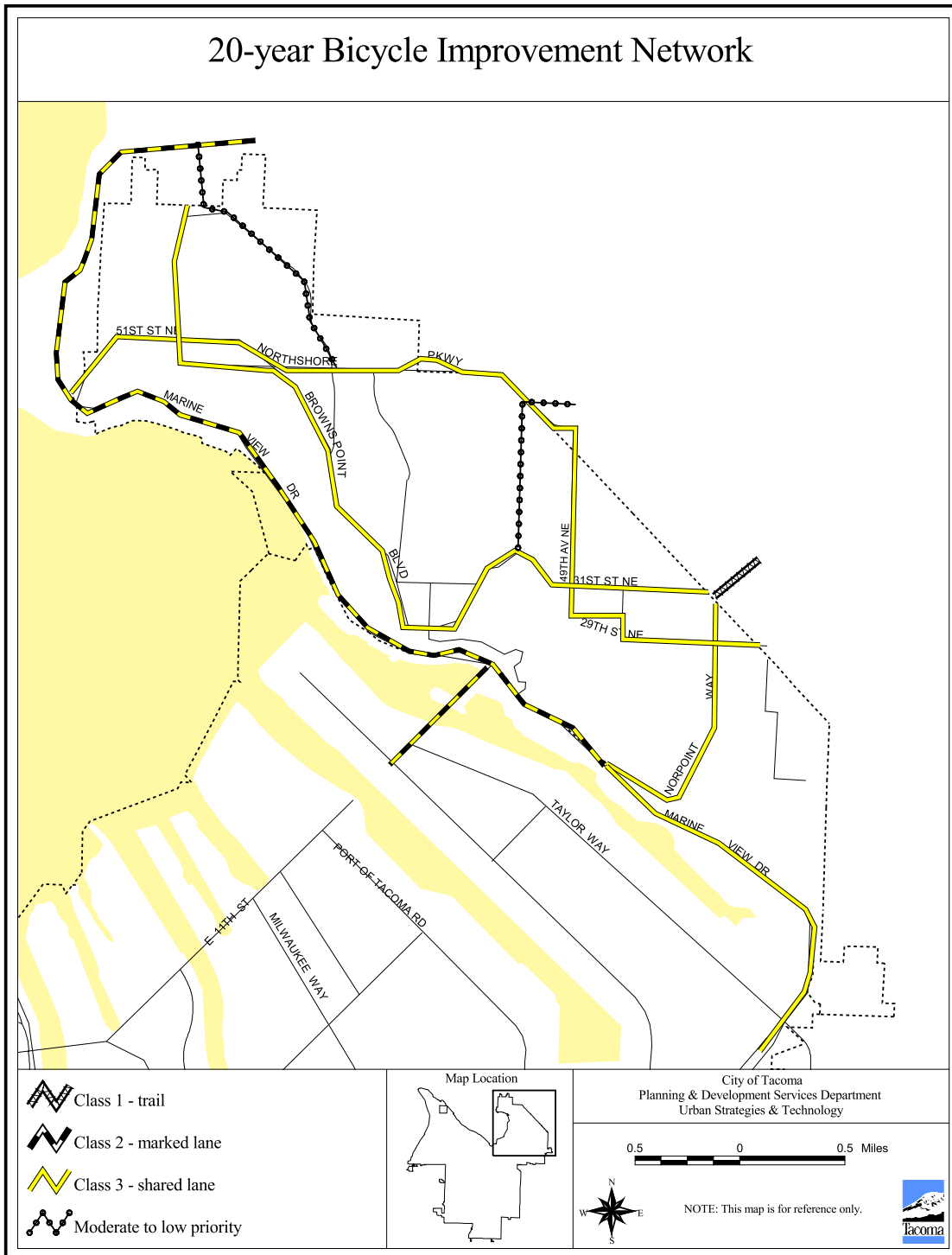
- NE-T3 29th Street /53rd Avenue Arterial Improvements – Provide arterial improvements along 29th Street NE to 53rd Avenue and along 53rd Avenue to Norpoint Way. (**Note:** this project is to be implemented once NE-T1 project has been completed)

- NE-T4 Norpoint Way/Browns Point Blvd, 33rd, 38th Arterial Improvements – Major arterial road improvement and alignment along Norpoint Way, Browns Point Blvd and 33rd Street from 49th Avenue NE to Nassau Avenue. Project would also include arterial improvements along 38th Avenue NE from Browns Point Blvd to 33rd Street NE.

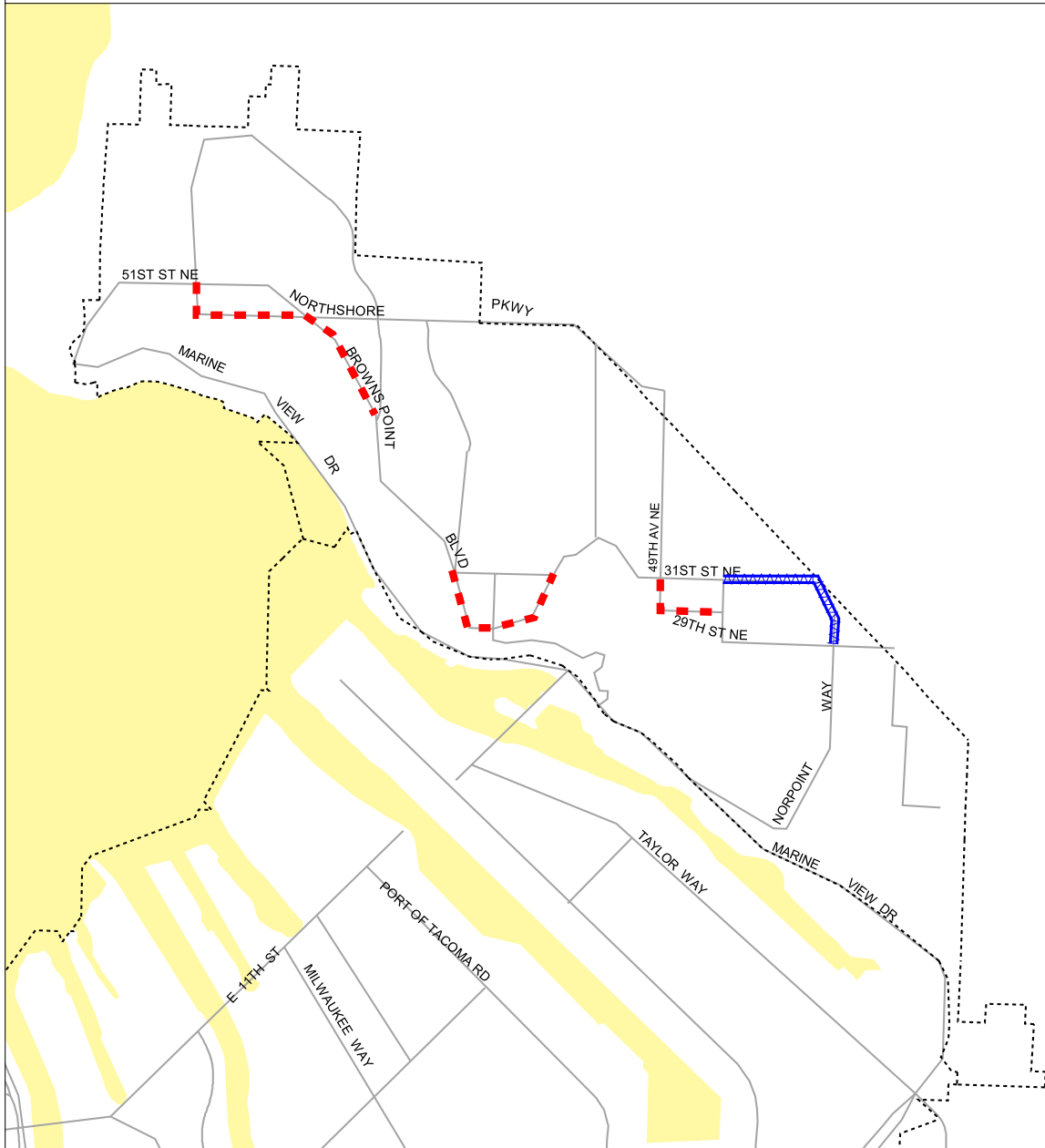
- NE-T5 340th & Hoyt Signalization Project – Installation of a major traffic signal to be located in Federal Way adjacent to the Tacoma city limits. The City will contribute funding toward the total cost of the project which is expected to be completed by Fall 1999.





- NE-T6 Brown Point Boulevard Improvements – Roadway improvements from 33rd Avenue NE extending to Norpoint Way, including an intersection improvement.

- NE-T7 Northshore Parkway Improvements – Arterial improvements extending from Browns Point Blvd to 49th Avenue NE at the City limits. Improvements would provide sidewalk and streetlights as well as new signals at Norpoint Way and 45th Avenue NE.
- NE-T8 Northwood Arterial Improvements – Arterial street improvements along the route from east City limits via 19th St. NE, 65th Ave. NE, 24th St. NE, and 64th Ave NE to approximately the intersection of 28th Street NE and 64 Avenue NE. To increase public safety and reduce accidents given resident concerns over heavy traffic
- NE-T9 McMurrary Road Streetlighting Project – Install 200 watt streetlights at a 30 foot Height on wood poles with overhang wiring to increase safety. Project may also include the installation of light reflectors on the existing guardrail.
- NE-T10 Bicycle System Improvements– Supports implementation activities for a citywide bicycle network. Specific activities would include widening curb lanes along streets to accommodate bicycle use and improve safety. Ten segments have been identified for improvements that include both major and minor arterial streets.
- NE-T11 Brown Point Elementary Sidewalks – Install sidewalks on Browns Pt Boulevard from 21st Avenue NE to 57th Street NE and across from the school along 51st Street from Browns Pt Blvd to Harbor View Drive (latter part would be addressed by NE-T12)
- NE-T12 Existing Arterial Downgrade –Four arterial segments would be removed from the arterial system **only** upon completion of related arterial extensions and improvements. The four street segments that would become “non-arterial” streets include: Browns Pt Blvd (from Norpoint Way to 51st St.), Browns Pt Blvd (43rd Avenue to Nassau Ave), 31st Street NE (49th to 53rd Ave) and 49th Avenue (31st to 33rd St.).
- NE-T13 Pierce Transit Service Enhancements –Work Pierce Transit and other public agencies to provide increased service. Specific projects may include a park & ride lot, added routes and bus stops to enhance service between Northeast Tacoma and other areas.
- NE-T14 Traffic Signalization Project – Installation of new traffic signal at locations based on resident preferences and existing traffic volumes. Two locations suggested include the intersection of Marine View Drive and McMurrary Road and the intersection of 49th Avenue NE and Norpoint Way.
- NE-T15 51st Street/Slayden Road Improvements – Major arterial roadway improvements along the two arterial streets from Browns Point Blvd to Marine View Drive. The improvements will include streetlights and sidewalks to provide public safety, especially for school children.
- NE-T16 Dash Point Park Access Road – Install a 1,000 foot asphalt roadway to connect Northeast Tacoma to a proposed parking lot at Dash Point Park.

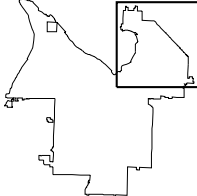


Arterial System




 Neighborhood Council District Boundary
 Existing Arterials
 Proposed Arterials
 Existing Arterials to be removed from system

Map Location

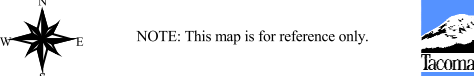


City of Tacoma
Planning & Development Services Department
Urban Strategies & Technology

0.5 0 0.5 Miles



NOTE: This map is for reference only.



Plot date: October 13, 1998 c:\home\neighborline_goals.apr

Land Use

The goals and policies section of the action strategy identifies policy intents for residential, commercial and industrial land use. These intents indicate that Northeast Tacoma has generally developed as a community of single-family neighborhoods with both commercial and industrial uses limited to the periphery of the area. Recent land use changes have been made so as to support this development pattern. For example, the mixed-use center, designated in the City's 1993 comprehensive plan, was eliminated as part of the 1998 amendments to the comprehensive plan due to this development pattern and the lack of remaining developable land within the center boundaries.

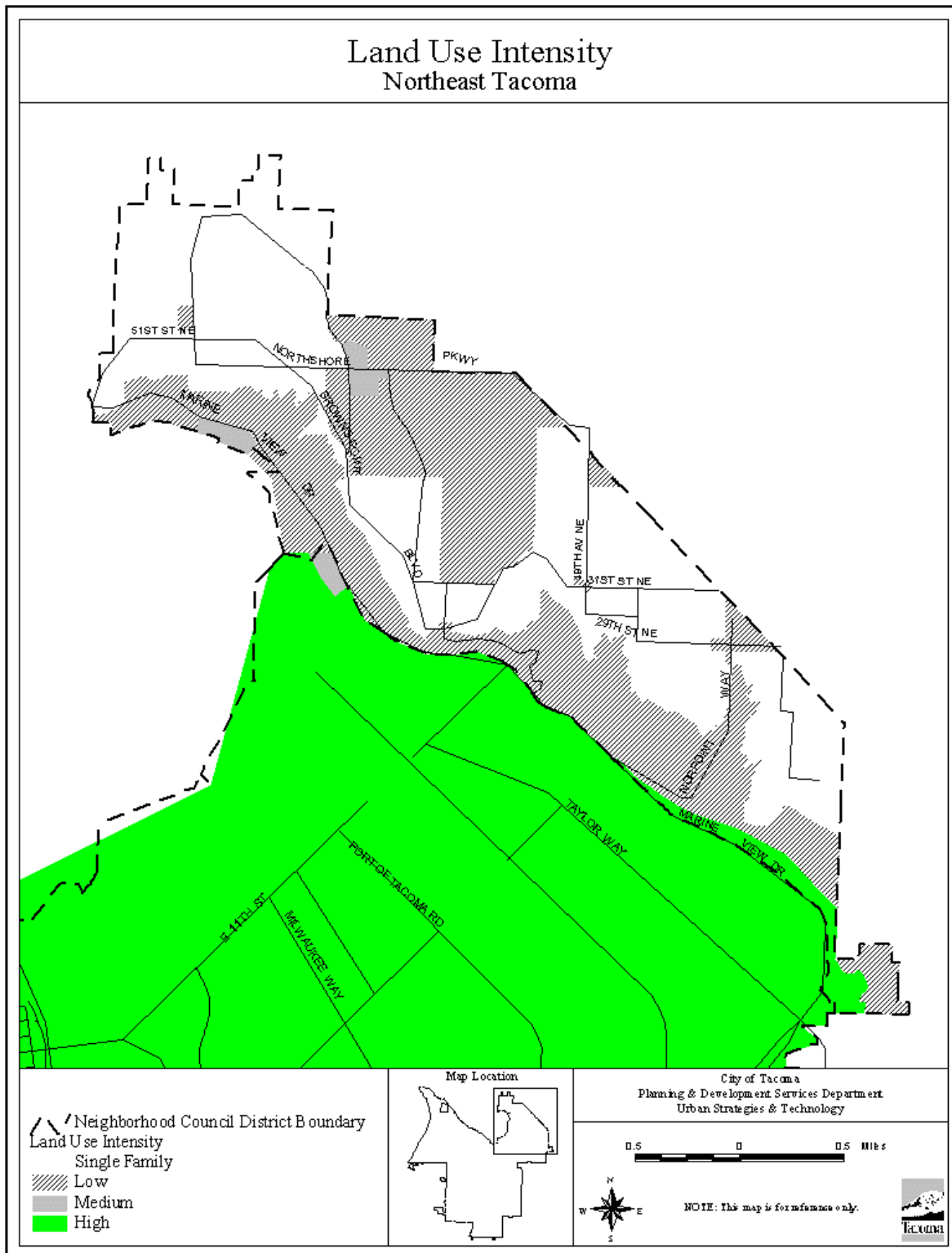
Area-wide Analysis

The past few decades has seen major population growth in Northeast Tacoma increasing by 67% from 2,544 persons in 1970 to 4,247 persons in 1980. From 1980 to 1996, the population increased by 168% to an estimated 11,398 persons. Correspondingly, the once abundant vacant land has been developed at a very rapid rate with much of the new housing constructed within low-density residential subdivisions. The 1979 Northeast Tacoma Plan further encouraged this type of housing development with the down zoning of six small areas from commercial and multifamily residential to low density planned residential district (PRD) zoning. As residential development has continued, most remaining undeveloped parcels are now less than ten acres in size with the exception of the Northshore Golf Course and some steep slope parcels located above Marine View Drive. The City's Urban Growth Area (UGA) includes several unincorporated areas of Pierce County which area located adjacent to Northeast Tacoma. These areas, which include Browns Point, Dash Point and a part of Dash Point State Park, are logical candidates for future annexation.

Strategies and Recommendations

The following land use actions are recommended for Northeast Tacoma:

- NE-LU1 Comprehensive Plan Policy Changes– The project will amend the City's comprehensive plan to include new neighborhood-based policies and to amend/retain existing policies from documents that include the 1979 Northeast Tacoma Plan.
- NE-LU2 Steep Slope Protection – Project will identify and establish a regulatory tool(s) to complement efforts to acquire remaining open space parcels, especially above Marine View Drive. The public purpose is to provide added protection to preserve the natural features (e.g. steep slopes, gulches).
- NE-LU3 Land Use, Zoning and Intensity Changes – As a community of single-family housing, land use, zoning and intensity designations are generally consistent. However, a few parcels above Marine View Drive and in older residential areas where land use intensity designations need to be changed to better match the existing land use and zoning.
- NE-LU4 Commercial Node Zoning Assessment – Project would assess whether future zoning changes are needed to facilitate limited node development at key intersections serving the immediate area. Two examples include 49th Avenue NE and Norpoint Way and 29th Street NE and Norpoint Way. Assessment to be limited to existing locations.



Recreation and Open Space

As the population continues to grow in Northeast Tacoma, the need for more passive and active recreation as well as open space is becoming a much higher priority. Developed recreational opportunities generally focus on the Centre at Norpoint which is an indoor recreational facility that serves the entire area. Currently, there are nine parks or playgrounds of various sizes located both inside and outside the city limits serving Northeast Tacoma as well as Browns Point and Dash Point. Three of these are play fields located at existing public schools along with a new play field being developed in conjunction with the new Crescent Heights Elementary School. The largest park is Dash Point State Park that is mostly situated outside the city limits in Pierce County. Most of the other remaining open space represents the private Northshore Golf Course located in the middle of Northeast Tacoma and the numerous undeveloped parcels of slope property located above Marine View Drive.

Areawide Analysis

Prior to 1980, three-fourths of Northeast Tacoma was undeveloped with about 18% of the developed land used for housing and street right-of-way and 7% for public and quasi-public uses. With most of the land zoned for single-family housing, it is not surprising that much of the land has been developed for that purpose over the past 18 years. Most of the remaining undeveloped land is dispersed throughout the area generally in small parcels including much of the 376 acres of steep slope property situated above Marine View Drive.

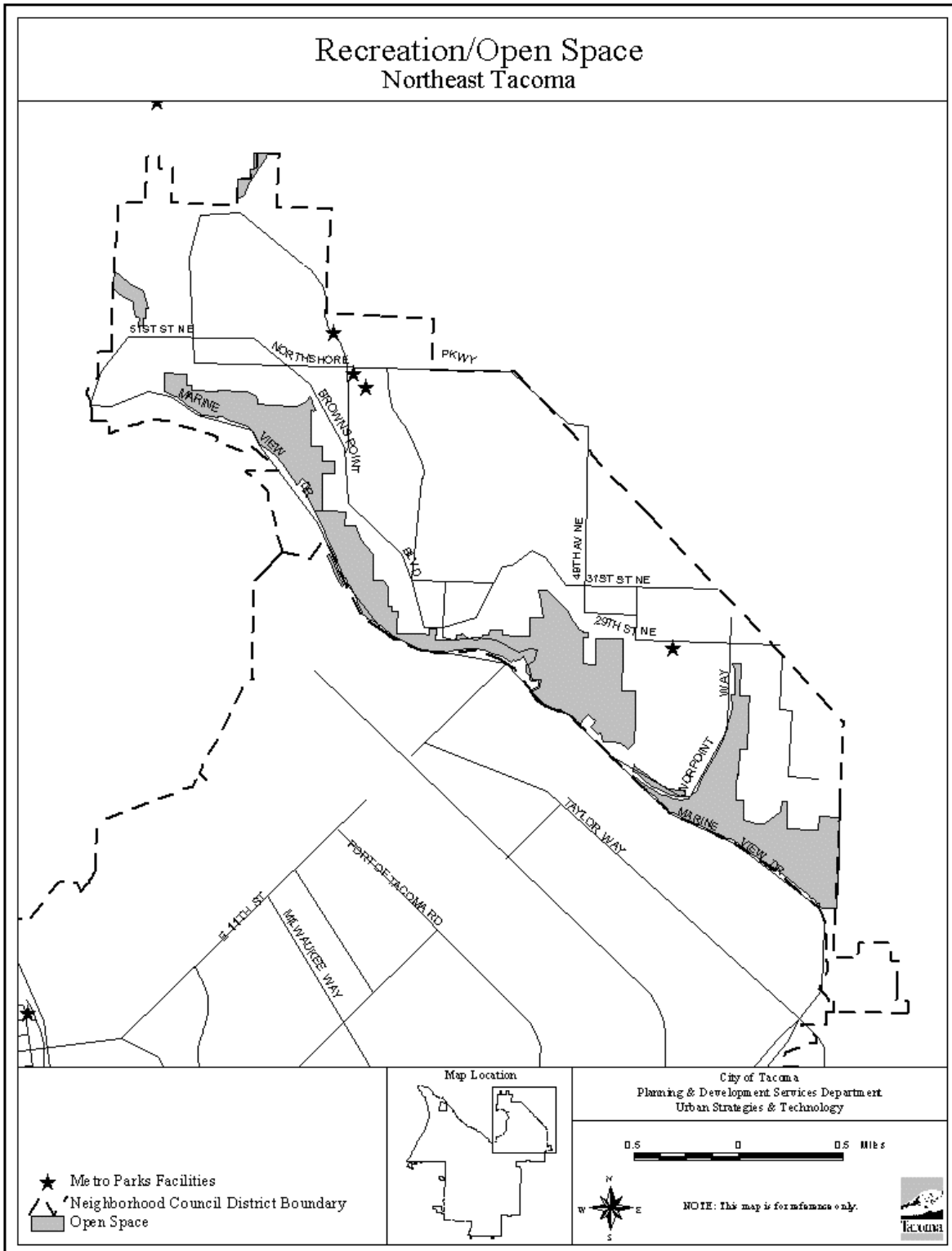
The ongoing development of remaining land for residential purposes is continuing to reduce opportunities for recreation and open space in Northeast Tacoma. Slope development such as the Heron Ridge Development, located near Browns Point above Marine View Drive, has the potential to set a precedent for future slope development. Since the community identified recreation and open space as their number one priority in the 1997 community survey conducted by Market Data Research Corporation, it is important that the community be proactive about acquiring some of the remaining properties for these purposes.

Strategies and Recommendations

The following recreation and open space actions are recommended for Northeast Tacoma:

- NE-R/S1 Norpoint Community Park - Development of a new park for including grading, and other site improvements along with installation of a skateboard park for youth.
- NE-R/S2 Alderwood Park Improvements – Provide additional trails, play equipment and picnic facilities for area residents (completed in the summer of 1999)
- NE-R/S3 Marine View Drive Slope Acquisition – Provide funding for the purchase of open space along the slope above Marine View Drive. Public purpose is to preserve as much natural vegetation as possible for passive enjoyment and a future trail system.

- NE-R/S4 Alderwood Park Property Acquisition – Provide funding to purchase the adjacent three acres for expansion of Alderwood Park and/or Kobetich Library.
- NE-R/S5 Julia’s Gulch Project – Provide funding to acquire the three parcels comprising this large gulch. Also pursue potential donation from the current property owner.
- NE-R/S6 Park Deficient Acquisition – Provide funding to acquire a part of the 18.2 acres of land adjacent to Watchtower Road for a future park.
- NE-R/S7 Norpoint Park Improvements – Provide funding for picnic furniture and other park improvements for the half-acre scenic viewpoint located just off of Norpoint Way.
- NE-R/S8 Dash Point State Park Project – Provide funding for the acquisition of a portion of the state park adjacent to the city limits for development, in part, of a new park.
- NE-R/S9 Wayside Park Project – Provide funding for property acquisition and development of a wayside park to be located along Marine View Drive adjacent to Tyee Marina.
- NE-R/S10 Cheney Gulch Project – Provide funding to acquire all or a portion of the 18 acre gulch for passive public enjoyment and for future trail system.



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Community Facilities

Community facilities are public and quasi-public uses that encompass a wide range of services such as schools, libraries, nursing homes, day care centers, transit facilities, senior centers, fire stations as well as private facilities such as churches. With the population growth that has occurred over the past two decades, Northeast Tacoma is becoming of a size to support many or most of these facilities. The intent of this action strategy is to facilitate in the development, expansion or upgrade of the types of the facilities that are most needed in the area.

Areawide Analysis

Since the mid-1970's, a number of public facilities have been developed in the area including Fire Station #3, Kobetich Library, the Centre at Norpoint (a major recreational center), Meeker Middle School and Crescent Heights Elementary School (currently under construction). These new facilities have generally been located throughout Northeast Tacoma based upon the availability of land and the populations to be served. These new facilities have also complemented preexisting facilities like Northeast Tacoma Elementary and Browns Point Elementary. While Northeast Tacoma is part of Sector 1 for the police department, police services are provided from downtown rather since there is no precinct substation or other facility in the area with the exception of the Harrison Firing Range. While churches can be found throughout the area, most of their programs are designed to serve their specific parishioners rather than the general population.

The increasing population is being felt in Northeast Tacoma in a number of ways. Over the past few years, Kobetich Library has been serving a much a higher circulation percentage in comparison to other library branches in the city. Since it was relatively new when the last capital bond issue was passed, it was not included with the development or expansion of libraries in other parts of the city. Consequently it is now too small for its current demand for services. In addition to the demand for library services, the school population has been rising steadily with new residents as evidenced by the 1990 Census and the construction of a third elementary school. However, the need for a new high school continues to be a major concern raised by neighborhood leaders. The last approved school district bond issue included funding to study the feasibility for constructing a high school in the area.

While the need for increased school and library services is fairly apparent, there are other types of services that may not be adequately addressed in the area. Northeast Tacoma does not have a major community facility, meal site or drop-in center that is especially designed for groups such as senior citizens, child care or teenage youth. Many senior citizens have to go to facilities located in either Federal Way or Fife. While Metro Parks owns a large single-family house near The Centre at Norpoint, there are no assurances that the structure or land will be used for a future senior center. In addition, the nearest postal services include a major station located in Twin Lakes in Federal Way as well as a small drop-off location in Browns Point, both outside the city limits.

Strategies and Recommendations

The following public facilities and services actions are recommended for Northeast Tacoma:

- NE-CF1 Kobetich Branch Expansion Study– Conduct study to assess citizen preference for library services and optimal location for future expansion or redevelopment.
- NE-CF2 High School Feasibility Project – Determine if a new high school could be built in Northeast Tacoma and assess potential location, timing and other issues.
(*Note: TSD provided data on 7/1/99 indicating insufficient student population for a new high school*)
- NE-CF3 Centre at Norpoint Improvements – Office space, aerobic studio and miscellaneous repairs to maintain and expand the facility in providing recreational services.
- NE-CF4 Harrison Firing Range Improvements – Provide additional improvement to the existing facility including a new “Hogan Alley” system and new classrooms.
- NE-CF5 Kobetich Library – Construct or expand the branch library based upon architectural plans and the results of the feasibility study.
- NE-CF6 Senior Center – Rehabilitate or redevelop property owned by Metro Parks located on Norpoint Way for use as a senior center for residents of Northeast Tacoma.
- NE-CF7 Police Station Feasibility Project – Use existing police facilities data along with conducting a feasibility study regarding a future precinct station in the area.

Utilities and Services

The goal and policy is an adequate system of utilities and services to meet the demands of residential, commercial and industrial users. Key services focus on public safety provided by the Tacoma Fire and Police Departments and refuse collection by the Tacoma Public Works Department.

Areawide Analysis

Most of the major utilities in Northeast Tacoma were established over the past 15-20 years with the development of the numerous residential subdivisions. As shown in the profile section, two important water facilities include the Indian Hill Pump Station and Reservoir and the #1 & #3 wells in Dash Point. Storm water holding basins, often developed in conjunction with residential subdivisions, play an important role in water runoff. Three facilities include basins at Harbor Ridge Estates, Northshore Parkway and one on Norpoint Way. Three electrical facilities include the Northeast Substation, the Browns Point Substation and a separate facility at Sound Refining on Marine View Drive.

Tacoma Power (i.e. Click) is actively involved in the process in improving telecommunications with the extension of fiber optics cables to be installed in all areas of Northeast Tacoma. Several new or expanded communication towers have also been authorized for the area over the past few years. While a fire station exists on East 11th Street (adjacent to the Hylebos Waterway), its primary purpose is

to address industrial emergencies within the tide flat area. The primary fire station serving most of Northeast Tacoma is Station #3 centrally located at 206 Browns Point Blvd NE. While there are currently no police precinct stations in the district, two patrol cars provide serves to the area 24 hours per day. In addition to periodic street cleaning, roadside litter pickup activities are completed by neighborhood volunteers in coordination with the City's Tacoma Cares Program.

Strategies and Recommendations

The following utility and services actions are recommended for Northeast Tacoma:

- NE-US1 Fiber-Optics Project – The installation of fiber-optic cable will significantly improve The telecommunication capacity between the residents and businesses of Northeast Tacoma and other areas.

- NE-US2 Julia Gulch Cleanup Project – An important policy consideration is to protect natural areas from impact of development and increase surface water runoff and pollution. The project would cleanup the gulch to enhance its use as natural storm drainage.

- NE-US3 Police Traffic Enforcement – As the population increases, vehicular traffic is also increasing within the area. Locations such as the corridor along 29th Street NE has experienced additional vehicles which affect public safety. Project would support police traffic officers to monitor traffic speeds especially during commuter hours.

Economic Development

Since most of Northeast Tacoma is zoned for single-family residential use, the amount of existing or potential economic development activity has been severely limited in this part of the city. It is anticipated that most residents will continue to drive to locations near or outside the city limits to business services. The community is not expected to be a significant source of employment and most jobs (e.g. day care, recreation, education) are closely related to immediate household needs.

Areawide Analysis

In 1993, a mixed-use center was designated by the City as a central location for future neighborhood business activity of this growing area. While some residents wanted the center to be moved to another location, a study was conducted by residents and City staff to assess the viability of a center given the competition of nearby commercial facilities such as the Browns Point Shopping Center and the Twin Lakes Shopping Center? Residents were asked to identify where they currently do the majority of their shopping and personal business activities as well as their location preferences for the future. Each respondent checked among 23 business services on the survey form in relation to five existing or potential locations. A total of 45 residents responded to the survey with many indicating a willingness to travel to other locations for their business services, but a preference to go shorter distances. However, the center designation was eliminated 1998 since the remaining vacant land has been developed into low-density housing targeted for senior citizens.

Strategies and Recommendations

No specific projects or actions are being recommended for Northeast Tacoma in this document.

CHAPTER 5 STRATEGY IMPLEMENTATION

The following matrix outlines the projects and actions necessary to implement the Northeast Neighborhood Action Strategy. Every attempt has been made to reflect the most accurate information possible. While costs and timelines may be adjusted, the matrix provides a guide to ensure that all actions and projects are carried out. This information will be incorporated into a periodic report to assist in monitoring progress.

Implementation Matrix

<i>Project #</i>	<i>Recommended Project/Action Title</i>	<i>Project/Action Description</i>	<i>Priority (H/M/L)</i>	<i>Estimated Cost (\$)</i>	<i>Funding Status</i>	<i>Lead Dept./ Agency</i>	<i>Estimated Timeline/ Completion</i>
NE-T1	Norpoint Connector Extension Project	New link roadway extending from 29 th Street to 49 th Avenue NE	H	\$2-3 million	Partial / \$696,000 (STIP)	Tacoma Public Works Dept.	Undetermined
NE-T2	NE Tac.Elementary Sidewalk Project	Sidewalks along corridor from 49 th Avenue to 29 th Street to city limits.	H	\$ 380,000	Local Bond & State TIB	Tacoma Public Works Dept.	Fall 1999
NE-T3	29 th St./53 rd Ave Arterial Improvement Project	Provide arterial improvements along 29 th Street & 53rd Ave to Norpoint Way (Note: funded when NE-T1 completed)	H	N/A	Unfunded	Tacoma Public Works Dept.	Undetermined
NE-T4	Norpoint Way/Browns Pt Blvd/33 rd /38 th Arterial Improvements	Roadway improvements from 33 rd Avenue to Norpoint Way including intersection improvements.	H	N/A	Unfunded	Tacoma Public Works Dept.	Undetermined
NE-T5	340 th /Hoyt Traffic Signal Project	Install a major traffic signal in Federal Way adjacent to Tacoma city limits.	H	\$400,000	Part Funding (local)	Federal Way PW Dept.	Summer 1999
NE-T6	Browns Point Blvd Improvement Project	Roadway improvements from 33 rd Avenue north to Norpoint Way NE (street, sidewalk, barrier removal)	M	N/A	Unfunded	Tacoma Public Works Dept.	Undetermined
NE-T7	Northshore Parkway Improvements	Sidewalks & streetlights from Browns Point Blvd to the city limits.	M	\$ 300,000	Unfunded	Tacoma Public Works Dept.	Undetermined

**Northeast Tacoma
Neighborhood Action Strategy**

<i>Project #</i>	<i>Recommended Project/Action Title</i>	<i>Project/Action Description</i>	<i>Priority (H/M/L)</i>	<i>Estimated Cost (\$)</i>	<i>Funding Status</i>	<i>Lead Dept./ Agency</i>	<i>Est. Timeline/ Completion</i>
NE-T8	Northwood Arterial Improvements	Street improvements from city limits along from 19 th St. to 28 th Street NE.	M	N/A	Unfunded	Tacoma Public Works Dept.	Undetermined
NE-T9	McMurrary Road Streelighting Project	Install streetlights on wood poles to increase safety. May also include reflectors on the guardrails.	M	\$60-70,000	Unfunded	Tacoma Public Works Dept.	Undetermined
NE-T10	Bicycle System Improvements	Widening curb lanes along designated streets to facilitate bicycle use and to improve safety.	M	N/A	Unfunded	Tacoma Public Works Dept.	Undetermined
NE-T11	Browns Pt Elementary Sidewalk Project	Install sidewalks on Browns Pt Blvd and 51 st Street near the elementary school.	M	\$ 1,075,000	Unfunded	Tacoma Public Works Dept.	Undetermined
NE-T12	Existing Arterial Down-Grade Project	Downgrade 4 arterial segments to “non-arterial” status upon completion of related improvements.	M	N/A	Unfunded	Tacoma Public Works Dept.	Undetermined
NE-T13	Pierce Transit Service Enhancements	Work with agency on projects to enhance service and capacity in the Northeast Tacoma area.	M	N/A	Unfunded	Pierce Transit .	Undetermined
NE-T14	Traffic Signalization Project	Install new traffic signals at locations (2 initially) identified by residents and existing traffic volumes.	M	N/A	Unfunded	Tacoma Public Works Dept.	Undetermined
NE-T15	51 st Street/Slayden Road Improvements	Major arterial improvements from Browns Pt Blvd to Marine View Drive to increase safety & access.	M	N/A	Unfunded	Tacoma Public Works Dept.	Undetermined
NE-T16	Dash Point Park Access Road	Install an asphalt roadway to connect Northeast Tacoma to a proposed parking lot a Dash Point State Park.	L	\$ 75,000	Unfunded	Public Works Dept./ State Parks Dept.	Undetermined

**Northeast Tacoma
Neighborhood Action Strategy**

<i>Project #</i>	<i>Recommended Project/Action</i>	<i>Project/Action Description</i>	<i>Priority (H/M/L)</i>	<i>Estimated Cost (\$)</i>	<i>Funding Status</i>	<i>Lead Dept./ Agency</i>	<i>Est. Timeline/ Completion</i>
NE-LU1	Comprehensive Plan Policy Changes	Project will amend comprehensive plan to include neighborhood-based policies to implement action strategy	H	N/A	Funded (staff time)	Tacoma Economic Dev. Department.	December 1999
NE-LU2	Steep Slope Protection Project	Project to identify and establish a regulatory tool for supporting preservation of steep slope areas.	H	N/A	Unfunded	Tacoma Economic Dev. Department.	Undetermined
NE-LU3	Land Use, Zoning & Intensity Changes	Project to make a few land use, zoning & intensity changes (e.g. steep slopes, some older areas)	M	N/A	Unfunded	Tacoma Economic Dev. Department	Undetermined
NE-LU4	Commercial Node Zoning Assessment	Project to assess potential zoning changes needed to support limited commercial development.	M	N/A	Unfunded	Tacoma Economic Dev. Department	Undetermined
NE-R/S1	Norpoint Community Park	Development of a new park involving site improvement and a skateboard park for the youth.	H	\$ 800,000 (total)	Funded (part) (City bond monies)	Metropolitan Park District	Phase I (Summer 1999)
NE-R/S2	Alderwood Park Improvements	Provide added trails, play equipment and picnic facilities for area residents	H	\$ 100,000	Funded (Bond \$)	Metropolitan Park District	Summer 1999 (completed)
NE-R/S3	Marine View Drive Slope Acquisition	Purchase open space to preserve natural areas for passive recreation.	H	N/A	Funded (GF/Bonds)	Tacoma TEDD & PW Depts	Ongoing
NE-R/S4	Alderwood Park Property Acquisition	Provide funding to purchase the adjacent three acres for expanding the park and/or the branch library.	H	\$ 100,000	Unfunded	Tacoma TEDD & PW Depts	Undetermined
NE-R/S5	Julia's Gulch Acquisition Project	Provide funding and/or a donation to acquire the three parcels comprising the large gulch	M	N/A	Unfunded	Tacoma TEDD & PW Depts	Undetermined
NE-R/S6	Park Deficient Acquisition Project	Provide funding to acquire a part of the 18.2 acres of land adjacent to Watchtower Road for a future park	M	N/A	Unfunded	City TEDD & PW Depts or Metro Parks	Undetermined

**Northeast Tacoma
Neighborhood Action Strategy**

<i>Project #</i>	<i>Recommended Project/Action</i>	<i>Project/Action Description</i>	<i>Priority (H/M/L)</i>	<i>Estimated Cost (\$)</i>	<i>Funding Status(s)</i>	<i>Lead Dept./ Agency</i>	<i>Est. Timeline/ Completion</i>
NE-R/S7	Norpoint Park Improvements	Provide funding for picnic furniture and other park improvements for the half acre scenic viewpoint.	M	N/A	Unfunded	City Public Works Departments	Undetermined
NE-R/S8	Dash Point State Park Project	Provide funding to acquire a portion of the park for development of a local recreation facility	M	N/A	Unfunded	Metropolitan Park District	Undetermined
NE-R/S9	Wayside Park Project	Funding for property acquisition and development of a wayside park to be located along Marine View Drive.	M	N/A	Unfunded	PDS/PW and Metro Parks	Undetermined
NE-R/S10	Cheney Gulch Project	Provide funding to acquire all or a portion of the 18 acre gulch for public enjoyment.	L	N/A	Unfunded	Public Works or Metro Parks	Undetermined
NE-CF1	Kobetich Branch Expansion Study	Study to assess citizen preferences for library services and optimal location for expansion/development.	H	\$ 20,000	Funded (City Bond \$)	Tacoma Public Library	March 1999 (completed)
NE-CF2	High School Feasibility Project	Study to determine if a new high school should be built including its location, funding and other issues. (TSD provided data on 7/1/99)	H	\$ 200,000	Funded (District #10)	Tacoma School District #10	Undetermined
NE-CF3	Centre at Norpoint Improvements	Facility improvements including new office space, aerobic studio and miscellaneous repairs.	M	\$ 500,000	Unfunded	Metropolitan Park District	Undetermined
NE-CF4	Harrison Firing Range Improvements	Added improvements to the facility including new classrooms and other miscellaneous items.	M	\$ 100,000	Unfunded	Tacoma Police Department	Undetermined
NE-CF5	New Kobetich Branch Library Project	Construct or expand the branch library based upon architectural plans and results of the feasibility study.	H	\$ 2 million	Unfunded	Tacoma Public Library	Undetermined

**Northeast Tacoma
Neighborhood Action Strategy**

<i>Project #</i>	<i>Recommended Project/Action</i>	<i>Project/Action Description</i>	<i>Priority (H/M/L)</i>	<i>Estimated Cost (\$)</i>	<i>Funding Status</i>	<i>Lead Dept./ Agency</i>	<i>Est. Timeline/ Completion</i>
NE-CF6	Senior Center Project	Rehabilitate or redevelopment property for use as a senior center facility	M	N/A	Unfunded	Metro Park District	Undetermined
NE-CF7	Police Station Feasibility Project	Use existing police facilities data to conduct study regarding a future precinct station.	M	N/A	Unfunded	Tacoma Police Department	Undetermined
NE-US1	Fiber-Optics Project	Installation of fiber-optic cable to improve telecommunications in the area.	H	N/A (part of total)	Funded	Tacoma Power (Click)	1998-1999
NE-US2	Julia Gulch Cleanup Project	Project would cleanup the gulch to enhance its use as a natural storm drainage facility.	M	N/A	Unfunded	City Public Works Dept.	Undetermined
NE-US3	Police Traffic Enforcement Project	Project would support additional traffic officers to monitor traffic speeds during peak commuter hours	M	N/A	Unfunded	Tacoma Police Department	Undetermined

APPENDIX

GLOSSARY OF TERMS

Apartment Building	A building containing separate residential dwelling units
Arterial Corridor	A route or strip of land intended to show the general location of a future arterial facility that allows for flexibility in the specific design and location of that facility and has the same social, economic and environmental impacts.
Arterial Street	A street facility, the function of which is to provide for the movement of through traffic to main traffic generators, provide for the movement of traffic from neighborhood to neighborhood and to provide major traffic movements within neighborhoods.
Berm	A small mound of earth oftentimes used in landscaping around buildings, parking areas or other development that assists in mitigating adverse visual and noise impacts.
Block Face	A portion or side of a block having one street name and a low and high address and normally having a street intersection at either end.
Buffer or Buffer Area	A use or area that separates or is between uses or areas possessing dissimilar land use characteristics.
Community Facilities	These are public or quasi-public buildings which have a purpose of providing for public assembly, services of benefit to the public, administration of public affairs and services to a specific group or organization. These include, but are not limited to, schools, libraries, fire stations, hospitals, convalescent homes and charitable institutions.
Community Shopping Center	This type of center is characterized by a primary trading area extending approximately five (5) minutes in traveling time from the center within which live 15,000 to 75,000 people. Located at the intersection of two arterial streets, this center provides, in addition to convenience goods, a wide range of comparison goods such as general merchandise, apparel, and furniture. In addition, limited banking and professional services, business services, and personal services are provided. Entertainment, eating and drinking establishments may be located in the center as well. Sizes vary from 10-30 acres.
Condominium	An individual ownership of a dwelling unit such as in a multi-unit structure.
Duplex	A building containing two dwelling units, either one above the other or side by side.

Dwelling Unit	A group of rooms or a single room intended for occupancy as separate living quarters by a family or group of persons living together or by a person living alone.
Goal	Abstract interests for which the community is striving; values to be sought, not objects to be achieved.
Infill Structures	Structures that may be constructed on a few vacant sites which may exist within an already established and developed residential area.
Land Use	A term commonly used to refer to the spatial distribution of the various functions of the city, such as residential communities or living areas, industrial, commercial districts or major work areas, and community facilities.
Low Intensity (Residential/ Commercial)	These areas consist of land uses characterized by low activity patterns and traffic generation. Residential uses consist primarily of single-family detached homes with some duplex-triplex uses and limited low-density multi-family uses in fringe areas. The physical size of structure is fairly constant throughout the area and there is a high degree of compatibility with surrounding development. Densities will range from 3 to 5 dwelling units per acre for single-family housing and up to eight units per acre for other residential development. Commercial uses consist primarily of neighborhood commercial service developments such as convenience grocery and are typically quite small and highly compatible with the surrounding neighborhood.
Medium Intensity (Residential/ Commercial/ Industrial)	These areas are characterized by land uses with moderate activity pattern and traffic generation. Residential developments of low to medium density type and located in concentrations in transitional areas or at the intersection of major arterial streets. Densities range from 8 to 30 units to the gross acre, depending upon the nature of the development. Commercial development consists of uses designed to meet the needs of a multi-neighborhood area. Uses consist of retail stores, neighborhood/community shopping centers, and small to medium offices or clinics. Locations are strongly tied to arterial transportation routes.
High Intensity	These areas consist of a high degree of activity of a manufacturing and non-Industrial manufacturing level and are closely tied to major truck, rail or waterborne transportation routes.
Low-Rise Apartments	An apartment design in which the units may be stacked one above another with access by stairs and the total structure height being three stories.
Mineral Extraction or Excavation	The removal of naturally occurring materials from the earth, excluding dredging.

Natural Features	A term used to describe naturally occurring forms within the environment, such as marshes, bogs, swamps, gulches, steep slopes, woods, hills, streams, lakes and other wetlands.
Neighborhood Shopping Center	A center provides for the sale of daily living needs of the service area, "convenience goods" such as food, drugs, hardware and personal services. It may contain stores oriented around a supermarket and the site may range up to 10 acres. The service area should contain from 7,500 to 20,000 people.
Open Space	Defined in the broadest terms as space which is not used for buildings or structures, in other words, it is the counterpart of development. It may be air, land, or water- located in the "big city" or in the open countryside remote from urban development. It may be an active recreation area, or just a tree-lined suburban street. It may be publicly or privately owned; it may be owned in full, or it may be only partial rights or easements. It may be used for recreation, water supply, tourism, economic development, resource protection or a private development amenity.
Planned Residential Development District	A method of planned land development which provides for flexibility in large scale developments, promotes a more desirable lining environment and encourages innovative approaches to land development. The PRD district is attached to one or more of the regular zoning districts such as R-3PRD. These are certain regulations which must be met such as use regulations and height, being those of the district combined with the PRD or usable open space being a minimum of one-third of the site not covered by structures or dedicated street right-of way. The entire ordinance is found in the Land Use Regulatory Code of the City of Tacoma.
Planned Shopping Center	A shopping center with retail shopping facilities which provides goods and services for the people to be served. Such a planned center fits the general land use pattern of the area and minimizes any adverse effect of the shopping center on nearby property.
Policy	A guideline or set of guidelines which should be followed to attain the stated goals which are flexible and designed to be applied to a variety of situations, thus providing consistency for public decisions.
Public Buildings Or Use	Those facilities which involve a public agency, normally, with public funds for such purposes as providing places for public assembly operations or services of benefit to the public and for the administration of public affairs.
Quasi-Public Building or Use	Those facilities that may be operated privately, normally for purposes of housing the activities of or services for a specific group or organization.

Recreation	Normally involves public ownership or control, and also recreational facilities such as major parks and conservation areas, neighborhood parks and playgrounds, and specialized recreational facilities. (i.e. golf courses, field-houses, stadiums, boat landings, fairgrounds, amusement parks).
Residential Density	The number of housing units per residential acre.
Right-Of-Way (R.O.W.)	The strip of land over which a road is built or a utility line is laid.
Shopping or Commercial Area	A grouping of retail stores dealing in goods and services that range from convenience goods (foods, drugs, and personal services), to general merchandise (apparel, furniture, and home furnishings). These facilities generally are contained within an enclosed structure and are designed to appeal to the individual retail consumer as opposed to other businesses or industries.
Special Policy Areas Areas	which, because of a certain characteristics such as environmental significance (steep slope, etc.), deserve special consideration. Special policy areas would overlay the intensity areas and impose additional constraints on those areas. The areas are mapped and supported by criteria, intent, and policies.
Townhouse	A multi-family structure design in which each unit occupies a space from the ground to the roof and is attached to other dwelling units at the side or rear by common walls.
Triplex	A residential building containing three dwelling units.
Utilities	Includes public transit, all lines and facilities related to the distribution, collection, transportation or disposal of water, storm and sanitary sewage, gas, power, refuse.
View	An object or area of desirable scenic value.
Zoning	A method of land use control established to promote the public health, safety and welfare and to permit social and economic advantages through orderly planned use of land resources.

CITYWIDE POLICIES

The following policies are currently a part of the City’s comprehensive plan and are listed in this document since they are likely to be used in future decisions affecting the continued development of Northeast Tacoma. The policies are listed in their entirety for informational purposes only.

Transportation and Circulation - The following policies will be used to a safe and efficient transportation system including movement of people by motorized & non-motorized modes of travel.

- | | |
|---|---|
| <i>Pedestrian Safety</i> | 1. Tacoma should emphasize user security and safety in the design and location of non-motorized services and facilities. (NMTP Policy 9.5) |
| <i>Pedestrian
Trans. System</i> | 2. Tacoma designates and improves a system of sidewalks, pathways and paved shoulders in urban areas to connect residential areas of the city, around and within major activity centers and destinations, to other jurisdictions and to multi-modal links with other modes such as transit and ferries. (NMTP Policy 6.4) |
| <i>Transit Access</i> | 3. Tacoma encourages transit access by (a) improving bicycle & pedestrian access to proposed transit centers, rail stations and bus stops; (b) working with transit providers and the development industry to integrate transit facilities (e.g. bus shelters, bus pullouts, etc.) and safe and convenient pedestrian and bicycle connections into residential, retail, manufacturing, commercial, & other types of activity centers and (c) providing regulation to provide consistent development of pedestrian and bicycle access to mass transit. (NMTP Policy 8.2) |
| <i>Aesthetics /
Urban Design</i> | 4. Give maximum consideration to aesthetics & beautification while insuring compatibility with safety standards in design and location of transportation facilities to ensure a positive contribution to the appearance and form of the city. (GLUP #6, p136) |
| <i>Regional Trans.
Coordination</i> | 5. Coordinate with federal, state, regional, and local agencies to assure a planned and coordinated regional transportation network. (TP/#64.0012) |

Residential Land Use - The following policies will be used to preserve and protect single-family residential neighborhoods that have been developed from incompatible land uses and to insure that future residential development continues to maintains a single-family detached housing type.

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| <i>Emphasize Single
Family Housing</i> | 1. Within single-family detached housing areas, single-family detached housing development housing development shall be considered the overriding land use. (GLUP #10, p194) |
| <i>Protection From
Incompatibility</i> | 2. Prohibit incompatible land uses from situating within or adjacent to existing or future residential developments. (GLUP #3, p175) |
| <i>Public Subsidized
Housing</i> | 3. Encourage the development of a variety of residential areas that offer housing opportunities for all segments of the population within all areas of the city. (GLUP #7, p175) |
| <i>Duplex/Triplex
Developments</i> | 4. Permit duplex and triplex development as buffers or transitions between single-family and other types of land use, such as apartments and commercial development. (GLUP #3, p190) |
| <i>Duplex/Triplex
Developments</i> | 5. Permit location of duplexes, triplexes and low density apts along higher volume arterials provided they are designed and situated to be consistent with the established character of the neighborhood. (GLUP #4, p190) |

- Multi-Family Developments* 6. Locate medium intensity developments either adjacent or immediately accessible to principal arterial streets for buffer, public transit and convenience purposes. (GLUP #9, p186)
7. Some medium intensity residential development may be located on minor arterial streets having adequate capacity or on site with unique characteristics provided the development's scale, design and density are compatible with surrounding land uses. (GLUP #10, p186)
8. Review of multi-family development that may impact single-family areas should ensure that compatibility with nearby single-family areas is achieved. Compatibility is determined by considering the following: height, design of buildings, scale, bulk, landscaping, lighting & any other characteristics found in adjacent single-family areas. (GLUP #21, p178)
- Street Trees* 9. Promote the planting and proper maintenance of trees along rights-of-way and other public and other public areas or sites not only for aesthetic purposes, but also to absorb and block light from areas where it is not desired. (GLUP #25, p119)
- Steep Slope Development* 10. Steep slope areas may be developed at a very low residential density provided that the provided that the development is properly designed, situated and located so as not to unreasonably affect the open space character or other environmental sensitivities of the area. (GLUP #17, p197).

Commercial Land Use – The following policies will be used to maintain and/or enhance commercial opportunities and to improve access to commercial facilities located outside the city.

- Neighborhood Commercial Areas* 1. Small scale neighborhood shopping and service facilities should be immediately accessible to residential neighborhoods. (GLUP #4, p214)
- Landscaping* 2. Site development standards of commercial areas should address the safety, convenience, and aesthetics of the development itself, as well as effects on adjacent surrounding properties. (GLUP #16, p 205)

Industrial Land Use - The following policy will be used to minimize any additional areas committed to industrial development.

- Future Industrial Uses* 1. Strongly encourage new industrial development to locate in existing industrial areas to limit land use & transportation conflicts. (GLUP #2, p218)

Recreation and Open Space - The following policies will be used to enhance the provision of a range of recreational and open space opportunities to the residents of Northeast Tacoma consistent with the changing needs of the area.

- Additional 1. Recreational Sites* 1. Design and locate recreational developments, facilities and services within areas demonstrating a need for such facilities and services taking care to serve all people fairly and equitably. (R&OS, General (a))
- Future Funding* 2. Seek and use all appropriate state and federal aid, loans, foundation gifts, grants and Private grants and private donations to enhance Tacoma's recreation and open space facilities. (R&OS, General (b))
- Acquire Open Space* 3. Purchase land with the ultimate use to accommodate future recreation and open space needs. (R&OS, General (I))

<i>Trail System</i>	4. Develop new corridors for bicycle and walking trails and take advantage of available corridors such as existing park trails, greenbelt areas, railroad, pipelines, power lines and street rights-of-way. (R&OS, Facilities for Pedestrians and Bicycling (b))
<i>Open Space Tax Benefits</i>	5. Encourage the retention or preservation of private open space through such programs as the Open Space Taxation Act, zoning and other means. (R&OS, General (g))
<i>Private Organization Participation</i>	6. Encourage private citizens, businesses, organizations and others to provide recreation and open space facilities for public purposes by the dedication of land, donation to programs and sponsorship of activities whenever appropriate. (R&OS, Joint Planning (b))
<i>Scenic Views</i>	7. Develop and maintain a system of scenic view sites and vistas to take advantage of the natural beauty of Tacoma and its siting in the Puget Sound Region. (R&OS, General (d))
<i>Beautification</i>	8. Promote planting and proper maintenance of trees along rights-of-way and other public areas or sites, not only for aesthetic purposes, but also to absorb & block light from areas where it isn't desired. (GLUP #25, p119)

Community Facilities - The following policies will be used to guide the development and/or expansion of a broad range of community facilities and services to meet the needs of existing and future residents of all ages and of all areas within Northeast Tacoma.

<i>Safety</i>	1. Locate community facilities so as to be convenient, safe and close to the areas they serve, with access to arterial streets and public transportation. (CFPP #5.0003)
<i>Location Concerns</i>	2. Encourage community facilities to be coordinated and integrated with surrounding land uses so as to aesthetically enhance the neighborhood in which they are located and to minimize any inherent nuisance, influence or disruption on adjacent properties. (CFPP #5.0008)
<i>Multiple Use</i>	3. Encourage community facilities to be located and designed to obtain maximum flexibility, utility and multiple use. (CFPP #5.0001)
<i>Public Participation</i>	4. Coordinate and cooperate with federal, state, regional and local jurisdictions, private industry, business and citizens in the planning and development of facilities affecting the community. (CFPP #5.0015)
<i>Joint Use Parking</i>	5. Encourage joint use parking facilities whenever possible to obtain the optimum use of land and maximize user convenience. (GLUP #5, p203)

Utilities and Services - The following policies will be used to facilitate the development and maintenance of an adequate system of utilities and services for Northeast Tacoma residents.

<i>Storm Drainage Mgt Concept</i>	1. The Storm Water Management Program is to be developed to comply with the National Pollution Discharge Elimination System Requirements. (UP, Storm Drainage #3, p68)
<i>Surface Water Runoff</i>	2. Encourage the use of on-site detention facilities and filtration systems that are designed in conjunction with the City's storm drainage system, for all developments located within identified critical drainage areas or where drainage problems would occur from a development. (GLUP #4, p125)
<i>Undergrounding</i>	3. Encourage the equitable undergrounding of existing utility poles. (UP, System Design #16, p58)

- Protect Natural Features* 4. Avoid alteration of desirable natural features, where feasible, in the development of utilities and services. (GLUP #16, p106)
- Public Utilities* 5. Utility capacity shall be applied to development in accordance to the requirements outlined in the City's concurrency management system. (UP, System Design #7, p57)

Special Policy Area: Single Family Detached Housing - The following two policies will be used to encourage the continued development of single-family housing and to protect the area from other types of development that would adversely affect or change its character.

- Planned Residential Developments* 1. Permit innovative techniques for new single-family detached housing (PRDs) within identified single-family areas that make better use of land, promote design flexibility and provide open space, provided that the overall density and character is maintained. (GLUP #14, p195)
- Public Facilities* 2. Within single-family detached housing areas, permit public and quasi-public uses and community facilities, provided they are designed and scaled to be compatible with the existing character, properly located and adverse effects are minimized. (GLUP #13, p195)

Special Policy Area: Steep Slope Areas - The following three policies will be used to facilitate the preservation of the natural contours of the slope area, protect small ravines that drain into Puget Sound and limit any construction to lower overall densities and cluster development.

- Retain Vegetation* 1. Permit low intensity residential development on privately-owned steep slope areas, provided that the natural vegetation within a given building site is retained in large segments to preserve the open space character of the area and decrease soil erosion. (GLUP#18, p197)
- View* 2. Recognize, protect and promote the visual qualities and view potential offered by steep slope areas. (GLUP #3, p103)
- Drainage* 3. Protect existing natural swales, gulches, watercourses, ravines, wetlands, and similar land features from any adverse effects of new development including increased storm water runoff, erosion and natural resources degradation. (GLUP #2, p125)

Special Policy Area: Trees, Views and Native American Cultural - The following two policies will be used to facilitate the preservation of existing trees and cultural sites in Northeast Tacoma.

- Tree Protection and Preservation* 1. Stress the natural physical qualities of our city (for example trees, marine view, and natural features) in locating and developing residential areas. (GLUP #4, p175)
- Potential Cultural Sites* 2. Support the preservation and enhancement of historic sites, structures and districts in recognition of their educational, historic & cultural significance and contribution to Tacoma's distinct sense of place. (GLUP #19, p118)