

Comprehensive Plan And Land Use Regulatory Code

Proposed Amendments for 2012

The City of Tacoma's *Comprehensive Plan* and *Land Use Regulatory Code* are developed in compliance with the Washington State Growth Management Act. The *Comprehensive Plan* is the City's official statement concerning future growth and development and includes goals, policies and strategies for the health, welfare, safety and quality of life of Tacoma. The *Land Use Regulatory Code* consists of development regulations which control land use activities and includes zoning, platting, and shoreline regulations.

**Prepared for
Planning Commission Public Hearing
March 7, 2012**

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Introduction

Comprehensive Plan

Tacoma's Comprehensive Plan is the City's official statement concerning future growth and development. It sets forth goals, policies, and strategies for the health, welfare, and quality of life of Tacoma's residents.

The Comprehensive Plan is adopted pursuant to the authority conferred by the Washington State Constitution, RCW Chapter 36.70A, and Title 13 of the Tacoma Municipal Code. The Comprehensive Plan consists of individual plan elements, including those mandated by the Washington State Growth Management Act (GMA), and implementing programs, all of which are adopted by the City Council. The Plan includes five primary elements that address land use, housing, capital facilities, transportation, and utilities. Other elements address such areas as open space and recreation, neighborhoods and downtown.

Development and oversight of the Comprehensive Plan and implementing regulations are the primary responsibilities of the Planning Commission, a citizen body advisory to the City Council. The Plan is used by the City Council and City officials to guide land use, development, and capital facility decisions.

Development Regulations

The key regulatory mechanism that supports the Comprehensive Plan is the Land Use Regulatory Code, i.e., Title 13 of the Tacoma Municipal Code, which is also adopted pursuant to the authority conferred by the Washington State Constitution and GMA. Title 13 contains regulations and procedures for controlling land use, platting, shorelines, environment, critical areas, and historic preservation, among others. GMA requires development regulations to be consistent with and to implement the Comprehensive Plan. To maintain this consistency, changes to the Comprehensive Plan often are accompanied by similar changes to development regulations and/or zoning classifications.

Annual Plan Amendment

The Comprehensive Plan is subject to continuous review, evaluation and modification to remain relevant and to respond to changing circumstances. The Growth Management Act allows the Comprehensive Plan generally to be amended only once each year. Amendments can consist of the addition of new Plan elements or modifications to existing elements, including the addition or deletion of policies, map revisions, or updating of data and other information. All proposed modifications are reviewed concurrently to address the cumulative effect of the revisions and to maintain internal consistency among the various plan components and external consistency with regional, county, and adjacent jurisdictional plans.

Review of Amendments

Proposed annual modifications to the Comprehensive Plan and/or the Land Use Regulatory Code are considered and reviewed together by the Planning Commission and City Council. Depending on the content, scope or potential impacts of a proposed modification, additional independent reviews and opportunities for public comment may occur.

Summary of Proposed Amendments for 2012

The following seven applications were received by June 30, 2011, for consideration during the 2012 Annual Amendment process and their respective Assessment Reports were reviewed and approved by the Planning Commission on August 17, 2011:

- #2012-01: Container Port Element
- #2012-02: Housing Element
- #2012-03: Transportation Element
- #2012-04: Sign Code Revisions
- #2012-05: Platting and Subdivision Code Revisions
- #2012-06: Urban Forestry Code
- #2012-07: Minor Amendments and Refinements

Only three of the seven applications (#2012-02, -03 and -07) are moving forward to the public review and public hearing process in February-March 2012; while the other four are not, for various reasons.

Summarized below are the three applications that are moving forward. The respective language of the proposed amendments and the associated staff analysis pertaining to these applications are also compiled in this document.

APPLICATION	DESCRIPTION OF AMENDMENT
#2012-02: Housing Element	Revisions to the Housing Element, including (a) incorporation of Affordable Housing Policy Principles as set forth in Resolution No. 38264 (adopted on May 17, 2011), (b) ensuring consistency with the Countywide Planning Policies for Pierce County specifically relating to affordable housing policies, and (c) updating housing needs assessment information based on the 2010 census and other recent data.
#2012-03: Transportation Element	Revisions to the Transportation Element, including (a) reprioritization of improvement projects and update of information in the Mobility Master Plan section, and (b) update to the Unfunded Transportation Projects List.
#2012-07: Minor Amendments and Refinements	Various minor amendments to the Land Use Regulatory Code and Comprehensive Plan, generally to address inconsistencies, correct minor errors, provide additional clarity, and improve provisions that, through administration and application of the Code and Plan, are found to be unclear or not fully meeting their intent.

Summarized on the next page are the four applications that are NOT moving forward to the public review and public hearing process in February-March 2012, but will be proceeding on their respective schedules separated from the 2012 Annual Amendment process.

APPLICATION	DESCRIPTION OF AMENDMENT	STATUS
#2012-01: Container Port Element	Adding a Container Port Element to the Comprehensive Plan. This work is mandated by a 2009 addition to the Growth Management Act relating to land use and transportation planning for marine ports in Seattle and Tacoma. The element, which is to be developed in collaboration with the Port of Tacoma, is to: (1) define and protect the core area(s) of container port industrial uses; (2) identify and resolve key land use conflicts at the edges of the core area(s); and (3) ensure access to freight corridors that serve container port industrial uses and recommend necessary transportation improvements.	Analysis has been put on hold since August 2011 to accommodate the timely completion of the City’s Shoreline Master Program Update and the Port’s 2012 Strategic Plan. Work is expected to resume in late 2012, building upon the outcomes of these planning efforts as well as additional information and policy directives that may be provided by the City Council and the Port Commission.
#2012-04: Sign Code Revisions	As requested by the Planning Commission, this project is intended to examine specific issues associated with on-site signage, with a particular focus on on-site digital signage.	Analysis has been put on hold since December 2011 due to staffing changes and reprioritization of the work program. Some of the issues have been incorporated into Application #2012-07 for consideration, and the remaining issues will be revisited at a proper time in the future.
#2012-05: Platting and Subdivision Code Revisions	General update and clean-up of the Platting and Subdivision Code (Chapter 13.04), including consideration of (a) improved consistency with state requirements (plat vacations and alterations) and our current permit process; (b) potential increase in maximum short plat size, together with evaluating public notice and the associated bonding/improvement construction process; (c) evaluation and update of access and connectivity provisions (vehicular and pedestrian/bike); and (d) reevaluation of existing recreational space requirement/fee.	Analysis has been put on hold since November 2011 due to staffing changes and reprioritization of the work program. Some of the issues have been incorporated into Application #2012-07 for consideration, and the remaining issues will be revisited in the near future along, in part, with potential amendments to policies and regulations concerning affordable housing.
#2012-06: Urban Forestry Code	This amendment will explore code changes designed to help implement the policies of the Urban Forestry Element (adopted 2010). This specific effort is focused on the requirements contained in the Zoning Code (largely in TMC 13.06.502), which is limited generally to requirements associated with new development. The project will include a comprehensive evaluation of appropriate landscaping requirements for all types of uses in all districts.	Analyses were conducted, with input and feedback from the Commission, during September-December 2011. Some of the issues that came up during the review process (e.g., canopy coverage percentages, credits, and fee-in-lieu) require further discussion and additional time to fully address. Work is continuing but on a schedule separated from the 2012 Annual Amendment.



Planning Commission Public Hearing

2012 Annual Amendments to the Comprehensive Plan and Land Use Regulatory Code

PLANNING COMMISSION PUBLIC HEARING

Wednesday, March 7, 2012, 5:00 pm
City Council Chambers
Tacoma Municipal Building
747 Market Street, 1st Floor

INFORMATIONAL SESSION WITH STAFF

Wednesday, February 29, 2012, 5:00–7:00 pm
City Council Chambers
Tacoma Municipal Building
747 Market Street, 1st Floor

The Informational Session is a question-and-answer session with staff and an opportunity before the public hearing to learn more about the proposed amendments and what they might mean for you.

HOW TO PROVIDE COMMENTS

You are welcome to provide oral testimony at the public hearing, and/or submit written comments to the Planning Commission at the return address provided on this notice, or by facsimile at (253) 591-2002, or by e-mail at planning@cityoftacoma.org. All written comments must be submitted by **5:00 p.m. on Friday, March 16, 2012**.

PROPOSED AMENDMENTS:

The proposed amendments for 2012 include the following three applications. The complete text of the amendments can be found at all branches of the Tacoma Public Library, at the Community & Economic Development Department offices, and on the Planning Division's website (www.cityoftacoma.org/planning > click on "2012 Annual Amendment").

APPLICATION 2012-02: HOUSING ELEMENT

Amending the Housing Element of the Comprehensive Plan to (a) incorporate new Affordable Housing Policy Principles as set forth by the City Council; (b) ensure consistency with the Countywide Planning Policies specifically relating to affordable housing; and (b) update the housing needs assessment information based on the 2010 census and other recent data.

APPLICATION 2012-03: TRANSPORTATION ELEMENT

Amending the Transportation Element of the Comprehensive Plan to (a) reprioritize bicycle, sidewalk and intersection improvement projects, and to keep information current and address consistency among text, maps and project lists in the Mobility Master Plan section; and (b) update the Unfunded Project List in the General Plan Implementation section, to include a number of new projects, suggested largely by Neighborhood Councils.

APPLICATION 2012-07: MINOR AMENDMENTS AND REFINEMENTS

To address inconsistencies, correct minor errors, and provide additional clarity, amending the following chapters of the Tacoma Municipal Code: 13.04 (Platting and Subdivisions), 13.05 (Land Use Permit Procedures), 13.06 (Zoning), and 13.07 (Landmarks and Historic Special Review Districts); and the Environmental Policy Element of the Comprehensive Plan.

ENVIRONMENTAL REVIEW:

The City has made a preliminary determination that this proposal does not have a probable significant adverse impact on the environment and has issued a preliminary Determination of Environmental Non-Significance after review of a completed environmental checklist, a copy of which is available upon request. Comments on the preliminary determination must be submitted by 5:00 pm on **Friday, March 16, 2012**. The City may reconsider or modify the preliminary determination in light of timely comments. The preliminary determination will become final on **March 23, 2012**, unless modified.



City of Tacoma
Planning Commission
747 Market Street – Room 1036
Tacoma, WA 98402

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Public Notice

PLANNING COMMISSION PUBLIC HEARING **2012 ANNUAL AMENDMENTS TO THE** **COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE**

Proposed Amendments and Staff Analyses

Application #2012-02:

Housing Element



2012 Annual Amendment Application No. 2012-02
Housing Element

STAFF REPORT

Application #:	2012-02
Applicant:	Community and Economic Development Department
Contact:	Jeff Boers
Type of Amendment:	Comprehensive Plan Text Amendments
Current Land Use Intensity:	N/A
Current Area Zoning:	N/A
Size of Area:	N/A
Location:	Citywide
Neighborhood Council area:	Citywide
Proposed Amendment:	Update the Comprehensive Plan Housing Element by incorporating eight policy principles concerning affordable housing, as directed by the City Council per Resolution No. 38264, ensuring consistency with the Countywide Planning Policies for Pierce County, and updating the housing needs assessment based on current data.

General Description of the Proposed Amendment:

The proposed amendment includes the following three major components:

(1) Affordable Housing Policy Principles

Incorporating the eight policy principles concerning Affordable Housing, as directed by the City Council per Resolution No. 38264, adopted on May 17, 2011.

(2) Countywide Planning Policies

Ensuring consistency with the Countywide Planning Policies for Pierce County pursuant to the Growth Management Act.

(3) Housing Needs Assessment

Updating housing needs assessment information based on the 2010 census and other recent data.

Additional Information:

(1) Affordable Housing Policy Principles

The Affordable Housing Policy Principles adopted by Resolution No. 38264 are part of the recommendations of the Affordable Housing Policy Advisory Group (AHPAG) to the City Council. Created and appointed by the City Council on April 27, 2010, the AHPAG is comprised of members with varied interests and perspectives, including affordable housing advocates, market rate developers and design professionals.

The AHPAG submitted its ‘final’ report to the City Council’s Neighborhood and Housing Committee on December 3, 2010. The report provides a *Statement of the Problem*, which summarizes the AHPAG's perspective on the affordable housing challenges facing Tacoma currently and over the next twenty years. The report reviews data measuring the scope and nature of the City’s present unmet need for affordable places for its residents to live. In general, the AHPAG's analysis of the data shows that the City has a very serious shortage of affordable housing and also projects the significant increased future need the City faces for additional affordable housing.

Council Resolution No. 38264 requests the Planning Commission to incorporate the following eight policy principles into the Housing Element of the Comprehensive Plan:

- Affordable housing is vital to important civic interests
- Affordable housing is attractive, innovative and well managed
- The city needs to enlist the engine of private development
- Affordable housing developments spur other investments
- The city should welcome affordable housing developments
- Every city neighborhood needs affordable housing developments
- Affordable housing as innovative design
- Affordable housing as a high city priority amid competing interests

(2) Countywide Planning Policy Amendments

In 2009, the Pierce County Regional Council recommended approval of amendments to the Countywide Planning Policies (CWPPs) for Pierce County relating to affordable housing. On August 17, 2011, the Planning Commission approved of the Assessment Report for Annual Amendment #2012-2 Housing Element, with the understanding and presumption that said amendments to CWPPs would be completed by the end of 2011 or soon thereafter and that the Housing Element would need to be revised accordingly to ensure consistency with the amended CWPPs specifically relating to affordable housing.

As of January 2012, amendments to the CWPPs have been adopted by Tacoma City Council pursuant to Resolution No. 38367 on November 29, 2011, but have yet to be ratified by a sufficient number of jurisdictions within Pierce County to become effective at the local, county and regional levels. Staff anticipates that ratification will occur sometime in early 2012, possibly in time for incorporation in the Housing Element within the 2012 Annual Amendment cycle.

(3) Housing Needs Assessment Amendments

Recommended technical amendments would update the *Trends in Population* and *Housing Stock* subsections based on 2010 U.S. Census data and other recent data sets from American Community Surveys. The *Land Capacity* subsection is not proposed to be amended in 2012. There is recognition, however, that the current housing unit capacity analysis, which is based on the 2002 Pierce County Buildable Lands Report, will need to be updated in the future. Although more recent data is available from the 2007 Pierce County Buildable Lands Report, this data has not been verified or accepted by the City as being an accurate representation of capacity. Staff recommends that a thorough analysis of housing unit capacity be conducted as part of the mandatory periodic review of the Comprehensive Plan that must be completed by June 30, 2015. The Housing Element, and perhaps other Plan elements, would be amended to reflect this analysis.

Public Outreach:

Throughout 2009, the Neighborhoods and Housing Committee worked to create an affordable housing policy for recommendation to the City Council. Prior to recommending its final draft, the Committee recommended that Council pursue additional public feedback. On April 27, 2010, Council created and appointed the AHPAG, which held a series of public meetings during 2010, and after consideration of public input, issued its “final” report and presented its findings to the Neighborhood and Housing Committee on December 3, 2010.

As to the CWPP amendments, they are the end result of an extensive public involvement process conducted on a regional (Pierce County) level. This process was initiated by the Pierce County Regional Council (PCRC) in 2006 and included a series of public workshops and open public meetings during 2007, 2008 and 2009. CWPP amendments recommended for approval by the PCRC in 2009 were reviewed at public hearings by the Pierce County Planning Commission in 2009 and the Pierce County Council in 2010 before adoption. The Tacoma City Council, at an open public meeting on November 29, 2011, adopted Resolution No. 38367, thereby ratifying and approving CWPP affordable housing policy amendments.

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

Under the GMA, the City must include in its housing element provisions for the current and projected housing needs of all economic segments of the community while ensuring the vitality and character of established residential neighborhoods. A housing needs assessment is one of the tools used to provide a foundation for demonstrating how the mandate will be achieved. The proposed housing needs assessment amendments reflect the latest available data and are intended to provide a current foundation for the Housing Element’s affordable housing policies.

The GMA also requires that local plans be consistent with countywide planning policies. These policies are contained in the Countywide Planning Policies for Pierce County (CWPP). If the CWPP affordable housing policy amendments are ratified and become effective in early 2012, this may lead to the inclusion of additional Housing Element amendments in the 2012 update cycle to ensure consistency with the recently amended CWPP affordable housing policies.

Applicable Provisions of the Comprehensive Plan:

The current Housing Element of the Comprehensive Plan contains a policy section pertaining to Housing Affordability. The section includes four policies that address, respectively, affordable housing supply, home ownership, public-private partnership, and special needs housing. The intent of these policies is “to increase the amount of housing that is affordable, especially for lower income families and special needs households, while maintaining the character of existing residential areas.”

The eight policy principles recommended by the AHPAG and adopted by Council Resolution No. 38264 are consistent with, at a minimum, the above provisions of the Comprehensive Plan and would be appropriate for incorporation into the very section of the Housing Element.

Amendment Criteria:

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

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

Staff Analysis: The housing needs assessment information contained in the adopted Housing Element, which was last updated in 2007, is based on 2000 US Census data and other information that is no longer current. Proposed revisions to the housing needs assessment will provide a more current perspective on population trends and housing stock, based on 2010 US Census data and various American Community Survey data sets for 2009 and 2010. These technical amendments will eliminate technical errors resulting from aging data source material.

2. Circumstances related to the proposed amendment have significantly changed, or a lack of change in circumstances has occurred since the area or issue was last considered by the Planning Commission.

Staff Analysis: The proposed amendments relating to the AHPAG recommendations will affirm the Council's previous direction per Resolution No. 38264, i.e., to incorporate AHPAG's affordable housing policy principles into planning policy documents.

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

Staff Analysis: The AHPAG report entitled *Policy Recommendations to the City Council*, dated December 3, 2010, concludes that the City of Tacoma has an affordable housing crisis. The report identifies that this crisis will only worsen as the City's population grows and ages over the next two decades unless Tacoma takes immediate action to ensure an adequate supply of affordable housing for its existing and anticipated residents at all income levels. The Affordable Housing Policy Principles developed by the AHPAG and adopted by the City Council pursuant to Resolution No. 38264 provide general direction for how the community should respond to projected changes in the supply of, and demand for, affordable housing in the future. Incorporation of these policy principles in the Housing Element in 2012 will provide a basis for developing more explicit affordable housing policy amendments in subsequent plan update cycles. These subsequently adopted policies will support planning tools and programs intended to address the affordable housing crisis described by the AHPAG and confirmed by Council.

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

Staff Analysis: N/A

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

Staff Analysis: N/A

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

Staff Analysis: N/A

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

Staff Analysis: N/A

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

Staff Analysis: N/A

9. **For proposed amendments to land use intensity or zoning classification, substantial similarities of conditions and characteristics can be demonstrated on abutting properties that warrant a change in land use intensity or zoning classification.**

Staff Analysis: N/A.

10. **A question of consistency exists between the Comprehensive Plan and its elements and RCW 36.70A, the County-wide Planning Policies for Pierce County, Multi-County Planning Policies, or development regulations.**

Staff Analysis: There do not appear to be issues of consistency that will need to be addressed at this time. However, once the CWPP amendments relating to affordable housing are ratified by a sufficient number of jurisdictions in Pierce County for them to take effect in Tacoma, the City will need to consider adopting additional amendments to the Housing Element to ensure consistency. This may occur as part of the 2013 Plan Update cycle or these amendments may be included in the 2012 cycle if ratification occurs early enough in 2012 for these to be considered.

Economic Impact Assessment:

The proposed amendments are technical in nature and/or of such a general nature that they will have no direct economic impact.

Staff Recommendation:

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

Exhibit:

- A. Proposed Amendments to the Housing Element



Housing Element

DRAFT HOUSING ELEMENT AMENDMENTS
February 1, 2012

Note –

The Housing Element contains five sections:

- Section I – Introduction
- Section II – Housing Needs
- Section III – Goal and Policies
- Section IV – Recommended Actions to Implement Housing Policies
- Section V – Glossary of Terms

There are no changes proposed to Sections IV and V. The proposed amendments to Sections I, II and III are shown on the following pages.

Proposed new text is underlined and text that is proposed to be deleted is shown in ~~strikethrough~~, except the tables in Section II. All tables have been updated in accordance with the proposed text changes, without using the tracked changes feature, which would adversely affect the readability of the tables.

Section I – Introduction

The City of Tacoma provides a variety of housing opportunities to meet the needs of its residents while supporting a safe, healthy and livable community. As defined in the [City of Tacoma's Strategic Plan: Tacoma Tomorrow 2005-2010](#), such a place is:

“A community in which our citizens feel safe, our neighborhoods’ infrastructure reflects our civic pride, our environment and natural resources are protected and Tacomans have access to affordable housing.”

As part of this overall goal, housing provides community identity along with neighborhood pride. The housing element of the Comprehensive Plan consists of the overall housing goal, [guiding policy principles](#) and supporting policies as well as specific measures to implement the policies. The housing element is a comprehensive policy network intended to guide the City’s decision-making process on housing issues, in coordination with the land use element and other applicable plans and regulations. The housing element also provides direction for supporting documents such as the federal Department of Housing and Urban Development’s (HUD) Consolidated Plan for Housing and Community Development that programs use of funds for housing and community development activities.

The City’s Housing Element is a mandated element of the 1990 State Growth Management Act (GMA) that requires the community to prepare a housing element that makes adequate provisions for both current and projected housing needs. Specifically, the State GMA housing goal is to:

Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

The City will make every effort to accomplish this GMA goal along with housing objectives included in Vision 2020 for the Central Puget

Sound region and the Countywide Planning Policies for Pierce County. These efforts will include (1) protecting the livability of existing residential neighborhoods; (2) increasing the supply of housing for all segments of the community; and (3) directing future population growth to designated areas such as mixed-use centers and along major transportation corridors.

Furthermore, the City is committed to addressing the numerous factors that affect housing affordability including the removal of barriers and the provision of incentives. The overall goal is to increase the supply and choice of housing opportunities for both renters and home buyers, regardless of income.

Section II – Housing Needs

The City of Tacoma, pursuant to requirements of GMA, must include in its housing element provisions for the current and projected housing needs of all economic segments of the community while ensuring the vitality and character of established residential neighborhoods.

This mandate includes:

- An inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth;
- A statement of goals, policies, objectives and mandatory provisions for the preservation, improvement and development of housing;
- An analysis identifying sufficient land for housing including, but not limited to, government assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes and foster care facilities;
- An analysis making adequate provisions for existing and projected needs of all economic segments of the community.

Local housing needs and affordability may often come down to how fast the population is growing

relative to the existing and future supply of residential units. This supply will be based on both residential density and usable land. The following provides a brief demographic and housing profile that discusses trends in population, housing stock (e.g. number, type, age) and land capacity to assist in assessing the capability of Tacoma to accommodate future growth and development.

Trends in Population

Population Growth

Tacoma's population grew very slowly between 1950 and 1980. Between 1970 and 1980, for example, the population grew by just 3%. This was followed by more intense growth between 1980 and 1990 (11%) and the addition of another 10% between 1990 and 2000. Population growth slowed considerably between 2000 and 2010 to less than 3% resulting in a total population of close to 200,000. Future population growth rate for Tacoma is likely to remain slower than Pierce County's rate because of limited available land.

Much of Tacoma's population growth over the past 20 years has occurred in areas located near the city limits, including Northeast Tacoma, the West End, and South Tacoma. Slow growth or even population losses occurred in older, inner-city neighborhoods. New residential development is expected to be concentrated in mixed use centers in neighborhood business districts and along transportation corridors. Future population growth, in part, will also depend on the impact of planned redevelopment activities.

Table 1. Population 1990 to 2010

	1990	2000	2010	20 Year Change
Tacoma	176,664	193,556	198,397	12%
Pierce County	586,203	700,820	795,225	36%
Wash. State	4,866,692	5,894,121	6,724,540	38%

Source: US Census

Race/Ethnicity

The population in Tacoma is very diverse – substantially more so than either Pierce County or the State of Washington. In ~~2010~~²⁰⁰⁰, African Americans comprised 11%, Asian/Pacific Islanders ~~89%~~^{8%}, and Hispanics ~~117%~~^{11%} of the city.

Table 2. Population by Race and Ethnicity, 2010

Race	Tacoma	Pierce County	Wash. State
White alone	65%	74%	77%
Black or African American alone	11%	7%	4%
American Indian or Alaska Native alone	2%	1%	2%
Asian/Pacific Islander alone	8%	6%	7%
Other race alone	6%	5%	5%
Two or more races	8%	7%	5%
Ethnicity			
Hispanic (any race)	11%	9%	11%

Source: US Census (2010)

(Note: It should also be stated that the U.S. Census has changed the way questions about race and ethnicity are asked, giving respondents more selection options. Over time this will provide a more reasonable measure of diversity. However, in the short run it makes comparisons between census years difficult.)

Household Composition

As Tacoma's population has increased over the past two decades, so has the total number of households, by ~~approximately around 109%~~^{approximately 49%} between ~~1980 and~~ 1990 ~~and 2000~~, and by another ~~49%~~^{49%} between ~~1990 and~~ 2000 ~~and 2009~~. However, Tacoma's average household size, which decreased from 2.45 in 2000 to 2.39 for 2010, remains is considerably smaller than that for either ~~the~~ Pierce County or the State.

Table 3. Households by Type for 2009

Household Type	Tacoma	Pierce County	Wash. State
Family households (families)	59%	68%	65%
With own children under 18 years	27%	32%	30%
Married-couple family	41%	52%	50%
With own children under 18 years	17%	22%	21%
Male householder (no wife present) family	6%	5%	4%
With own children under 18 years	3%	3%	2%
Female householder (no husband present) family	12%	12%	10%
With own children under 18 years	7%	7%	6%
Non-family households	41%	32%	36%
Source: US Census American Community Survey (2009)			
Avg. Household Size	2.45	2.60	2.53
Source: US Census (2010)			

As one might suspect, the smaller household size generally translates to fewer families and more single person households. In Tacoma, there was a decline in the percentage of family households from 62% in 1990 to ~~59%~~ 59% in ~~2009~~ 2009. That decline was matched by an increase in the percentage of single person households and other non-family households to 41%.

The smaller average household size and increase in single person households may infer a demand for smaller housing units, perhaps units affordable on a single income and, for elderly singles, units with services and amenities nearby.

Types of families with children in Tacoma have changed over the years. In 1970, 82% of families with children were parented by married couples. This declined to ~~in each successive~~

~~census 61%~~ 61% in ~~2009~~ 2009. Single parent families with children increased correspondingly from 18% in 1970 to 45% in ~~2009~~ 2009, and 68% of those families were headed by women. Since the poverty rate for female parents (alone) with children is substantially higher than the general population rate, this translates into an increased demand for affordable housing and for access to support services, including recreation and child care.

Household Income

In ~~2009~~ 2009, the median household income in Tacoma (\$46,645~~37,879~~) was ~~18%~~ 18% below that of Pierce County (\$56,773~~45,204~~) and 17% below the State of Washington (\$56,384~~45,776~~). Since median *household* income includes both family and non-family (e.g. single persons) householders, it is usually lower than that of median *family* income. Median family income is higher because it is frequently augmented by more than one income.

Tacoma has a large number of lower income persons in the city as evidenced by the 18% of households with incomes below \$15,000 a year. This compares to only 11% ~~and 13%~~ in Pierce County and Washington State respectively. Likewise, Tacoma had only 28% of households earning over \$75,000 a year compared to 36% for the County and 37% statewide. In addition, census data tabulated by the federal Department of Housing and Urban Development (HUD) shows that 46.4% of Tacoma's 2000 households were 1999 population was considered to be of low and moderate income (0 to 80% of area median income (AMI)).

Table 4. Household Income Range 2009

Income Range	Tacoma	Pierce County	Wash. State
Under \$15,000	16%	11%	11%
\$15,000 to \$24,999	11%	9%	9%
\$25,000 to \$34,999	11%	10%	10%
\$35,000 to \$49,999	16%	15%	14%
\$50,000 to \$74,999	19%	20%	20%
\$75,000 to 99,000	12%	15%	14%
\$100,000 to \$149,999	11%	14%	14%
\$150,000 to \$199,999	3%	4%	5%
\$200,000 or more	2%	3%	4%
Source: US Census American Community Survey (2009)			

Housing Stock

Type of Housing Units

The total number of housing units in Tacoma grew by ~~68%~~ between ~~1990 and 2000 and 2010~~, compared to a ~~somewhat lower slightly higher~~ total population change of ~~less than 34%~~. Just about two-thirds of the housing in Tacoma in ~~2010/2000~~ was single family, ~~the majority~~ of which ~~97%~~ were detached units. Another one-third was multifamily units. The proportion of single family and multifamily was similar in ~~1990 and 2000 and 2010~~.

~~While a small percentage of the total housing units, the number of mobile homes was reduced by over 50% between 1990 and 2000.~~

Table 5. Total Housing Units and Type

Unit Type	2000		2010		2000 / 2010
	#	%	#	%	%
Single Family (Total)	53,619	66%	54,365	64%	1%
Detached S/F	51,728	64%	52,675	62%	2%
Attached S/F	1,891	2%	1,690	2%	(11%)
Multifamily (Total)	27,044	33%	30,865	36%	14%
2-4 units	6,415	8%	7,493	9%	17%
5-9 units	4,205	5%	6,383	7%	52%
10-19 units	5,444	7%	5,723	7%	5%
20+ units	10,980	14%	11,266	13%	3%
Mobile Homes / Other	374	1%	376	<1%	<1%
Total HU	81,037		85,606		6%

Source: US Census.

As shown below, Tacoma is on a par with Pierce County and Washington State, each with about two-thirds of housing units being single family. Tacoma has a larger share of multifamily units (~~3633%~~), while Pierce County and the State have ~~a larger share near 10%~~ in mobile homes and other housing.

Table 6. Housing Type by Location, 2009/2010

Type of Unit	Tacoma	Pierce County	Wash. State
Single family	64%	70%	67%
MF (2 to 9 units)	16%	12%	11%
MF (10 plus units)	20%	12%	15%
Mobile Homes/Other	<1%	7%	8%
Source for Tacoma and Pierce County: US Census American Community Survey (2010)			
Source for Washington State: US Census American Community Survey (2005-2009)			

Age of Housing

The age of the housing stock is an important factor in estimating the general condition of the residential structures and in identifying the potential for specific areas of concern (e.g. lead-based paint). Although the City of Tacoma was incorporated over ~~120400~~ years ago (in the late 1880s), the majority of that earlier housing has been demolished. Nevertheless, in ~~2010/1999~~, ~~almost 3026%~~ of the existing housing in Tacoma was built before 1940. This compares to only ~~943%~~ in ~~both~~ Pierce County ~~in 2010~~ and ~~12%~~ in the State of Washington ~~in 2009~~. A smaller percent of housing in Tacoma has been built since 1980 – just ~~3023%~~ compared to ~~5239%~~ in the County and ~~4638%~~ in the State.

Table 7. Age of Housing, 2009/2010

Year Built	Tacoma		Pierce County	Wash. State
	#	%	%	%
Before 1940	22,567	26%	9%	12%
1940 to 1959	14,837	17%	11%	14%
1960 to 1979	23,368	27%	28%	29%
1980 to 1999	16,270	19%	31%	33%
2000 to 2010	9,564	11%	21%	13%
Total units	85,606			
Source for Tacoma and Pierce County: US Census American Community Survey (2010)				
Source for Washington State: US Census American Community Survey (2005-2009)				

Well-maintained, older houses and residential neighborhoods can be highly valued. Often centrally located, such neighborhoods can be the target for redevelopment and improvement as people buy and restore homes. At the same time, gentrification can significantly raise the value of properties in the neighborhood. On the other hand, older properties and neighborhoods that are not maintained, while sometimes offering more affordable housing, can pose health and safety issues for residents. In either case, preservation of existing housing stock, where possible, is one of the best strategies for ensuring affordable housing in a community.

Housing Tenure Type

While the majority (54.55%) of households in Tacoma owned the unit in which they lived in 2010, the percentage of owner-occupied units was lower than in the County (61.64%) and the State (65%). This was consistent with the 1990 census in which 53% of households in Tacoma owned their home as did 60% in the County and 63% in the State. There were small gains in owner-occupancy in all three jurisdictions.

Table 8. Occupied Housing Units, 2010

Tenure	Tacoma		Pierce County	Wash. State
	#	%	%	%
Renter-occupied	36,225	46%	37%	36%
Owner-occupied	42,316	54%	63%	64%
Total occupied units	78,541			

Source: US Census (2010)

As a rule, single family houses (detached or attached units) are more likely to be owner-occupied, and multifamily are more likely to be renter-occupied. However, it is not uncommon for an owner to occupy one of the units in multifamily housing, particularly smaller buildings such as duplexes or 4-plexes (9% were owner-occupied in 2000). There was a substantial single family rental market in Tacoma in 2000 – 22% of single family units

were renter-occupied at that time. That was a little higher than in the County (18% of single family units were renter-occupied) and the State (17% were renter-occupied).

Table 9. Tacoma Housing Tenure, 1980 – 2010

Year	Renter-Occupied		Owner-Occupied		Total Occupied
	#	%	#	%	
1980	26,192	41%	37,213	59%	63,405
1990	33,080	47%	36,859	53%	69,939
2000	34,476	45%	41,676	55%	76,152
2010	36,225	46%	42,316	54%	78,541

Source: US Census (2010)

Housing Costs

Relative to Pierce County and the State of Washington, the 2000 census found housing price indicators are generally lower in Tacoma. The median value of owner-occupied units was 15.27% lower in Tacoma than the State (2009) and 7.48% lower than Pierce County (2010). Median monthly owner costs for those with a mortgage were 9% also lower in Tacoma than Pierce County and 5% lower than the State. However, for householders without a mortgage, there was little difference in median monthly costs were 3% lower in between Tacoma than; the County, but 7% higher in Tacoma than and the State. The cost of utilities, insurance and taxes may be comparable between jurisdictions. Comparing 2009 survey estimates and 2010 census data At the time of the census, the median gross rent was 13% lower in Tacoma than in the County and comparable or to that of the State, but the difference was not as great. The median gross rent in Tacoma was 7% lower than the County and 12% lower than in the State.

Table 10. Housing Values and Costs, 2009/2010

Type of Cost	Tacoma	Pierce County	Wash. State
Median Value Owner Occupied	\$235,200	\$252,000	\$277,600
Median Monthly Owner Costs			
Mortgage	\$1,626	\$1,775	\$1,704
No Mortgage	\$491	\$506	\$461
Median Gross Rent	\$856	\$964	\$853
Source for Tacoma and Pierce County: US Census American Community Survey (2010)			
Source for Washington State: US Census American Community Survey (2005-2009)			

While being one of the more affordable locations in Central Puget Sound, housing prices in Tacoma are expected to increase naturally due to limited availability of land within the City. Remaining parcels have added costs associated with slopes, drainage and other features not associated with the first and easier land picks.

As noted in the preceding table, monthly owner costs in ~~2009-2010~~ for householders without a mortgage were comparable in Tacoma to the State and the County. Even though the median owner value was lower in Tacoma, monthly costs were about the same. That includes insurance, taxes and utilities. Owners, perhaps on fixed-incomes, who have paid off a mortgage still have the cost of ongoing maintenance to assume, which is billed at the current price of labor and materials. ~~Recent high vacancy rates, lack of rent increases, and the necessity of offering incentives for renters pose a barrier to landlords considering renovations, especially those beyond cosmetic repairs.~~

Housing Affordability

Housing is considered affordable when the cost of housing plus utilities equals no more than 30% of household income. Escalating housing and utilities costs have forced many households to pay considerably more for housing than is affordable or even feasible. While housing costs

are increasing, income is not increasing at the same rate. The following cost comparison ~~was prepared by HUD using~~ relies on data from the ~~US-2000 eCensus and the latest available American Community Survey for median income (2005-2009) and median housing measures (2010). All costs are adjusted to 1999 dollars.~~

Table 11. Median Measures for Income and Housing

Year	Tacoma Median Income		Median Housing Measures	
	Household	Family	Gross Rent	Owner's Value
1980	\$33,380	\$42,781	\$445	\$89,770
1990	\$34,036	\$41,923	\$526	\$83,746
2000	\$37,879	\$45,567	\$562	\$119,290
2009/2010	\$46,645	\$57,458	\$856	\$230,400
Change 1980-2010	40%	34%	92%	157%
US Census; US Census American Community Survey (2005-2009); US Census American Community Survey (2010); HUD				

Between ~~1980-1970~~ and ~~2009-2000~~, median household income rose by ~~40~~44% in Tacoma (in ~~2009-1999~~ dollars). During the same period, the median gross rent rose ~~92~~29% and the median owner's value rose by ~~157~~85%. Households, particularly those with incomes well below the area median, could buy less housing in ~~2010~~ than in ~~1980-1970~~.

The following table shows the relationship between modest housing costs (countywide Fair Market Rents set by HUD, based on actual area housing costs) and the income required to afford that housing in the Tacoma/Pierce County area.

Table 12. Housing Costs/Income (Tacoma/Pierce County)

	Number of Bedrooms				
	Zero	One	Two	Three	Four
Fair Market Rent (FMR)	\$699	\$816	\$1,018	\$1,483	\$1,770
Income Needed to Afford FMR	\$27,960	\$32,640	\$40,720	\$59,320	\$66,760
Percent of AMI Needed to Afford FMR	39%	46%	58%	84%	94%
Hourly Wage Needed	\$13.44	\$15.69	\$19.58	28.52	\$32.10
Hours Needed (\$8.67/hr)	62	72	90	132	148

Source: National Low Income Housing Coalition (2011); HUD; Calculations based on an Area Median Income (AMI) of \$70,800 in 2011.

The estimated average annual income of renter households in Tacoma/Pierce County in 2003 was \$33,019. At that level, a family of four could afford the FMR on a two-bedroom unit (\$736) and still have money left over (i.e. 30% of their monthly wage equals \$825). In other words, they could afford up to \$825 to rent this two-bedroom apartment. However, almost half of the renters in Tacoma (44%) would not be able to afford this unit. A person earning minimum wage in Tacoma/Pierce County would have to work more than two 40-hour per week jobs to pay for this unit (a total of 81 hours needed at \$7.19/hour).

In 2011 in Tacoma/Pierce County, the Fair Market Rent (FMR) for a two-bedroom apartment was \$1,018. In order to afford this level of rent and utilities, without paying more than 30% of income on housing, a household must have earned \$3,393 monthly or \$40,712 annually. Assuming a 40-hour work week, 52 weeks per year, this level of income translated into a Housing Wage of \$19.58. This is more than double what a minimum wage worker earned in 2011 (\$8.67 per hour).

In order to afford the FMR for a two-bedroom apartment, a minimum wage earner would have needed to work 90 hours per week, 52 weeks per year. Or, a household would have needed to include 2.3 minimum wage earner(s) working 40 hours per week year-round in order to make the two-bedroom FMR affordable.

In Tacoma/Pierce County, the estimated mean (average) wage for a renter in 2011 (\$12.29 per hour), the rent affordable at this wage would have been \$639. In order to afford the FMR for a two-bedroom apartment at this wage, a renter would have needed to work 64 hours per week, 52 weeks per year. Or, working 40 hours per week year-round, a household would have needed to include 1.6 worker(s) earning the mean renter wage in order to make the two-bedroom FMR affordable.

Using the estimated median income for renters in Tacoma/Pierce County (\$37,370 in 2011), a household at this level could not afford the FMR on a two-bedroom unit (\$1,018) without spending more than 30% of their monthly wage. In other words, they could afford up to \$934 to rent this two-bedroom apartment. More than half of the renters in Tacoma (53%) would not be able to afford this unit.

Monthly Supplemental Security Income (SSI) payments for an individual were \$674 in 2011. If SSI represented an individual's sole source of income, \$202 in monthly rent would have been affordable, while the FMR for a one-bedroom was \$816.

Land Capacity

As previously stated, the 1990 State Growth Management Act (GMA) requires the community to prepare a housing element that includes an analysis identifying sufficient land for housing including, but not limited to, government assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes and foster care facilities.

To address this requirement the City of Tacoma participated in 2002 in the development of the Pierce County Buildable Lands Report. This report included a section called Residential and Commercial Capacity Analysis. The following

table (“~~Table 10~~”) depicts the projected housing unit capacity for the City of Tacoma. At the time of the analysis, approximately 40,000 new units could be developed within Tacoma in the future based upon the existing zoning and density limitations. At an average household size of 2.45 (2000 Census) close to 90,000 new residents could conceivably be accommodated by new development within Tacoma. However, it should be noted that the assessment was very general and limitations of specific parcels would need to be taken into consideration.

More recent data is available from the 2007 Pierce County Buildable Lands Report. However, this data has not been verified by the City as being an accurate representation of capacity. An updated analysis of housing unit capacity will be conducted as part of the 2015 periodic review of the Comprehensive Plan. Amendments will be incorporated into this section of the Housing Element and other Plan elements, as warranted, to reflect this future analysis.

Table 10-13 – City of Tacoma Housing Unit Capacity

Zoning Districts	Zoning Density	Adjusted Net Acres	Assumed Density	Unit Capacity	Plus 1 Dwelling Unit per Vacant (net) Lot	Housing Capacity
R1	R1	284.20	5.81	1,651	116	1,767
R2	R2	2,131.70	8.71	18,567	862	19,429
R3	R3	56.94	14.52	827	18	845
R4	R4	18.05	72.60	1,310	28	1,338
R4L, R4-PRD, R5-PRD	R4L	36.73	29.04	1,067	8	1,075
R5	R5	7.37	188.76	1,391	14	1,405
RCX-N	RCX-N	16.14	48.00	775	3	778
RCX-U	RCX-U	44.30	52.00	2,304	5	2,309
DR	DR	29.99	137.00	4,109	60	4,169
CCX, NCX-ST	CCX	11.45	31.00	355	0	355
DMU	DMU	1.82	104.00	189	12	201
NCX	NCX	10.67	27.00	288	11	299
UCX	UCX	47.29	34.00	1,608	1	1,609
DCC	DCC	4.86	154.00	748	14	762
S	S	10.29	29.04	299	1	300
R4-VSD	R4-VSD	0.46	43.56	20	0	20
WR	WR	18.01	157.00	2,828	18	2,846
					Total Housing Capacity	39,507

Source: *Pierce County Buildable Lands Report*, September 2002, p. 261

Section III – Goal and Policies

The overall housing goal addresses residential growth, development, improvement and opportunity and is based on citizens' needs, community values and interests. In accordance with the community's desire for quality housing, it is the housing goal of the City to:

To maintain and support vibrant and stable residential neighborhoods while promoting a variety of housing opportunities to meet the needs of all residents.

The following policies provide guidance and direction to achieve the housing goal and to support continued development and improvement of facilities and services. The policies provide consistency in housing decisions while flexible and applicable to a variety of residential situations. Policies are categorized as: Neighborhood Quality (NQ), Housing Preservation (HP), Housing Choice (HC), Housing Affordability (HA) and Housing Fairness (HF).

Neighborhood Quality (NQ)

Intent

The policy intent is to protect, preserve and enhance both single-family and multiple-family neighborhoods by supporting the characteristics that make these residential areas safe, healthy and livable as stated in the City's Strategic Plan. In addition, the City's mixed-use centers should be protected, preserved and enhanced to promote the quality of life of their residents. It is also generally assumed that established neighborhoods, especially single-family detached housing areas, will continue to increase their demands for protection from incompatible land uses or nuisances. Over the years, Neighborhood Councils have worked to address a myriad of needs ranging from the funding of small projects using innovative grants to funding of larger capital projects using a combination of public and private resources.

Policies

H-NQ-1 Neighborhood Investment

Provide neighborhood improvements and investment that considers the needs of individual neighborhoods including keeping areas crime free and aesthetically appealing for residents. Support the upgrading and maintenance of public infrastructure.

H-NQ-2 Neighborhood Infill Housing

Encourage infill housing that is compatible with abutting housing styles and with the character of the existing residential neighborhood. Focus housing within areas identified for residential growth and promote privacy from nearby units and public areas.

H-NQ-2A Vacant/Underutilized Sites

Encourage infill housing on vacant or underutilized parcels having adequate services.

H-NQ-2B Accessory Dwelling Units

Allow detached or attached ADUs subordinate in size to the single-family home subject to development, design and owner occupancy provisions.

H-NQ-2C Small Lot Development

Allow small detached single-family homes on small lots. Consider reduction in the minimum lot size to implement this policy.

H-NQ-2D Mixed-Use Centers

Ensure that adequate buffer and building design standards minimize the impacts of more intensive mixed-use center development on adjacent residential neighborhoods.

H-NQ-3 Historic/Cultural Amenities

Identify, protect and enhance cultural, architectural, historic and scenic resources within residential areas. Support the rehabilitation of architecturally or historically significant homes as well as other landmark residential and mixed-use buildings while maintaining public safety and historic character.

H-NQ-4 Residential Zoning Code Protection
Any changes in land use designation away from residential zoning must be consistent with the Generalized Land Use Element (GLUE), the Neighborhood Element and any other applicable policies. Also, support zoning code enforcement to protect residential areas from illegal land uses.

H-NQ-5 Neighborhood Design Concepts
Develop standards to buffer the edges of residential areas from impacts of nonresidential uses and mixed-use center developments such as noise and glare.

Housing Preservation (HP)

Intent

The policy intent is to preserve and enhance the value and character of neighborhoods by improving and extending the life of existing housing stock. This intent shall be met by: (1) preserving existing housing stock including using normal preventative maintenance; (2) promoting conservation and rehabilitation to help prevent urban deterioration and blight; and (3) undertaking demolition of unsound housing when rehabilitation is not feasible. As existing housing continues to age in older residential areas, it is generally assumed there will be an increased need to maintain or upgrade existing housing.

Policies

H-HP-1 Existing Housing Stock
Promote the maintenance and improvement of the existing housing stock as the primary tool to meet the housing needs of the city. Continue to support the maintenance, repair and rehabilitation of existing housing stock using public and private funding sources.

H-HP-2 Substandard Housing
Support a strong housing code enforcement program to reduce substandard housing through repair and rehabilitation. Eliminate substandard housing that cannot be improved.

H-HP-3 Housing Conditions Survey
Periodically assess housing conditions to identify areas needing rehabilitation and to monitor previous rehabilitation efforts, contingent upon funding availability.

H-HP-4 Housing Improvement Legislation
Pursue legislative changes that provide financial incentives and new authority for the maintenance and rehabilitation of affordable housing.

H-HP-5 Energy Conservation Assistance
Provide housing improvement programs that conserve energy resources for the benefit of the entire community. Provide support to low income residents (e.g. elderly).

Housing Choice (HC)

Intent

The policy intent is to promote a range of housing types that meet the diverse needs of all households in the city. While the general housing preference continues to be single-family detached homes, future residential development must take into consideration less available land as well as the demands of a population that includes students, aging “baby boomers”, low income and persons with special needs. Specifically, the City will encourage a mixture of housing types ranging from higher density apartments and condominiums located in or near major employment centers such as downtown and within other mixed-use centers, to single family homes in neighborhoods.

One consequence of this changing population has been a gradual reduction in the average household size with more people living alone. Many “baby boomers” that are approaching retirement are starting to reduce the size of their housing increasing the demand for smaller housing units that are located near transit, parks, shopping and many other conveniences. It is important the City begins to address this changing demographic and provide a variety of housing options for the community.

The City supports the provision of innovative housing types that help reduce housing costs

while increasing the supply of housing. This innovation can take many forms including: “infill” housing, cottage housing, townhouses, zero lot line lots, “zipper” lots, accessory dwelling units (ADUs), conversion of nonresidential structures, Planned Residential Development (PRDs) as well as numerous variations in site, design and lot standards. It is also important that additional residential structures be compatible with overall density, intensity and character of established residential neighborhoods. The City’s designated mixed-use centers are a priority location for higher intensity, innovative housing types.

In particular, the use of ADUs is expected to become a significant option in the housing tool box. This type of housing is useful since it can address a number of needs such as (1) extra income for homeowners who wish to stay in their home; (2) housing for “mother-in-law” family situations; (3) added affordable housing and (4) a less visible accommodation of density.

The City also supports housing development that considers environmental factors such as critical areas (e.g. steep slopes, wetlands, gulches), minimizes the negative impacts on air, soil and water quality and considers factors as limited energy resources, “green” construction and sustainability in the design of new housing.

Policies

H-HC-1 Innovative Development Techniques

Promote innovative development techniques to better utilize land, promote design flexibility, preserve open space and natural features and conserve energy resources. Ensure new housing is compatible with the overall density, intensity and character of the area.

H-HC-2 Jobs-Housing Balance

Promote construction of housing units in the downtown, Tacoma Mall and other mixed-use centers to enable people to live near employment, shopping and other services.

H-HC-3 Manufactured Housing

Allow new manufactured homes on individual lots in all residential zones if the housing meets the building code and other residential development standards.

H-HC-4 Adaptive Reuse for Housing

Support the conversion of nonresidential buildings (e.g. schools, hotels, storage buildings) to residential uses.

H-HC-5 Low Impact Development

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

H-HC-6 “Green” Housing Construction

Promote “green” housing construction methods that support more sustainable, affordable and healthier home design and landscaping through use of low toxic materials and better ventilation, especially in mixed-use centers.

H-HC-7 Land Use Incentives

Consider land use incentives (e.g. density or development bonuses, transfer of development rights, height increases, and tax incentives) to facilitate the development of housing in designated areas, particularly within mixed-use centers.

H-HC-8 Other Construction Factors

Promote new housing that maximizes nuisance abatement techniques, is designed to provide safety and security from natural and manmade hazards, and encourages privacy from nearby units and public areas.

Housing Affordability (HA)

Intent

The policy intent is to increase the amount of housing that is affordable, especially for lower income families and special needs households.

~~while maintaining the character of existing residential areas.~~ The generally accepted definition of affordability is for a household to pay no more than 30 percent of its annual gross income on housing. Families that pay more than 30 percent of their income for housing are considered cost burdened and may have difficulty affording necessities such as food, clothing, transportation and medical care. The challenge for Tacoma is that there is a mismatch between the cost of housing in the City and the incomes of Tacoma’s populations. Large

portions of Tacoma's population do not have sufficient income to afford the housing available in Tacoma's private market at a cost of no more than 30 percent, or even 50 percent or more, of their income. Due to an aging population and other factors, this mismatch is likely to increase in the future, resulting in a significant increase in the need for additional affordable housing.

This challenge has become increasingly difficult with higher home prices and contract rents, which are often beyond the budget of many households. In the past Tacoma has been a reasonably priced community in comparison to Seattle and King County and has enjoyed a sufficient vacancy rate so that many households could find affordable units.

The City, through its policies and programs, is desirous, supportive of increasing/maintaining an adequate the supply of housing that is affordable to its citizens. While tThe City recognizes the ongoing need by government and nonprofit corporations to provide housing and community support services, especially for households who pay more than 30% of their income for housing, it also recognizes the need to enlist the engine of private market rate developments to include a measure of affordable units.

As a general rule, the need for affordable housing extends along a housing continuum that extends from basic emergency shelter for the homeless to temporary transitional housing to permanent rental housing and for some households to home ownership. Each segment of this continuum requires ongoing financial support for both public agencies and individuals. In addition, there are individuals and families with special needs (e.g. disabled, frail elderly, large families, female heads-of-household) that often require additional assistance.

It is the intent of the City to: (1) recognize the housing needs of, and provide housing programs for, low income and special needs households and (2) promote housing opportunities and the reduction of isolation of these groups by improving housing and community services delivery.

It is the intent of the City to apply the following principles and acknowledgments to the formulation of policies and support of programs that will increase the amount of affordable housing available to the community.

Principles and Acknowledgements

1. Affordable Housing is Vital to Important Civic Interests

The City's welfare requires an adequate supply of well built and well managed affordable housing serving the full range of incomes appearing among its residents. An adequate supply of this housing is vital to the following important civic needs or values:

- The City's prosperity, economic development and growth of employment opportunities;
- The appropriate management of the City's projected population growth and transportation needs;
- The City's fulfillment of its legal obligations under the Growth Management Act to make "adequate provisions for existing and projected [housing] needs of all economic segments of the community" and to comply with the related directives of the Pierce County Countywide Planning Policies.
- The survival of green spaces throughout the City and Pierce County;
- The success of the City's schools;
- The effectiveness of the City's emergency services;
- The City's ability to continue its accommodation of a population that is increasingly diverse by income, race, ethnicity, ability, disability and age;
- The City's ability to accommodate a population that, in the aggregate, is getting older; and
- The City's values of social justice.

2. Affordable Housing is Attractive, Innovative and Well Managed

Affordable housing developments by nonprofit developers, public and private, in the City, region and nation have been among the most attractively designed, most environmentally innovative and best managed in the market place.

3. The City Needs to Enlist the Engine of Private Development

Nonprofit developments of affordable housing will never likely be adequate to meet the City's need. The City also needs a companion strategy to enlist the engine of private market rate developments to include a measure of affordable units. These strategies also provide the added benefit of economic and demographic integration.

4. Affordable Housing Developments Spur Other Investments

Affordable housing developments have spurred the revitalization of neighborhoods, encouraging both public and private investment, helping the City attain its desired density, and furthering a neighborhood's economic development.

5. The City Should Welcome Affordable Housing Developments

Affordable housing is an asset to be encouraged and not a detriment to be tolerated and controlled.

6. Every City Neighborhood Needs Affordable Housing Developments

The City should promote the development of affordable housing in every City neighborhood.

7. Affordable Housing as Innovative Design

In seeking the appropriate balance, the City should not have to compromise important neighborhood design standards in order to promote affordable housing. Instead proper design should allow affordable housing to show the way for all developments serving all incomes toward a greener, more sustainable urban future that accommodates the appropriate density that the City's planning documents anticipate to be necessary for the City's projected population allocations.

8. Affordable Housing as a High City Priority amid Competing Interests

In a complex community like Tacoma, interests and policies often clash. Good governance is the effort to balance them appropriately. In doing so, the City should give a very high priority to the promotion of affordable housing development.

Policies

H-HA-1 Affordable Housing Supply
Support both public and private sector development and preservation of affordable housing (e.g. Section 8, LIHTC) especially for lower income and special need households.

H-HA-2 Home Ownership
Facilitate home ownership (both single-family homes and condominiums) for all segments of the community, including lower income households.

H-HA-3 Public-Private Partnership
Work in partnership with for-profit and non-profit housing developers to facilitate the provision of new permanent affordable rental and owner housing.

H-HA-4 Special Needs Housing/ Support Services
Encourage and support emergency and transitional housing as well as needed support services for persons with special needs (e.g. frailty, family size and disability).

Housing Fairness (HF)

Intent

The policy intent is to expand the number and location of housing opportunities, both market rate and assisted, for families and individuals throughout the city, the county and the region. Currently, many households are limited to only a few locations for housing due to the higher cost of housing in some neighborhoods as well as discrimination based upon a number of factors. It is important that the City be proactive in expanding housing opportunities and also ensure that affordable housing opportunities are not concentrated in a few neighborhoods, but rather dispersed throughout the city.

Policies

H-HF-1 Housing Discrimination
Ensure the local housing market provides adequate housing opportunities to renters or purchasers of housing regardless of race, religion, color, national origin or ancestry, sex, gender identity, sexual orientation, age, marital status, familial status or the presence of any sensory, mental or physical disability.

H-HF-2 Area-wide Fair Share and Housing Dispersal

Disperse affordable housing opportunities, especially for lower income households and persons with special needs, throughout the city, the county and region. Discourage the concentration of facilities for “high risk” populations in any one geographic area. (Note: For the purposes of this document, “high risk” populations shall include individuals released and/or under supervision of adult and juvenile correctional institutions, mental hospitals and drug rehabilitation programs, homeless persons and other special needs persons residing in group homes not subject to application of the federal Fair Housing Act).

H-HF-2A Sex Offenders

Policy Intent Statement

Work in partnership with state agencies and other jurisdictions, using tools such as a communitywide plan, to achieve a well coordinated, fair and equitable distribution of registered adult sex offenders throughout the city, county, region and the rest of the state of Washington. Encourage the placement of registered adult sex offenders under the supervision of the Department of Corrections in the community in which they resided when they committed their offenses. Explore methods to prevent the concentration of registered adult sex offenders residing in any one neighborhood within the city, particularly in areas already burdened with other high risk populations.

H-HF-2B Housing and Service Facilities for High Risk Populations

Policy Intent Statement

To promote safe and healthy neighborhoods in Tacoma, efforts should be made to equitably distribute and monitor the location of service facilities and housing for high risk populations. Many of these existing facilities are located in Tacoma and more specifically in the Upper Tacoma community. In addition, a coordinated and equitable distribution system is needed to better disperse housing opportunities for high risk populations throughout Tacoma, Pierce County and the region.

Policy Statements

1. Promote safe, healthy and livable residential neighborhoods by avoiding a concentration of service facilities and housing for high risk populations in any neighborhood;
2. Improve cooperation and communication between housing providers and affected neighborhoods through the use of tools such as Good Neighborhood Agreements (GNAs);
3. Give funding priority to housing providers that contribute to the deconcentration of service facilities and housing for high risk populations;
4. Support statewide fair share legislation which would require the placement of offenders, released under the supervision of the State Department of Corrections, in the community in which they resided prior to incarceration.
5. Investigate citizen complaints regarding facilities that violate City regulations pertaining to service facilities and housing for high risk populations such as emergency and transitional shelters;
6. Strongly encourage service facilities and housing shelter providers, which serve high risk populations, to develop sound management practices including the provision of professional on-site staff and restrictions on negative behaviors. Establish neighborhood advisory committees to monitor the impact of a facility on the neighborhood and to address community concerns.

H-HF-3 Relocation Assistance and Replacement

Discourage the displacement of persons through government actions such as eminent domain or code enforcement unless fair and equitable relocation assistance is provided to the occupants or replacement housing is available.

H-HF-4 Housing Accessibility

Support barrier-free access for all housing consistent with the Americans for Disabilities Act (ADA). Consider additional actions to increase access such as implementation of visitability and universal design features.

Proposed Amendments and Staff Analyses

Application #2012-03:

Transportation Element



2012 Annual Amendment Application No. 2012-03
Transportation Element

STAFF REPORT

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

General Description of the Proposed Amendment:

The proposed amendment includes the following two major components:

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

Additional Information:

Section II - Mobility Master Plan:

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

Unfunded Project List:

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

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

Public Outreach:

Section II - Mobility Master Plan:

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

Unfunded Project List:

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

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

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

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

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

Applicable Provisions of the Comprehensive Plan:

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

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

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

Amendment Criteria:

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

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

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

2. Circumstances related to the proposed amendment have significantly changed, or a lack of change in circumstances has occurred since the area or issue was last considered by the Planning Commission.

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

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

1. Prioritize Pedestrian Improvements:

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

2. Update Short Term Bicycle Project Priority List

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

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

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

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

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

Staff Analysis: Not applicable.

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

Staff Analysis: Not applicable.

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

Staff Analysis: Not applicable.

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

Staff Analysis: Not Applicable.

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

Staff Analysis: Not Applicable.

9. For proposed amendments to land use intensity or zoning classification, substantial similarities of conditions and characteristics can be demonstrated on abutting properties that warrant a change in land use intensity or zoning classification.

Staff Analysis: Not applicable.

10. A question of consistency exists between the Comprehensive Plan and its elements and RCW 36.70A, the County-wide Planning Policies for Pierce County, Multi-County Planning Policies, or development regulations.

Staff Analysis: Not applicable.

Economic Impact Assessment:

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

Staff Recommendation:

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

Exhibits:

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



Transportation Element

DRAFT TRANSPORTATION ELEMENT AMENDMENTS

January 4, 2012

Note –

The Transportation Element contains three sections:

- Section I – General Goal and Policies
- Section II – Mobility Master Plan
- Section III – General Plan Implementation

There are no changes proposed to Section I.

The proposed amendments to Section III pertain to the Long-Term Transportation Improvement Project List – Unfunded (or “Unfunded Project List”) and are shown in Exhibit B.

The proposed amendments to Section II – Mobility Master Plan are shown on the following pages. Proposed new text is underlined and text that is proposed to be deleted is shown in ~~strikethrough~~.

Section II– Mobility Master Plan

Policy Intent

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

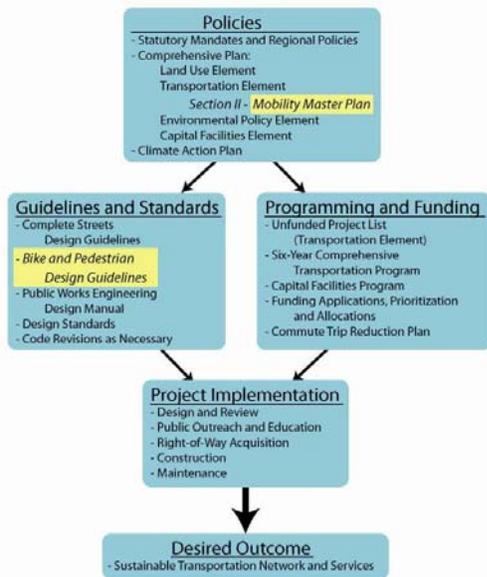
The Mobility Master Plan Section envisions an interconnected bicycle and pedestrian network that provides safe routes to neighborhoods, schools, transit, business districts recreational facilities, and other destinations.

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

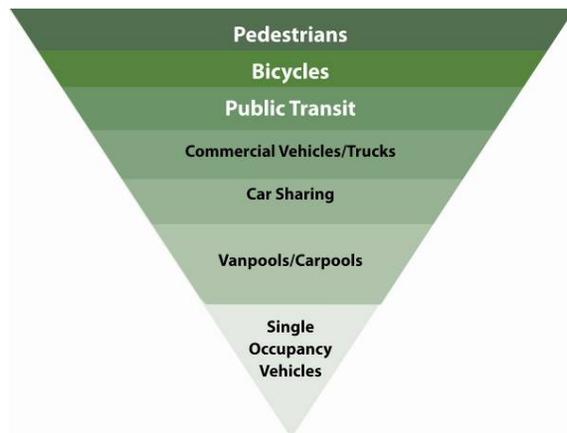
The Mobility Master Plan Section is consistent with the City’s Complete Streets policy and its associated design guidelines. The Mobility Master Plan Design Guidelines (Appendix E of the 2010 Mobility Master Plan Study) provide a comprehensive set of tools for designing and implementing pedestrian and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

Prioritizing Transportation Investment

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



Mobility Master Plan Integration with City Policies



This hierarchy defines pedestrians as including individuals using assistive devices for mobility and sensory disabilities including walkers, wheelchairs, scooters, service animals, and canes. Throughout the Mobility Master Plan, the term “pedestrian” refers to a person moving from place to place, on foot and/or with the use of an assistive mobility device (when that person has a disability and/or medical condition). “Walking” or “to walk” are the terms used to describe this movement of a pedestrian.

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

Guiding Principles

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

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



REI Bike Basics Class at the 2010 Bike Swap



2010 Zeit Bike by Eric Holdener
Tacoma Art Museum



Pierce Transit Security Officers at the 2010 Bike Swap

Vision and Goals

The vision establishes the overarching concept that acts as a source for future inspiration in Tacoma's transportation planning. And the policies help guide the city towards fulfilling the vision. The vision and a new set of mobility policies support and bolster the nonmotorized transportation policy intent of Tacoma's Comprehensive Plan Transportation Element. Tacoma's *2010 Mobility Master Plan Study* is the document with comprehensive planning, implementation and funding strategies that complements the policies in this section. The chapters and appendices in the Mobility Master Plan clarify how the policies, recommended networks and implementation strategies were derived and how they can be advanced.

Vision

Tacoma is a world-class walking and biking community in which pedestrians and bicyclists are top priorities in transportation planning. Tacoma's transportation system is useable and welcoming to people of all abilities. Streets accommodate bicyclists in large numbers, sidewalks are user-friendly, and residents share the road safely and are fully mobile without an automobile.

Goals

- Achieve "Bicycle Friendly Community" status as designated by the League of American Bicyclists by 2015 by developing and enhancing the five Es: Engineering, Education, Evaluation, Enforcement, and Encouragement.
- Complete a safe and comfortable bicycling system that connects all parts of the city (north to south/east to west) and accommodates all types of cyclists by 2025.
- Complete an accessible network of pedestrian supportive infrastructure, including sidewalks, curb ramps, accessible pedestrian signals and shared-use paths, in high-priority pedestrian areas.
- Create a safer street environment that reduces intermodal crashes involving bicyclists, pedestrians and motor vehicles by at least 10% from 2010 rates by 2015 and work to meet Washington State's Target Zero goal of eliminating fatal and serious injuries by 2030.
- Increase the nonmotorized mode split to 5% by 2015 and continue gains thereafter in order to achieve the Climate Action Plan goal of reducing greenhouse gases emissions from transportation sources.
- Increase transit use by enhancing pedestrian access and bicycle support facilities through the development of bikeways and walkways that serve transit hubs.
- Implement a benchmarking and measurement system to gauge success for pedestrian and bicycle infrastructure improvements and usage.
- Apply implementation and maintenance strategies that expand and sustain Tacoma's pedestrian and bicycle infrastructure.
- Promote healthy lifestyles by offering improved opportunities for active living for people of all abilities through the development of a robust non-motorized network, including bikeways, sidewalks, and linear parks.

Policies

Bicycling and walking are low-cost and effective means of transportation that are non-polluting, energy efficient, versatile, healthy and fun. Combined with transit they add to the efficiency of the local transportation system. The Mobility Master Plan lays out strategies for system-wide expansions and improvements. The Plan specifies what needs to be done by 2025 to achieve the City's goals of becoming a better and more accessible walking, bicycling and transit friendly community and reducing greenhouse gas emissions. Tacoma is in an excellent position to capitalize on existing pedestrian- and bicycle-friendly attributes, to increase the number of residents and visitors who travel by foot, bicycle and transit, and to increase the transportation options for people with disabilities. Tacoma can take advantage of the anticipated population growth in high-density centers, existing education programs, and high-quality multimodal connections to develop a world class system of bikeways and walkways. The following policies support the vision, goals and guiding principles and will serve to create a more balanced transportation system throughout Tacoma.

T-MMP-1 Implementation

Implement the Mobility Master Plan's recommendations for developing a ~~nonmotorized-active transportation~~ network that reduces auto travel, increases the number of nonmotorized users of all ages and abilities, and improves the health of our people and local ecology.

T-MMP-2 Livability

Prioritize infrastructure improvements that connect residential areas to local retail, business, and community services, so residents can access more of the services they need close to home by walking, biking, and using assistive devices.

T-MMP-3 Environmental Sustainability

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

T-MMP-4 Transit Integration

Coordinate with Sound Transit and Pierce Transit to expand nonmotorized mobility through the integration of pedestrian and bicycle facilities with the transit and streetcar systems.

T-MMP-5 Connectivity and Access

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

T-MMP-6 Maintenance

Ensure that pedestrian and bicycle facilities are clean, safe, and accessible, and promote active use.

T-MMP-7 Education and Encouragement

Increase the public's awareness and usage of the bicycle and pedestrian network in Tacoma through targeted education and encouragement programs. Specific programs are detailed in Chapter 4 of the *2010 Mobility Master Plan Study* and the *2008 ADA Transition Plan*. Example programs include Bike Month, Sunday Parkways, and supporting campaigns.

T-MMP-8 Health and Safety

Promote active lifestyles by working with the Tacoma-Pierce County Health Department (TPCHD) to provide education programs and safe and accessible routes for pedestrians and bicyclists of all ages and abilities.

T-MMP-9 Engineering

Apply high-quality engineering and design to bicycle and pedestrian physical infrastructure.

T-MMP-10 Enforcement

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

T-MMP-11 Evaluation

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

T-MMP-12 Funding

Pursue a dedicated source of funding to implement the expansion and enhancement of walkways and bikeways in Tacoma. Supplement dedicated funds with other funding sources. A comprehensive list of funding opportunities can be found in the *2010 Mobility Master Plan Study*.

Definitions

Pedestrians

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

Facility Types

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

Bicycle Boulevards

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



[Tacoma's Bike Boulevard Symbol](#)

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

Bike Lanes

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

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

Shared Lane Markings

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

Cycle Tracks

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

Shared-Use Paths

The Revised Code of Washington defines shared-use paths as “a facility physically separated from motorized vehicular traffic within the highway right of way or on an exclusive right of way with minimal crossflow by motor vehicles. It is designed and built primarily for use by bicycles, but is also used by pedestrians, joggers, skaters, wheelchair users (both nonmotorized and motorized), equestrians, and other nonmotorized users” (RCW 1020.03). Shared-use paths provide additional width over a standard sidewalk and, when constructed next to the road, shared-use paths must have some type of vertical (e.g., curb or barrier) or horizontal (e.g., landscaped strip) buffer separating the path area from adjacent vehicle travel lanes.



Shared Lane Marking

Definitions (continued)

Transit

Throughout this document, the term transit refers to all existing and proposed transit vehicles and types provided by Pierce Transit and Sound Transit. Existing transit service is provided by bus, the Sounder commuter rail and the LINK light rail. Future transit service may also include streetcars.

Streetcars

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

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



Tacoma LINK Light Rail



Pierce Transit SHUTTLE



Bikes and Transit Coexist

Implementation

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

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

Table 1. Infrastructure Project Evaluation Criteria

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

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

Short Term Bike Project Priority List

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

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



Bike to a Better Tacoma at the Hub
May 2008



Bike Commuters from UW-Tacoma
Summer 2008



Mobility Master Plan Public Workshop at South Park
September 2009

Table 2. Short Term Bicycle Project Priority List¹

Priority	Street	From-To	Length (miles)	Cost ¹ Estimate	Facility Type
Completed and Underway Projects					
6 Complete	Tyler St	S 60th St - S Manitou Wy	1.46	\$275,000	Bike Lane
5 Construction Phase	S Park Ave	S 40th St - E 96th St	3.66	\$177,000	Bicycle Boulevard
Construction Phase	<u>S 40th St</u>	<u>S Park Ave - S G St</u>	<u>0.06</u>	<u>\$11,000</u>	<u>Bike Lane</u>
3 Construction Phase	Delin St/S G St/S 36th St/Tacoma/S 38th St	S 25th St - S 48th St	1.73	\$84,000 <u>\$312,000</u>	Bike Lane
3 Construction Phase	Fawcett Ave/S 25th St	6th Ave - Tacoma	1.51	\$84,000	Bicycle Boulevard
Construction Phase	<u>6th Ave</u>	<u>S G St - Fawcett Ave</u>	<u>0.1</u>	<u>\$4,000</u>	Sharrow ²
2 Construction Phase	S G St	Division Ave - 6th St	0.39	\$19,000	Bicycle Boulevard
2 Construction Phase	Division Ave	Yakima Ave - N G St	0.07	\$20,000	<u>Cycle Track</u> <u>Shared-Use Path</u>
2 Construction Phase	N 26 ³ th/N 24th/Yakima Ave	Pearl St <u>Highland</u> - Division Ave	3.39	\$164,000	Bicycle Boulevard
2 Construction Phase	N Highland St	N 23rd St - N 21st St	0.11	\$5,000	Bicycle Boulevard
Construction Phase	<u>N 26th St</u>	<u>N Stevens St - Pearl St</u>	<u>0.79</u>	<u>\$143,000</u>	<u>Bike Lane</u>
Construction Phase	<u>N 26th St</u>	<u>N Proctor - Alder</u>	<u>0.5</u>	<u>\$90,000</u>	Sharrow/ <u>Bike Lane</u>
4 Construction Phase	S 37th St.	A St - S Hosmer St	1.55	\$75,000	Bicycle Boulevard
Construction Phase	<u>S Alaska St</u>	<u>S 38th St - S 37th St</u>	<u>0.1</u>	<u>\$19,000</u>	<u>Bike Lane</u>
Medium-Term Construction Phase	N 30 th St	Alder St – McCarver St	0.59	\$110,000	Bike Lane/Sharrow
4 Construction Phase	Historic Water Ditch Trail-- <u>S of 55th</u> Phase 2	<u>S 47th – Pacific Ave</u> <u>S 72nd – S Tacoma Way and</u> <u>S 55th – S 60th</u>	1.82	\$488,000	Shared-Use Path
Total Completed and Underway:			17.83	\$1,996,000	
Short Term					
6 ¹	N Stevens St	N 46th St - N 37th	0.62	\$118,000	Bike Lane
6 ¹	Stevens/ Tyler St	6th Ave - S Wright Ave	1.76	\$332,000	Bike Lane
7 ²	S 47th St/S 48th St/E C St/E 46th St/E E St	S Tacoma Wy – McKinley Ave	3.20	\$603,000	Bike Lane
9 ³	Puyallup Ave ²	Pacific Ave - City Line	1.71	\$322,000	Bike Lane
4	<u>Orchard</u>	<u>S19th – N 26th</u>	<u>1.7</u>	<u>\$307,000</u>	<u>Bike Lane</u>
8 ⁵	N 1st St/Broadway	N Tacoma Ave – Prairie Line Trail	1.43	\$69,000	Bicycle Boulevard
4 ⁰ ⁶	NE Nassau Ave	Browns Pt Blvd – NE Northshore Pkwy	1.06	\$200,000	Bike Lane

¹ Cost estimates at 2010 dollars

² Sharrow = Shared Lane Marking used in situations where bicyclists share the travel lane with motor vehicles

³ Projects have the same priority number when they are part of a continuous corridor

447	S 11th St	Ferry St- Pacific Ave	1.25	\$236,000	Bike Lane
448	S 12th St	S Jackson Ave - S Union Ave	2.51	\$473,000	Bike Lane
439	6th Ave	Ainsworth Ave – E Broadway	0.87	\$165,000	Bike Lane
439	Ainsworth Ave	N Steele St - 6th Ave	0.49	\$24,000	Bicycle Boulevard
439	N 11th St	N Pearl St - N Steele St	2.25	\$109,000	Bicycle Boulevard
4510	N Alder/N Cedar St	N 22nd St - SR 16*	2.79	\$527,000	Bike Lane
4510	S Oakes St/S Pine St	SR16 - S 74th St	3.11	\$587,000	Bike Lane
4411	Historic Water Ditch Trail	North	2.78	\$745,000	Shared-Use Path
4612	Pipeline Road Trail	E 40th St - Waller Rd	2.31	\$618,000	Shared-Use Path
4612	E I St/E K St/E Wright Ave /Pipeline Rd	McKinley Park – Pipeline Road Trail	1.20	\$58,000	Bicycle Boulevard
4713	Sheridan Ave	6th St - S 25th St	1.37	\$66,000	Bicycle Boulevard
4713	S 25th St	S State St/Scott Pierson Trail - Sheridan Ave	0.21	\$40,000	Bike Lane
4814	Prairie Line Trail	Pacific Ave to Water Ditch Trail	0.80	\$214,000	Shared-Use Path
4915	S 64 th St	S Alaska Way – Waller Rd	3.31	\$160,000	Bicycle Boulevard
4915	S 66 th St	Orchard St – Tacoma Mall Blvd	2.14	\$103,000	Bicycle Boulevard
2016	S 43 rd St/E E St/E 40 th St	A St – Portland Ave	1.90	\$92,000	Bicycle Boulevard
2417	S 37 th St/Sprague Ave	Water Ditch Trail – S Steele St	0.87	\$165,000	Bike Lane
2218	NE 51 st St/NE Northshore Pkwy	NE Harbor View Dr –Hoyt Rd	2.07	\$391,000	Bike Lane
2218	NE Slayden Rd	NE Marine View Dr – NE Harbor View Dr	0.41	\$15,000	Sharrow ⁴
2319	N Baltimore St	N 46 th – N 26 th St	1.67	\$81,000	Bicycle Boulevard
2420	N Pearl St/Ferry Landing	N 51 st St – Ferry Station	0.50	\$18,000	Sharrow
2521	S 80 th /82 nd St	S Hosmer – McKinley Ave	2.07	\$100,000	Bicycle Boulevard
2622	S Alaska St	S 56 th – 96 th St S	2.51	\$473,000	Bike Lane
2723	S Mildred St	S 12 th St – S 19 th St	0.50	\$94,000	Bike Lane
2824	Dock St	S Schuster Pkwy – E D St	1.62	\$59,000	Sharrow
2824	N 51 st St/Gallagher Dr	N Vassault St – Ruston Way	1.15	\$218,000	Bike Lane
2824	Ruston Way	N 49 th St – Schuster Parkway	2.37	\$87,000	Sharrow
2925	S Oxford St/S 8 th St/S Meyers St/S 15 th St	N Skyline Dr – S 19 th St	1.15	\$56,000	Bicycle Boulevard
3026	N 37 th St	N Shirley St – N Orchard St	0.27	\$73,000	Shared-Use Path
3427	E Side Foss (D Street)E-D St.—Urban Waters	Murray Morgan Bridge to E 3 rd St	0.42	\$113,000	Shared-Use Path
428	S A St	E 96th St - E 37th St	3.78	\$183,000	Bicycle Boulevard
29	Pearl St	N 11th – N 9th (Scott Pierson)	0.2	\$53,000	Shared-Use Path
30	Jackson St	N 10th St - Scott Pierson Trail	0.1	\$18,000	Bike Lanes
Total Short Term:			62.43	\$8,365,000	

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

² Cost does not include construction on the Puyallup bridge, only the bike lane

⁴ Sharrow = Shared Lane Marking used in situations where bicyclists share the travel lane with motor vehicles

Demonstration Projects

In addition to the proposed bicycle and pedestrian improvements, the City should start with a few demonstration projects to get momentum going. These projects will also serve to develop enthusiasm and interest from Tacoma residents, and to draw attention to the City's support for nonmotorized transportation options. Demonstration projects include:

- Install **wayfinding signage** throughout the City indicating to pedestrians and bicyclists their direction of travel, location of destinations, and the walking or riding time/distance to those destinations. Wayfinding signs increase users' comfort and accessibility of the bicycle system and also visually cue motorists that they are driving along a bicycle route and should use caution.
- Hold a **Sunday Parkways** event along Schuster Parkway or other locations to encourage community members and families to become familiar with bicycling in Tacoma.
- Establish a **Safe Routes to Employment** program with a focus on downtown.
- Use **arterial retrofits**, also known as road diets, to implement bike lanes on key roads.
- Implement **downtown improvements**, including a cycle track and shared lane markings on Pacific leading from Tacoma Art Museum to north downtown.
- Develop **bicycle boulevards** on Fawcett, Park and other identified roadways.



Tandem Recumbent Cyclists in front of the University of Puget Sound

Bikeway Recommendations

Tacoma's bikeway implementation projects would primarily occur through roadway re-striping, which may require lane narrowing, parking reduction, or removal of a center turn lane. Depending on funding or other constraints, bike lane project implementation could occur in multiple phases. When there is an elimination of parking the City will work with the Commission on Disabilities to determine how best to mitigate the loss for people with disabilities.

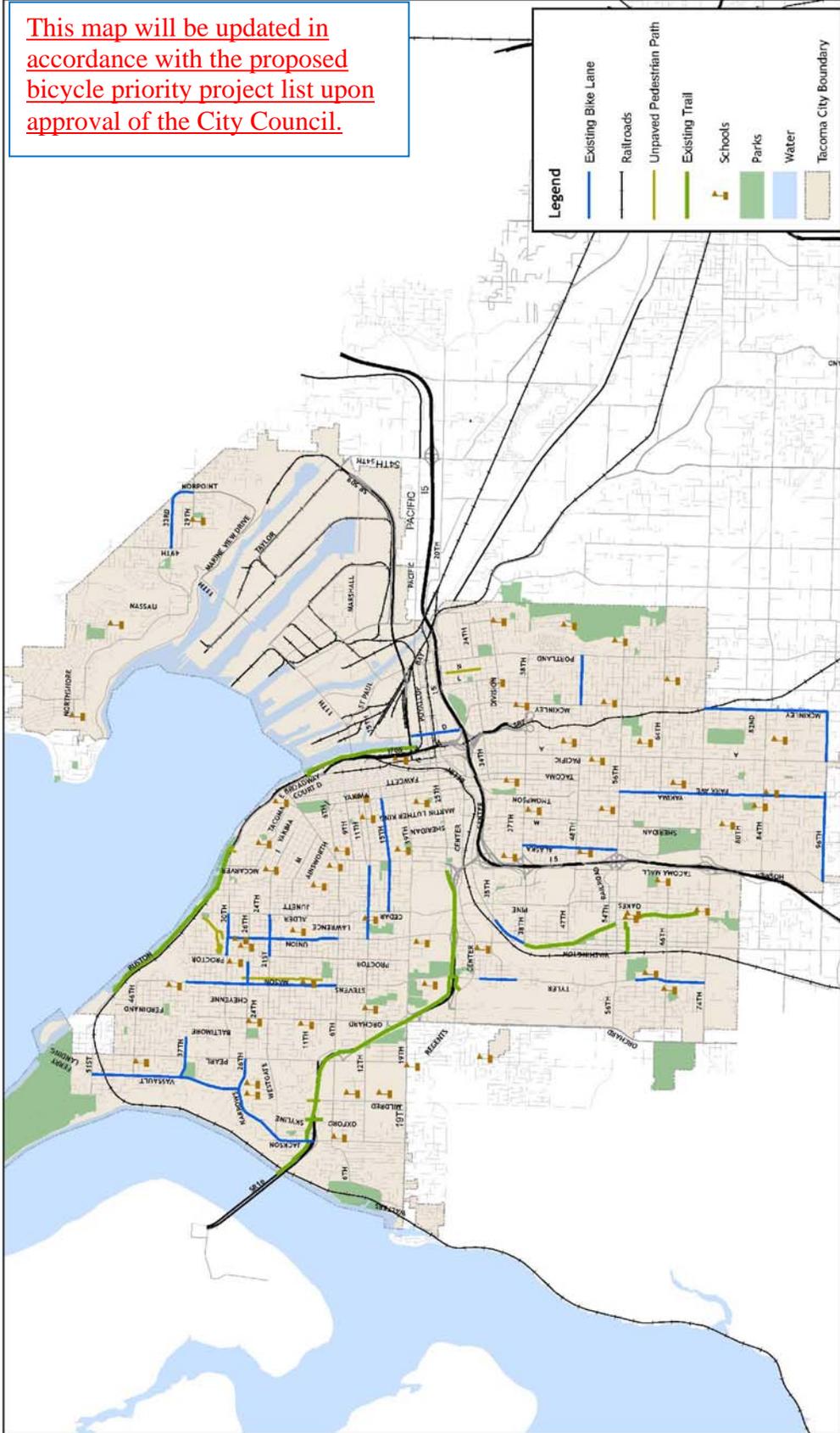
Maps 2-4 outline the improved bicycling network.

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



Tacoma Bike Month Participants, May 2009

This map will be updated in accordance with the proposed bicycle priority project list upon approval of the City Council.

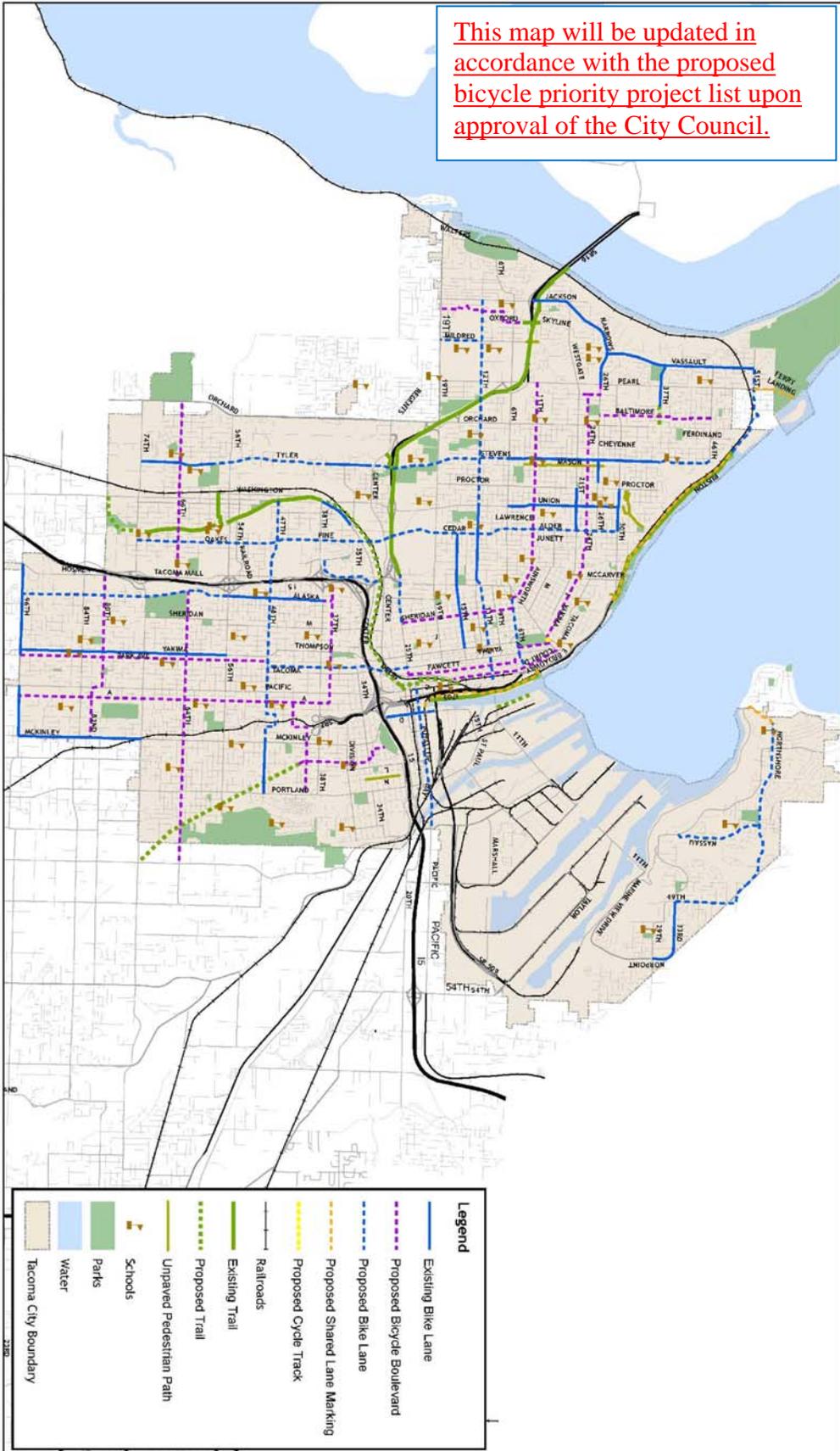


Map 1. Existing Bicycle Network

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

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

This map will be updated in accordance with the proposed bicycle priority project list upon approval of the City Council.

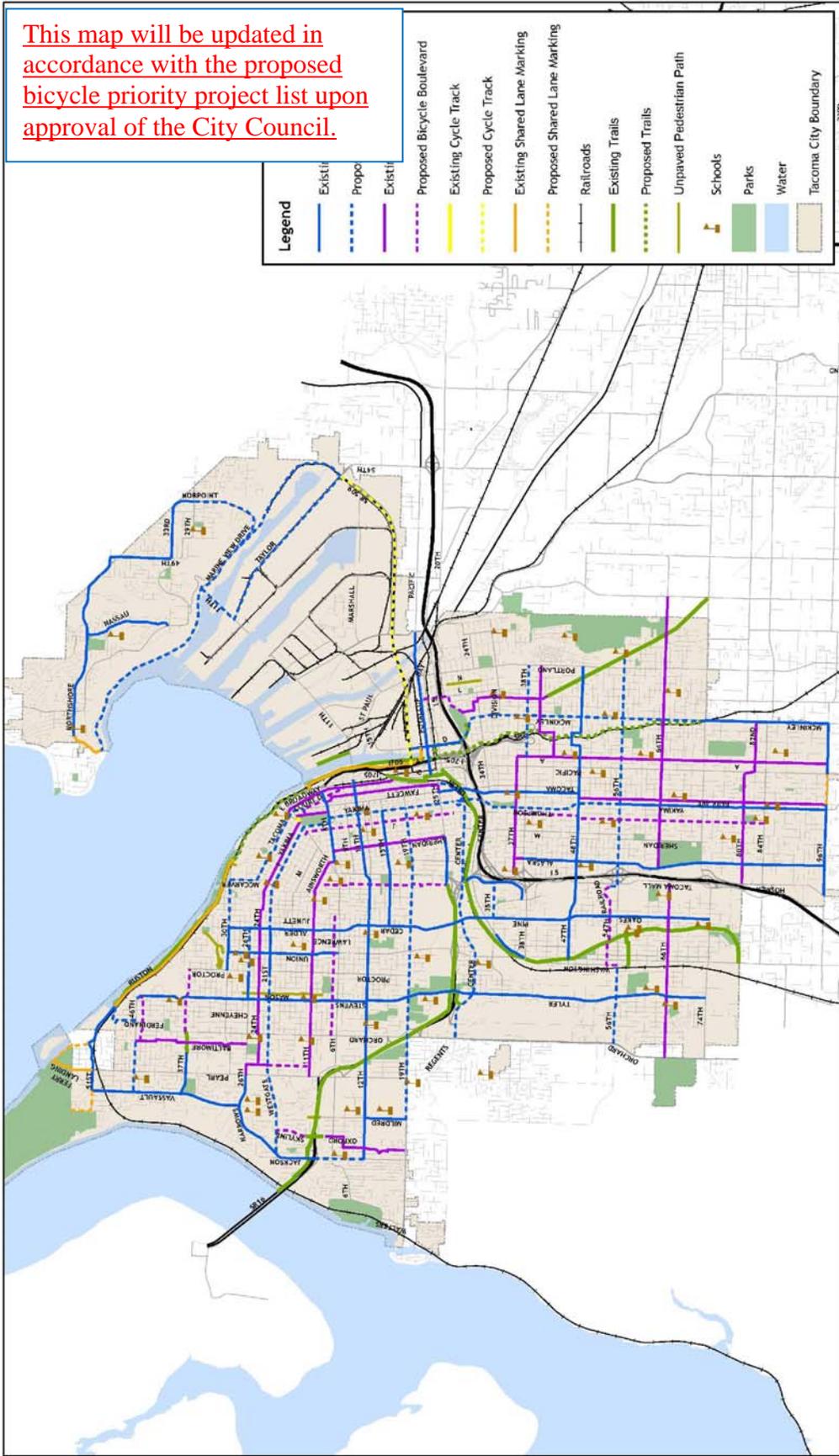


Map 2. Short Term Bicycle Network Recommendations

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

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

This map will be updated in accordance with the proposed bicycle priority project list upon approval of the City Council.



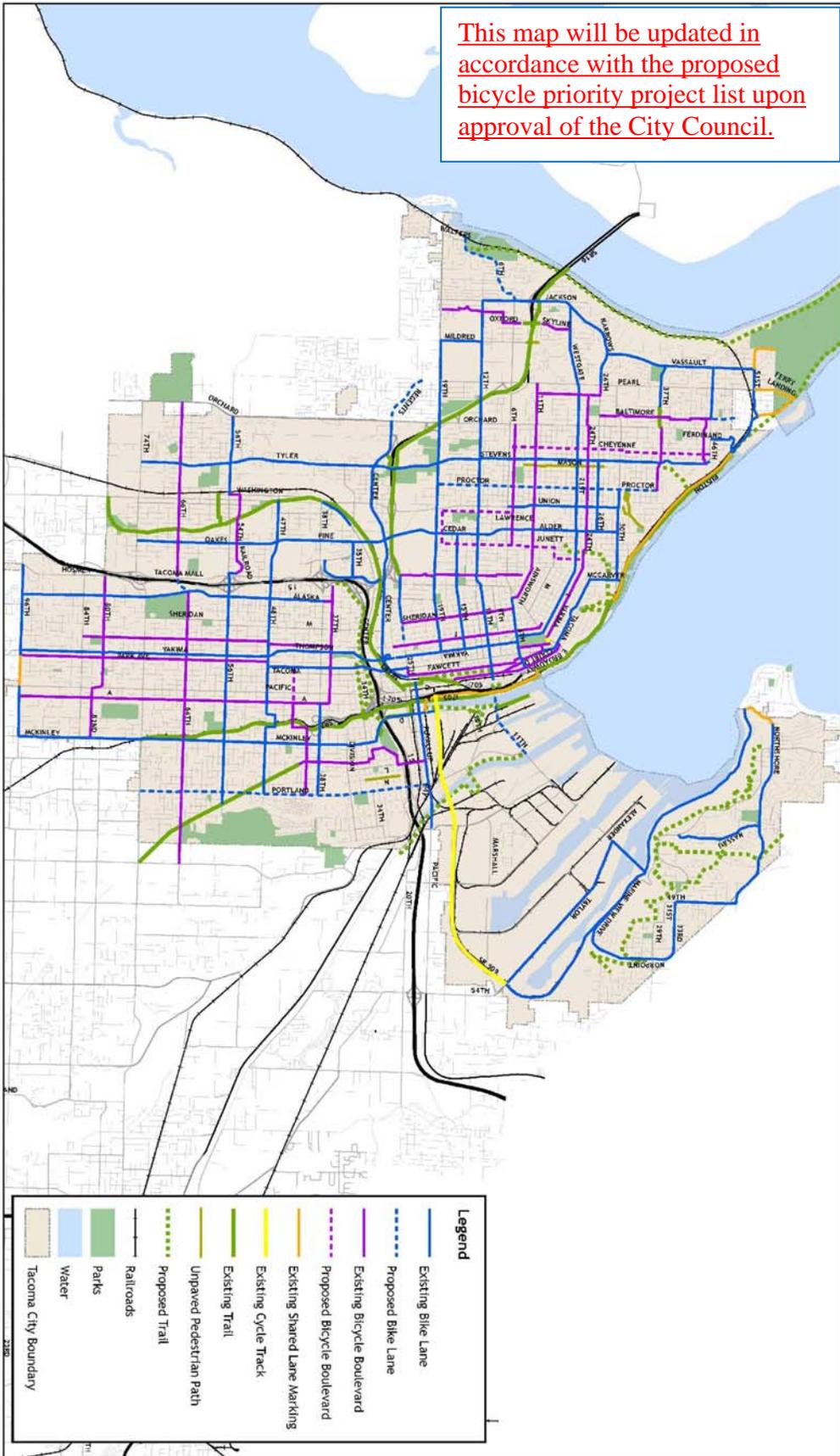
Map 3. Medium Term Bicycle Network Recommendations

City of Tacoma
 Mobility Master Plan
 Source: Data provided by City of Tacoma and PSRC
 Author: WSP
 Date: June 2016



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

This map will be updated in accordance with the proposed bicycle priority project list upon approval of the City Council.



Map 4. Long Term Bicycle Network Recommendations

City of Tacoma
 Mobility Master Plan
 Second Interim Report: City of Tacoma and TRAC
 August, 2016

Bike Lane: separated from vehicle travel lanes with striping, pavement stencils and signage

Shared Lane Marking: high-visibility pavement markings that position bicyclists within a shared vehicle/bicycle travel lane

Bicycle Boulevard: shared roadways with slow vehicle traffic

Cycle Track: exclusive space for bicycles that is physically separated from pedestrians and cars

Trail: separated from vehicular traffic, shared facility for bicyclists and pedestrians

Sidewalk Recommendations

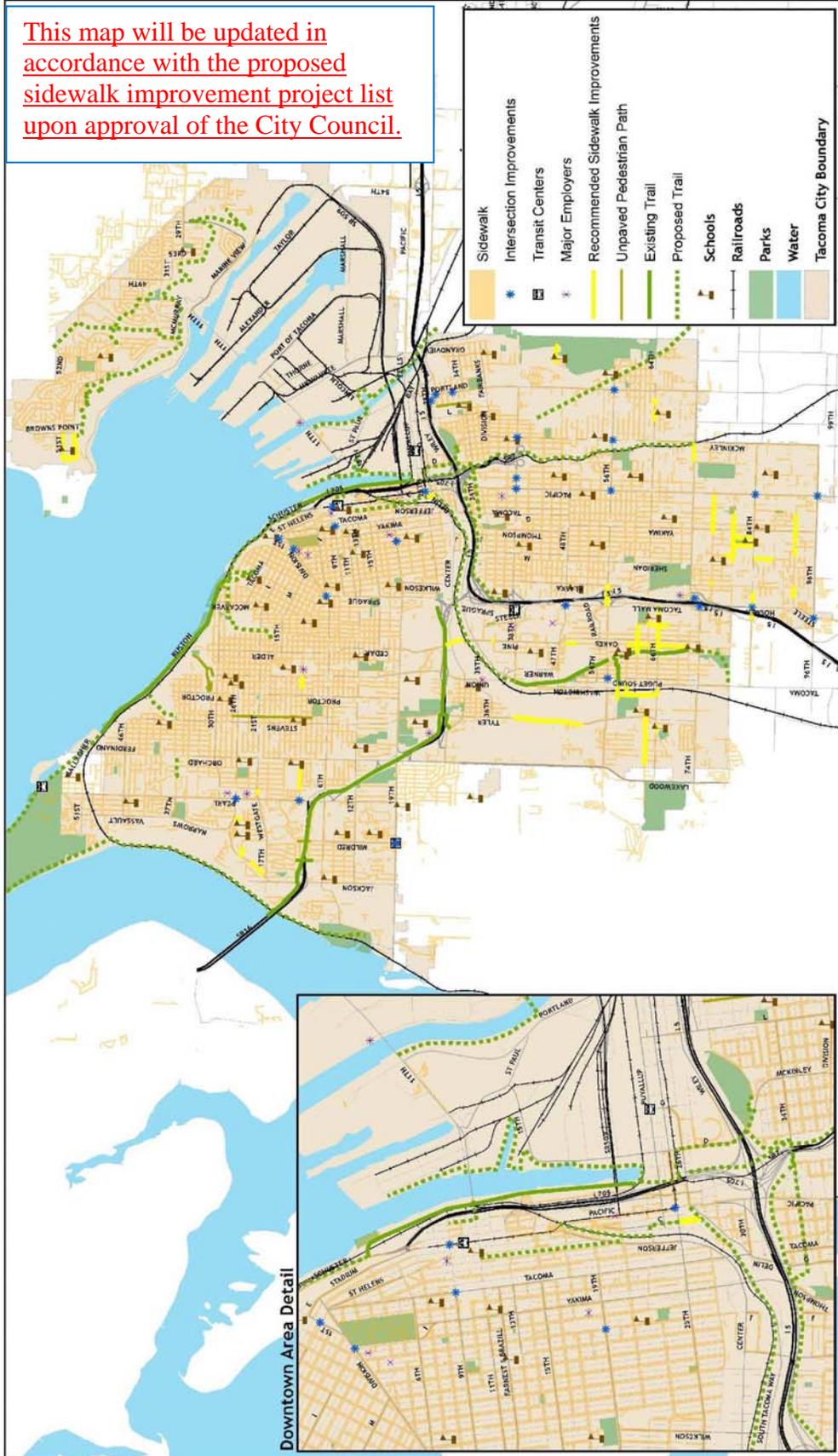
Locations identified as high priority for sidewalk development and pedestrian intersection treatments are areas with higher densities of pedestrian attracting land uses, particularly schools, employment centers, parks and transit centers. Streets recommended for sidewalk improvements are shown in [Pedestrian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

Table 3. Proposed Sidewalk Improvements*

Priority	Street	From-To	Length (miles)
Completed and Underway Projects			
Complete	S I St	S 80th St - S 84th St	0.40
Complete	E 72nd St	E D St - McKinley Ave	0.22
Complete	S Tyler St	S 38th St - S 52nd St	1.55
Complete	N Narrows Dr	N Narrows St - Bridgeview Dr	0.22
Complete	E 44th St	E Portland Ave - Swan Creek Park	0.22
Construction Phase	S J St	S 80th St - S 84th St	0.49
Construction Phase	S 60th St	S Adams St - South Tacoma Way	0.25
Construction Phase	S C St	S 25th St - S Tacoma Wy	0.20
Total Completed and Underway:			3.55
Short Term:			
1	S 76th St	Alaska Ave - Pacific Ave	0.89
2	NE 51st St	Slayden Rd - Browns Point Blvd	0.35
3	S 66th St	S Verde St Aly - South Tacoma Wy	0.236
4	S 64th St	E J St - E N St	0.42
5	S 66th St	S Junett St - Tacoma Mall Blvd Wapato	1.06 0.3
6	S 84th St	Tacoma Mall Blvd - S Alaska St	0.41
7	N Vassault, E	N 26th St - N 24th St	0.09
8	S 92nd Ave	S Hosmer - S D St	0.91
9	S L St	South End Neighborhood Center - S 80th St	0.18
10	N 24th St	N Narrows Dr - Lenore Dr	0.22
11	NE Harbor View Dr/NE 49th St	NE 51st St - Browns Point Blvd	0.90
12	S Wapato	S 64th St - S 68th St	0.51
13	S 64th St	S Orchard St - Tyler St	1.16
14	S 80th St	S Sheridan Ave - S Tacoma Ave	1.09
Total Short Term:			8.03
Medium Term:			
15	S 58th St	S Durango St - South Tacoma Way Aly	0.43
16	S Adams St	S 56th St - S 66th St	0.80
17	N 21st St	W of N Pearl St- Highland St	0.07
18	Union Ave	Center – Hwy 16	0.2
19	S Pine St/S Cedar St	S 19th – Hood St	0.8
20	N 11th St	N Highland St - N Orchard St	0.32
21	S 62nd St	S Clement Ave - S Wapato St	0.61
22	N 11th St	N Adams St - N Union Ave	0.27
23	S M St	S 84th St - S 88th St	0.34
24	S 56th St	Tacoma Mall Blvd - S Alaska St	0.49
Total Sidewalk Improvements Total Medium Term:			15.433

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

This map will be updated in accordance with the proposed sidewalk improvement project list upon approval of the City Council.



Map 5. Pedestrian Network Improvements

City of Tacoma
Mobility Master Plan

Source: Data obtained from City of Tacoma and PSRC

Author: HK

Date: May 2010



0 0.5 1 Miles

Intersection Improvement Recommendations

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

Table 4. Proposed Intersection Improvements

Priority	Intersection	Original Prioritization*
Completed/Underway:		
Complete	N 26th St & N Proctor St	NC Not Classified ⁵
Complete	E Portland Ave & E 56th St	Medium
Construction Phase	S Commerce St & S 9th St	Short
Construction Phase	S 25th St & Pacific Ave	Short
Planning Phase	S Mildred St & S 19th St	Long
Short-Term:		
1	Tacoma Ave S & S 9th St	Short
2	S I St & Division Ave	Short
3	Division St & Sprague & 6th Ave	Not Classified NC
4	Tacoma Mall Blvd & S 48th St	Long
5	S J St & S 19th St	Long
Medium-Term:		
6	E 56th & E McKinley Ave	Medium
7	A St & S 38th St	Medium
8	Tacoma Ave & N 1st St	Medium
9	I-5 SB ramp termini at S 74th St and Tacoma Mall Blvd.	Medium M
10	I-5 NB ramp termini at S 72nd St and Hosmer	Medium M
11	I-5 NB off-ramp terminus at Portland Ave/E 28th St**	Medium M
12	S Puget Sound Ave & S 56th St	Medium M
13	S 84th & Pacific Ave	Medium M
14	S 96th St & Pacific Ave	Medium M
15	S Steele St & S 96th St	Medium M
16	S 38th & McKinley Ave	Not Classified NC
17	E Portland Ave & E 32nd St	Not Classified NC
18	N 11th St & N Pearl St	Not Classified NC
19	S Hosmer St & S 84th St	Medium M
20	S 38th St & Pacific Ave	Medium M
21	E Portland Ave & E 29th St	Medium M
22	S 54th and Tacoma Mall Blvd	New
Long-Term:		
23	N 26th & N Pearl St	Long
24	S 56th St & Pacific Ave	Long

*Original prioritization in the Mobility Master Plan. S=Short Term. M=Medium Term. L=Long Term. NC= Not Classified, projects that were listed in the MoMaP but mistakenly left off the prioritized list. New=Projects not included in the Mobility Master Plan. This column will not be included once the Comprehensive Plan is approved by City Council.

** Work at this location is being done under the I-5: Portland Ave to Port of Tacoma Rd – Northbound HOV Project. This project will

⁵ Not previously classified on lists but included in the text or maps of the Mobility Master Plan

also include minor re-channelization at the off-ramp terminus at Portland Avenue/E 28th Street as well as rebuild the signal. Construction is scheduled to begin January 2012. Project information is available at <http://www.wsdot.wa.gov/Projects/PierceCountyHOV>.

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

Walking Audit of St. Helens with Dan Burden

Multiple transportation options downtown

Sub-Area Plan Recommendations

There are certain areas of the city that pose the greatest challenges to pedestrian and bicycle movement where more intensive analysis is warranted. The following areas are recommended for sub-area plans to determine best non-motorized active transportation routes and access:

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

Low Impact Pedestrian Trails

The City of Tacoma has a number of low-impact trails that provide recreational opportunities for pedestrians and in some cases serve as pedestrian routes through open space corridors. When planning for these trails, on-street bicycle and pedestrian access to these facilities and bicycle parking should be considered . These trails include:

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

Implementation Costs

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

The charts below show the total projected miles sage forof new facilities as well as the approximate cost. **All cost estimates include only the pedestrian and bicycle facility treatment and not any additional costs of roadway expansion or improvement. Please note: these cost figures and those provided in the charts below are in 2010 dollars**

The time frames are as follows: short term is 1-5 years, medium term 6-10 and long term, 11-15 years.

The total implementation cost of the Tacoma Mobility Master Plan is estimated at approximately \$38.441.77 -million, as shown in Table 6. Approximately 9% (\$4.6 million) of the total build out is in planning/construction phase or has been completed. Short-term recommendations account for approximately \$13.7 \$14.8 -million.



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



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

Table 45. Tiered Facility Lengths

Facility Type	<u>Completed/ Underway</u>	Short Term	Medium Term	Long Term	Total
Bicycle Boulevards	<u>10.61</u>	33.58 <u>22.76</u>	12.19 <u>12.18</u>	5.59 <u>5.57</u>	51.35 <u>51.12</u>
Bike Lanes	<u>5.23</u>	29.16 <u>27.99</u>	32.43 <u>31.83</u>	10.19 <u>10.18</u>	71.78 <u>75.23</u>
Shared Lane Markings Sharrows	<u>0.1</u>	4.90	1.38	0.00	6.28 <u>6.38</u>
Cycle Tracks	<u>0</u>	0.07 <u>0</u>	3.84	0.00	3.91 <u>3.84</u>
Sidewalks	<u>3.3</u>	8.30 <u>8.03</u>	8.30 <u>4.33</u>	0.00	16.60 <u>15.66</u>
Shared-Use Paths	<u>1.89</u>	8.40 <u>6.78</u>	5.66	27.56 <u>25.92</u>	41.64 <u>40.25</u>
Total	<u>21.13</u>	84.42 <u>70.46</u>	63.80 <u>59.22</u>	43.33 <u>41.67</u>	191.54 <u>192.48</u>

Table 56. Summary of Construction Costs for Recommended Projects

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

* Costs do not include projects programmed in the FY 2010-2015 Capital Facilities Program, including the Historic Water Ditch Trail and Pipeline Road Trail.

All cost estimates include only the pedestrian and bicycle facility treatment and not any additional costs of roadway expansion or improvement. Intersection cost estimates are based on the average cost of installing eight new ADA ramps and four crosswalks per intersection. Additional work may be required at some intersections to make them safe for cyclists and pedestrians. Table 6-7 provides an estimate of maintenance costs for the recommended projects. Maintenance costs do not include sweeping and other repair that is part of regular street maintenance activities. Maintenance costs are estimated annually, with the overall cost amortized by the frequency of maintenance tasks.

Table 67. Summary of Maintenance Costs for Recommended Projects

Facility Type	<u>Completed/ Underway</u>	Short Term	Medium Term	Long Term	Total
Bicycle Boulevards	<u>\$4,700</u>	\$15,000 <u>\$10,200</u>	\$5,500	\$2,500	\$23,000
Bike Lanes	<u>\$128,700</u>	\$717,400 <u>\$646,900</u>	\$768,600 <u>\$754,200</u>	\$250,700	\$1,736,700
Shared Lane Markings Sharrows ⁶	<u>\$100</u>	\$4,100	\$1,100	\$0	\$5,200
Cycle Tracks	<u>N/A</u>	\$2,500 <u>\$0</u>	\$130,000	\$0	\$132,500
Shared Use Paths	<u>\$64,000</u>	\$284,200 <u>\$229,400</u>	\$191,600	\$932,800 <u>\$891,300</u>	\$1,408,600
Total	<u>\$197,500</u>	\$1,023,200 <u>\$890,000</u>	\$1,096,800 <u>\$1,082,400</u>	\$1,186,000 <u>\$1,144,500</u>	\$3,306,000

⁶ Sharrows = Shared Lane Markings

Table 7. Construction Costs for Proposed Sidewalk Projects

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

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

Table 8. Short Term Project Costs

Street	From - To	Length (Miles)	Construction Cost	Maintenance Estimate ¹
Bicycle Boulevards				
Ainsworth Ave	N Steele St - 6th Ave	0.49	\$24,000	\$200
E I St/E Wright Ave/E K St/Pipeline Rd	McKinley Park - Pipeline Road Trail	1.20	\$58,000	\$500
Delin St/S G St/S 36th St/Tacoma/S 38th St	S 25th St - S 48th St	1.73	\$84,000	\$800
N 11th St	N Pearl St - N Steele St	2.25	\$109,000	\$1,000
N 1st St/Broadway	N Tacoma Ave - Prairie Line Trail	1.43	\$69,000	\$600
N 26th/N 24th/Yakima Ave	Pearl St - Division Ave	3.39	\$164,000	\$1,500
N Baltimore	N 46th - N 26th St	1.67	\$81,000	\$800
N Highland St	N 23rd St - N 21st St	0.11	\$5,000	\$0
S 37th St/S Alaska St	A St - S Hosmer St	1.55	\$75,000	\$700
S 43rd St/E E St/E 40th St	S A St - Portland Ave	1.90	\$92,000	\$900
S 64th St	S Alaska Way - Waller Rd	3.31	\$160,000	\$1,500
S 66th St	Orchard St - Tacoma Mall Blvd	2.14	\$103,000	\$1,000
S 80th/82nd St	S Hosmer - McKinley Ave	2.07	\$100,000	\$900
S A St	E 96th St - E 37th St	3.78	\$183,000	\$1,700
S G St	Division Ave - 6th St	0.39	\$19,000	\$200
S Oxford St/S 8th St/S Meyers St/S 15th St	N Skyline Dr - S 19th St	1.15	\$56,000	\$500
S Park Ave	S 38th St - E 96th St	3.66	\$177,000	\$1,600
Sheridan Ave	6th St - S 25th St	1.37	\$66,000	\$600
Bike Lanes				
6th Ave	Ainsworth Ave - E Broadway	0.87	\$165,000	\$21,500
Fawcett Ave/S 25th St	6th Ave - Delin St	1.51	\$284,000	\$37,100
N 51st St/Gallagher Dr	N Vassault St - Ruston Way	1.15	\$218,000	\$28,400
N Alder/N Cedar St	N 30th St - SR 16*	2.79	\$527,000	\$68,700
N Stevens St	N 46th St - N 37th	0.62	\$118,000	\$15,400
NE Nassau Ave	Browns Pt Blvd - NE Northshore Pkwy	1.06	\$200,000	\$26,100
NE 51st St/NE Northshore Pkwy	NE Harbor View Dr - Hoyt Rd	2.07	\$391,000	\$50,900
<u>Orchard</u>	<u>S 19th - N 26th</u>	<u>1.7</u>	<u>\$307,000</u>	<u>Bike Lane</u>
Puyallup Ave	Pacific Ave - City Line ²	1.71	\$322,000	\$42,000
S 11th St	Ferry St- Pacific Ave	1.25	\$236,000	\$30,800
S 12th St	S Jackson Ave - S Union Ave	2.51	\$473,000	\$61,700
S 25th St	S State St/Scott Pierson Trail - Sheridan Ave	0.21	\$40,000	\$5,200
S 37th St/Sprague Ave	Water Ditch Trail - S Steele	0.87	\$165,000	\$21,500

Street	From - To	Length (Miles)	Construction Cost	Maintenance Estimate ¹
S 47th St/S 48th St/E C St/E 46th St/E E St	S Tacoma Wy - McKinley Ave	3.20	\$603,000	\$78,600
S Alaska	S 56th - 96th St S	2.51	\$473,000	\$61,700
S Mildred St	S 12th St - S 19th St	0.50	\$94,000	\$12,200
S Oakes St/SPine St	SR16 - S 74th St	3.11	\$587,000	\$76,500
Stephens/ Tyler St	6th Ave - S Wright Ave	1.76	\$332,000	\$43,200
<u>Jackson St</u>	<u>N 10th - Scott Pierson Trail</u>	<u>0.1</u>	<u>\$18,000</u>	<u>\$2,500</u>
<u>Tyler St</u>	<u>S 60th St - S Manitou Wy</u>	<u>1.46</u>	<u>\$275,000</u>	<u>\$35,800</u>
Shared Lane Markings³ Sharrows⁷				
Dock St	S Schuster Pkwy - E D St	1.62	\$59,000	\$1,400
N Pearl St/Ferry Landing	N 51st St - Ferry Station	0.50	\$18,000	\$400
NE Slayden Rd	NE Marine View Dr - NE Harbor View Dr	0.41	\$15,000	\$300
Ruston Way	N 49th St - Schuster Parkway	2.37	\$87,000	\$2,000
Cycle Tracks				
<u>Division Ave</u>	<u>Yakima Ave - N G St</u>	<u>0.07</u>	<u>\$20,000</u>	<u>\$2,500</u>
<u>I St. along Wright Park</u>	<u>6th St. to Division</u>	<u>0.03</u>	<u>\$10,000</u>	<u>\$1,250</u>
Sidewalks				
Total Short-Term Sidewalks		8.3	\$5,995,000	
<u>S 76th St</u>	<u>Alaska Ave - Pacific Ave</u>	<u>0.89</u>	<u>\$698,000</u>	
<u>NE 51st St</u>	<u>Slayden Rd - Browns Point Blvd</u>	<u>0.35</u>	<u>\$274,000</u>	
<u>S 66th St</u>	<u>S Verde St Aly - South Tacoma Wy</u>	<u>0.6</u>	<u>\$433,000</u>	
<u>S 64th St</u>	<u>E J St - E N St</u>	<u>0.42</u>	<u>\$329,000</u>	
<u>S 66th St</u>	<u>S Junett St - Wapato</u>	<u>0.3</u>	<u>\$217,000</u>	
<u>S 84th St</u>	<u>Tacoma Mall Blvd - S Alaska St</u>	<u>0.41</u>	<u>\$321,000</u>	
<u>N Vassault, E</u>	<u>N 26th St - N 24th St</u>	<u>0.09</u>	<u>\$71,000</u>	
<u>S 92nd Ave</u>	<u>S Hosmer - S D St</u>	<u>0.91</u>	<u>\$713,000</u>	
<u>S L St</u>	<u>South End Neighborhood Center - S 80th St</u>	<u>0.18</u>	<u>\$141,000</u>	
<u>N 24th St</u>	<u>N Narrows Dr - Lenore Dr</u>	<u>0.22</u>	<u>\$172,000</u>	
<u>NE Harbor View Dr/NE 49th St</u>	<u>NE 51st St - Browns Point Blvd</u>	<u>0.90</u>	<u>\$705,000</u>	
<u>S Wapato</u>	<u>S 64th St - S 68th St</u>	<u>0.51</u>	<u>\$400,000</u>	
<u>S 64th St</u>	<u>S Orchard St - Tyler St</u>	<u>1.16</u>	<u>\$909,000</u>	
<u>S 80th St</u>	<u>S Sheridan Ave - S Tacoma Ave</u>	<u>1.09</u>	<u>\$854,000</u>	

⁷ Sharrows = Shared Lane Markings

Street	From - To	Length (Miles)	Construction Cost	Maintenance Estimate ¹
Intersection Project Improvements				
S 25th St & Pacific Ave			\$1,000	
S Commerce St & S 9th St			\$1,000	
S I St & Division Ave			\$42,000 \$1,000	
Tacoma Ave S & S 9th St			\$42,000 \$1,000	
<u>Division St & Sprague & 6th Ave</u>			<u>\$42,000</u>	
<u>Tacoma Mall Blvd & S 48th St</u>			<u>\$42,000</u>	
<u>S J St & S 19th St</u>			<u>\$42,000</u>	
Shared-Use Paths⁴				
E Side Canal Foss (D Street)	North of 11th St Bridge Murray Morgan Bridge – E 3rd St	0.42	\$113,000	\$14,200
<u>Pearl Street</u>	<u>N 11th – N 9th (Scott Pierson)</u>	<u>0.2</u>	<u>\$53,000</u>	<u>\$6800</u>
Historic Water Ditch Trail ⁴	North	2.78	\$745,000	\$94,100
Historic Water Ditch Trail⁴	S of S 55th St	1.82	\$488,000	\$61,600
N 37th St	N Shirley St - N Orchard St	0.27	\$73,000	\$9,200
Pipeline Road Trail ⁴	E 40th St - Waller Rd	2.31	\$618,000	\$78,100
Prairie Line Trail	Pacific Ave to Water Ditch Trail	0.80	\$214,000	\$27,000
Total Short Term Projects		<u>84.33</u>	<u>\$13,738,000</u>	<u>\$1,021,450</u>
		<u>70.46</u>	<u>\$14,812,000</u>	<u>\$890,600</u>

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

² Cost does not include construction on the Puyallup bridge, only the bike lane

³ Shared Lane Markings, or Sharrows, are roadways marked with a bicycle symbol and chevrons where cars and bicycles share the same space. The Sharrow delineates the area where the cyclist is safest riding.

⁴ Costs for the Historic Water Ditch Trail, N 37th St Trail and Pipeline Road Trail have been allocated into the FY 2010-2015 CIP and are not included in cost estimate totals.

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

Table 9. Medium Term Project Costs

	Street	From - To	Length (mile)	Construction Cost	Maintenance Estimate ¹
Bicycle Boulevards					
	Court D/St Helens Ave	S G St - S 9 th St	0.64	\$31,000	\$300
	J St	N 3 rd St – S 27 th St	1.87	\$91,000	\$800
	J St	S 37 th St – S 84 th St	3.05	\$148,000	\$1,400
	N 37 th St	N Orchard St – N Proctor St	0.78	\$38,000	\$300
	N 45 th St/N Verde St/N 45 th St	N Baltimore St – N Stevens St	0.57	\$28,000	\$300
	N 7 th St	N Orchard St – N Pine St	1.48	\$72,000	\$700
	N Highland St	N 23 rd St – N 21 st St	0.11	\$5,000	\$0
	S 56 th St	S Washington St – S State St	1.16	\$56,000	\$500
	Skyline Dr	N 17 th /Westgate Blvd – N 11 th St	0.36	\$17,000	\$200
	State St	S 25 th St – N Grant Ave	1.53	\$74,000	\$700
	Upper Park St/E 29 th St/E L St	Puyallup Ave – McKinley Park	0.63	\$30,000	\$300
Bike Lanes					
	Center St	S Orchard St – S 25 th St	3.44	\$649,000	\$84,600
	E 11 th St/Taylor Way	SR 509 – Marine View Dr	2.76	\$521,000	\$67,900
	E 38 th St	A St – Portland Ave	1.11	\$210,000	\$27,400
	E McKinley Ave	S 72 nd St – E D St	3.17	\$598,000	\$78,000
	Jackson Ave	SR 16 – S 12 th St	0.60	\$114,000	\$14,800
	Marine View Rd	SR 509 – NE Slayden Rd	0.51	\$97,000	\$12,600
	McCarver St/Tacoma St	N Schuster Pkwy – S Tacoma Ave	1.50	\$283,000	\$36,900
	N 17 th St/Westgate Blvd/N 21 st St	N Narrows Dr – N Proctor St	2.23	\$420,000	\$54,800
	N 21 st St/N I St/S I St	N Alder St – Division Ave	1.66	\$313,000	\$40,800
	N 26th	Madison – Alder	0.59	\$112,000	\$14,600
	N 30th St	Alder St – McCarver St	0.59	\$110,000	\$14,400
	N 46 th St	N Vassault St – N Baltimore St	0.61	\$116,000	\$15,100
	N Ferdinand St	Ruston Way – N 46 th St	0.49	\$93,000	\$12,100
	NE Norpoint Way	Marine View Dr – NE 29 th St	1.20	\$58,000	\$500
	Puyallup Ave	Holgate – Pacific Ave	0.10	\$18,000	\$2,300
	S 19 th St	Mildred – Yakima Ave	3.80	\$716,000	\$93,400
	S 35 th St	S Pine St – S Sprague St	0.43	\$82,000	\$10,700
	S 56 th St	S State St – Pipeline Trail	2.90	\$547,000	\$71,300
	S 56 th St	S Orchard St – S Washington St	0.96	\$181,000	\$23,600
	S Yakima Ave/Thompson Ave	S 27 th St - S 56 th St	2.28	\$430,000	\$56,100
	Yakima Ave	Wright Park - S 27th St	1.49	\$282,000	\$36,700
Shared Lane Markings² Sharrows⁸					
	Five Mile Dr/N 51st St	N Vassault St - N 54th St	0.48	\$18,000	\$400

⁸ Sharrows = Shared Lane Markings

	Street	From - To	Length (mile)	Construction Cost	Maintenance Estimate ¹
	Ruston connection	N 51st St - Ferry Landing Road	0.53	\$19,000	\$400
	S 96th St	Park - Pacific	0.37	\$14,000	\$300
Cycle Tracks					
	SR 509	Pacific Ave – Marine View Dr	3.84	\$1,029,000	\$130,000
Sidewalks					
	Total Medium-Term Sidewalks		8.3	\$5,995,000	
	<u>S 58th St</u>	<u>S Durango St - South Tacoma Way Aly</u>	<u>0.43</u>	<u>\$337,000</u>	
	<u>S Adams St</u>	<u>S 56th St - S 66th St</u>	<u>0.80</u>	<u>\$627,000</u>	
	<u>N 21st St</u>	<u>W of N Pearl St- Highland St</u>	<u>0.07</u>	<u>\$55,000</u>	
	<u>Union Ave</u>	<u>Center – Hwy 16</u>	<u>0.20</u>	<u>\$144,000</u>	
	<u>S Pine St/S Cedar St</u>	<u>S 19th – Hood St</u>	<u>0.80</u>	<u>\$627,000</u>	
	<u>N 11th St</u>	<u>N Highland St - N Orchard St</u>	<u>0.32</u>	<u>\$251,000</u>	
	<u>S 62nd St</u>	<u>S Clement Ave - S Wapato St</u>	<u>0.61</u>	<u>\$478,000</u>	
	<u>N 11th St</u>	<u>N Adams St - N Union Ave</u>	<u>0.27</u>	<u>\$212,000</u>	
	<u>S M St</u>	<u>S 84th St - S 88th St</u>	<u>0.34</u>	<u>\$266,000</u>	
	<u>S 56th St</u>	<u>Tacoma Mall Blvd - S Alaska St</u>	<u>0.49</u>	<u>\$384,000</u>	
Intersection Improvements					
	A St & S 38th St			\$7,000 <u>42,000</u>	
	E 56th & E McKinley Ave			\$7,000 <u>42,000</u>	
	E Portland Ave & E 29th St			\$7,000 <u>42,000</u>	
	E Portland Ave & E 56th St			\$7,000	
	I-5 SB ramp termini at S 74th St & Tacoma Mall Blvd			\$8,000 <u>42,000</u>	
	I-5 NB ramp termini at S 72nd St & Hosmer			\$6,000 <u>42,000</u>	
	I-5 NB off-ramp terminus at Portland Ave/E 28th St			\$10,000 <u>42,000</u>	
	S 38th St & Pacific Ave			\$7,000 <u>42,000</u>	
	<u>S 38th & McKinley Ave</u>			<u>\$42,000</u>	
	<u>E Portland Ave & E 32nd St</u>			<u>\$42,000</u>	
	<u>N 11th & N Pearl</u>			<u>\$42,000</u>	
	S 84th & Pacific Ave			\$7,000 <u>42,000</u>	
	S 96th St & Pacific Ave			\$7,000 <u>42,000</u>	
	S Hosmer St & S 84th St			\$7,000 <u>42,000</u>	
	S Puget Sound Ave & S 56th St			\$7,000 <u>42,000</u>	
	S Steele St & S 96th St			\$7,000 <u>42,000</u>	
	Tacoma Ave & N 1st St			\$1,000 <u>42,000</u>	
	<u>S 54th & Tacoma Mall Boulevard</u>			<u>\$42,000</u>	
Shared-Use Paths					
	Pipeline Trail Connection		0.97	\$260,000	\$32,900

	Street	From - To	Length (mile)	Construction Cost	Maintenance Estimate ¹
	Norm Dicks Trail		3.39	\$908,000	\$114,700
	Schuster Parkway Trail		1.30	\$349,000	\$44,000
Total Medium-Term Projects:			64.59 59.22	\$13,834,000 \$13,122,000	\$868,100 \$1,082,400

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

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



First Annual Tacoma Bike Swap, May 2009

Table 10. Long Term Project Costs

Street	From - To	Length (mile)	Construction Cost	Maintenance Estimate ¹
Bicycle Boulevards				
Cheyenne St	N 46th - 6th	2.46	\$119,000	\$1,100
N Fife St/N 15th St/NPine St	N Yakima Ave - S 12th St	1.86	\$90,000	\$800
S 18th St	S Puget Sound Ave - S Pine St	0.40	\$20,000	\$200
S Puget Sound Ave	N 7th St - S 18th St	0.85	\$41,000	\$400
Bike Lanes				
N Baltimore St	N 49th St - N 46th St	0.29	\$55,000	\$7,200
Portland Ave	Puyallup Ave - S 72nd St	3.52	\$665,000	\$86,700
Proctor St	N37th St - S 19th St	2.67	\$504,000	\$65,700
Regents St/Center St	Princeton - Tyler St	1.29	\$243,000	\$31,700
S 11th St	Dock St - E Portland Ave	0.85	\$161,000	\$21,000
S 25th St	S Sheridan Ave - MLK Jr Wy	0.21	\$40,000	\$5,200
S 66th St/S 64th St Bridge	Tacoma Mall Blvd - S Alaska St	0.20	\$37,000	\$4,900
Uphill Bike Lanes				
6th Ave	S Walters Rd - S Jackson Ave	1.15	\$130,000	\$28,300
Intersection Improvements				
N 26th & N Pearl St			\$7,000 <u>\$42,000</u>	
S 56th St & Pacific Ave			\$7,000 <u>\$42,000</u>	
S J St & S 19th St			\$6,000	
S Mildred St & S 19th St			\$7,000	
Tacoma Mall Blvd & S 48th St			\$10,000	
Shared-Use Paths				
Cummings/Ruston Way Connection		0.51	\$136,000	\$17,100
E Side Canal Foss	<u>S 11th - Waterway Park</u>	1.65	\$443,000	\$56,000
Garfield/Ruston Way Connection	<u>Garfield Gulch - Ruston</u>	0.76	\$204,000	\$25,800
Hill Climb Access	<u>Stadium Way - Schuster</u>	0.23	\$63,000	\$8,000
Market Street Trail		0.72	\$193,000	\$24,400
NE Tacoma Trail Network	<u>Slayden Road – Norpoint Way</u>	6.09 <u>8.79</u>	\$1,631,000 <u>\$2,357,000</u>	\$206,000 <u>\$297,700</u>
NE Trail East Wing		0.72	\$194,000	\$24,500
NE Trail Plateau		1.33	\$356,000	\$44,900
NE Trail Plateau Connection		0.41	\$111,000	\$14,000
NE Trail West Wing		0.24	\$65,000	\$8,300
North Puyallup River Levee Road Trail	<u>Puyallup River – A Street</u>	2.50 <u>2.1</u>	\$670,000	\$84,600
Old Town/Ruston Way Connection	<u>City Limits – 11th St</u>	1.15	\$307,000	\$38,800
Point Defiance Trail (Metro Parks)	<u>Point Ruston – Vashon Ferry</u>	2.26	\$605,000	\$76,500
PresRidge Trail	<u>SR 509 – Jennier Reed</u>	2.31	\$620,000	\$78,300
PresRidge Trail 34th St Detour	<u>34th St Detour</u>	0.64	\$170,000	\$21,500
West Slope Trail	<u>Point Defiance - Titlow</u>	6.03	\$1,616,000	\$204,100
Total Long Term Projects		46.30 <u>41.67</u>	\$10,087,000 <u>\$9,244,000</u>	\$1,259,100 <u>\$1,144,500</u>

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

Implementation Strategies

Implementation strategies and their related action items support the goals and policies and projects outlined above.

1. Implementation

Implement the Mobility Master Plan's recommendations for developing a ~~nonmotorized~~ active transportation network that reduces auto travel, increases the number of nonmotorized users of all ages and abilities, and improves the health of our people and local ecology.

Action 1.1: Connected Network

Complete the connected network shown on Maps 2, 3, 4 and 5 of sidewalks, trails, bike lanes, bike boulevards, shared lane markings, and cycle tracks throughout the city that serves pedestrians and all bicycle user groups. Complete short term network by 2015, medium term by 2020, and long term by 2025.

Action 1.2: Monitor Progress

Monitor the implementation progress of the Mobility Master Plan to ensure long-term success.

Action 1.3: Meet or Exceed Standards

Design all bicycle and pedestrian facilities to meet or exceed the latest federal, state, and local standards so there is universal access for all users of the system.

Action 1.4: Partner with Transit

Work cooperatively with adjoining jurisdictions and transit agencies to coordinate nonmotorized planning and implementation activities.

Action 1.5: All Ages and Abilities

Increase pedestrian trips and bicycle ridership with a system that provides facility types and designs that are comfortable for pedestrians and bicyclists of all ages and abilities. The overarching goal is to create a system that will invite the interested but concerned rider as well as the strong, fearless rider to shift from automobile to bicycle travel. Inexperienced cyclists are most likely to use high quality bike boulevards, shared use trails, and cycle tracks.

Action 1.6: Wayfinding Signage

Install wayfinding signage in proximity to bike lanes, bike boulevards, shared-use paths and destinations.

Action 1.7: Land Use Considerations

Prioritize the completion of proposed shared-use paths that maximize access to key recreational and transportation destinations in order to encourage recreational and commute trips.

Action 1.8: End of Trip Facilities

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

Action 1.9: Implementation Committee

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

Action 1.10: Bicycle and Pedestrian Coordinator

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

Action 1.11: Network Prioritization Timeline

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

Action 1.12: Network Prioritization Criteria

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

1. Projects that provide the greatest connectivity to the greatest number of people or neighborhoods
2. Projects that provide connections to transit
3. Projects that provide safe routes to school
4. Projects that connect major employers or employment areas to residential areas in order to increase commute trips by bike or walking
5. Projects that connect residential areas to local retail, business and community services so residents can access daily goods and services by walking or biking
6. Projects that complete the trail system and access key recreational and transportation destinations including adjacent communities
7. Projects that are easily implemented and improve connectivity, expand coverage, and maximize motor vehicle separation

Action 1.13 Develop Partnerships

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

2. Livability

Prioritize infrastructure improvements that connect residential areas to local retail, business, and community services, so residents can access more of the services they need close to home by walking, biking, and using assistive devices.

Action 2.1: Local Retail and Services

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

Action 2.2: 20-Minute Neighborhoods

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

Action 2.3: Commercial Nodes

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

Action 2.4: Residential Connections

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

Action 2.5: Development Incentives for Promoting Walkability

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

Action 2.6 ADA Accessibility

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

3. Environmental Sustainability

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

Action 3.1 Climate Action Plan

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

Action 3.2 Parking Strategies to Reduce Driving

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

Action 3.3 End of Trip Facilities for Active Commuting

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

Action 3.4 Establish Vehicle Miles Traveled Goals

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

4. Transit and Streetcar Integration

Coordinate with Sound Transit and Pierce Transit to expand nonmotorized mobility through the integration of pedestrian and bicycle facilities with the transit and streetcar systems.

Action 4.1: Connections and Transfers

Increase the number of multimodal trips that include traveling as a pedestrian or bicyclist for at least one trip segment by improving and simplifying connections and transfers.

Action 4.2: Incorporating Bikeways into Transit Projects

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

Action 4.3: Support Bus, Rail, and Streetcar Network

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

Action 4.4: Routes to Transit

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

Action 4.5: Bicycle Facilities at Transit Hubs

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

5. Connectivity and Access

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

Action 5.1: Cul-de-Sac Connectivity

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

Action Item 5.2: Regional Connectivity

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

6. Maintenance

Ensure pedestrian and bicycle facilities are clean, safe, and, accessible, and promote active use.

Action 6.1: Prioritize Safety

Prioritize pedestrian and bicyclist safety during construction and maintenance activities and ensure that the City's accessibility guidelines are followed.

Action 6.2: Inspection and Maintenance

Create safe and accessible bikeways and walkways through regular inspection and maintenance.

Action 6.3: Bicycle and Pedestrian Routes through Construction Zones

Identify safe, convenient, well-marked and accessible alternative routes for bicyclists and pedestrians through construction zones.

Action 6.4: Establish Routine Maintenance Program

Establish a routine maintenance program that encourages citizens to report maintenance issues that impact bicyclist and pedestrian safety.

Action 6.5: Ongoing Maintenance Strategy

Develop an on-going city-wide maintenance strategy for nonmotorized transportation facilities.

7. Education and Encouragement

Increase the public's awareness and usage of the bicycle and pedestrian network in Tacoma through targeted education and encouragement programs. Specific programs are detailed in Chapter 4 of the *2010 Mobility Master Plan Study* and the *2008 ADA Transition Plan*. Example programs include Bike Month, Sunday Parkways, and supporting campaigns.

Action 7.1: Safety Education

Educate the general public on bicycle and walking safety issues and encourage nonmotorized transportation with programs that target pedestrians, bicyclists and motorists.

Action 7.2: Linking Trips Education

Educate the general public about linking trips (trip-chaining) to reduce the number of trips taken per day.

Action 7.3: Promotion through City Sponsored Events

Encourage pedestrians and bicyclists through City-sponsored events and expanded Bike Month activities.

Action 7.4: Safety Education for Children

Educate school children on safe pedestrian and bicycle behavior.

Action 7.5: Education on Laws and Regulations

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

Action 7.6: Education for Drivers

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

Action 7.7: Safe Routes to Schools

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

Action 7.8: Proper and Safe Behavior

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

Action 7.9: Awareness of Pedestrians with Disabilities

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

8. Health and Safety

Promote active lifestyles by working with the Tacoma-Pierce County Health Department (TPCHD) to provide educational programs and safe and accessible routes for bicyclists and pedestrians of all ages and abilities.

Action 8.1: Partner with TPCHD

Collaborate with the Tacoma-Pierce County Health Department on active living and active transportation projects that address and seek to reduce health-related issues such as obesity.

Action 8.2: Reduce Crashes

Reduce crashes involving bicyclists, pedestrians, and motor vehicles by at least 10 percent by 2015.

Action 8.3: Address Conflicts

Use current engineering best practices for minimizing and mitigating conflicts between bicycles, pedestrians and motor vehicles.

Action 8.4: Barriers and Hazards

Reduce barriers and hazards to nonmotorized users by ensuring safe and sufficient crossings of major roadways and by providing routes that minimize steep slopes.

9. Engineering

Apply high-quality engineering and design to bicycle and pedestrian physical infrastructure.

Action 9.1: Signal Prioritization

Install signal prioritization for nonmotorized users in appropriate locations.

Action 9.2: Bicycle Detection at Intersections

Install bicycle detection mechanisms at signalized intersections.

Action 9.3: Traffic Calming

Install traffic calming facilities where appropriate for improved nonmotorized travel.

Action 9.4: Separated Bicycle Facilities

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

Action 9.5: Design Guidelines

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

10. Enforcement

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

Action 10.1: Traffic Law Enforcement

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

Action 10.2: Traffic Skills Course

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

Action 10.3: Obstruction Prevention

Prevent the obstruction of dedicated bikeways and walkways.

Action 10.4: Violation Reporting

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

11. Evaluation

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

Action 11.1: Bicycle Tracking

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

Action 11.2: Bicycle Collision Data

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

Action 11.3: Pedestrian/Bicycle Report Card

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

Action 11.4: Track Implementation

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

Action 11.5: Collaboration

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

12. Funding

Pursue a dedicated source of funding to implement the expansion and enhancement of walkways and bikeways in Tacoma. Supplement dedicated funds with other funding sources. A comprehensive list of funding opportunities can be found in the *2010 Mobility Master Study*.

Action 12.1: Prioritize Funding

Prioritize funding and construction of nonmotorized facilities in recognition of the livability, environmental and health benefits these forms of mobility provide.

Action 12.2: Grant Funding

Pursue state, regional and federal grant funding for shared-use paths and other nonmotorized facilities.

Action 12.3: Multiple Strategies

Work with the Implementation Committee, advocates and elected officials to identify and pursue multiple strategies to increase funding for green transportation.

Action 12.4: Dedicated Portion of Transportation Budget

Dedicate a percentage of the City's overall transportation budget to nonmotorized transportation projects.

Action 12.5: Simultaneous Improvements

Leverage investments made in road improvement projects by installing improved bicycle and pedestrian projects simultaneously regardless of the priority previously placed upon the bike or pedestrian facilities.

Action 12.6: New Dedicated Source of Funding

Pursue establishment of a new dedicated source of funding for Mobility Master Plan improvements, such as a portion of an additional locally determined vehicle tab tax, impact fees, street utility tax, and levy lid lift.



Cyclists cruising down 9th Street

Exhibit B
Proposed Changes to the Transportation Element's Unfunded Project List

Proposed Project	Requested by (Neighborhood Council)^(a)	Proposed Change to the Transportation Element
1. Browns Point Blvd – Complete sidewalks along at least one side of Browns Point Blvd from 33 rd Street NE to intersection with Norpoint Way near 21 st Ave NE with priorities between Crescent Heights to Norpoint Way, Norpoint Way to 51 st St NE, Howard's Corner to McMurray Rd, and 51 st St NE to the north end of Norpoint Way NE.	Northeast	Add as a new NAS ^(b) project
2. SR509 and Slayden Road Intersection – Install traffic control devices on all legs of the intersection to improve access and intersection movements.	Northeast	Add as a new NAS project
3. Northshore Parkway from Nassau to Norpoint Way - Provide uphill (eastbound) passing lane, bike lanes, sidewalks on north side, landscaping between Nassau and Norpoint Way, and evaluate signal at 45 th Ave NE and/or 42 nd Ave NE	Northeast	Amend the current NAS project "Northshore Parkway from Nassau to Norpoint Way"
4. McMurray Road from Marine View Drive to Browns Point Blvd – Install streetlights and sidewalk on at least one side	Northeast	Add as a new NAS project
5. 45 th Street NE from Nassau Ave NE to Norpoint Way – Install pedestrian protected crosswalk	Northeast	Add as a new NAS project
6. Jackson Ave from S 19 th St to SR 16 – Install traffic calming devices	West End	Add as a new NAS project
7. N 23 rd St and Shirley St – Install a roundabout or traffic calming devices near the intersection for pedestrians crossing to Kandle Park	West End	Add as a new NAS project
8. South Tacoma Gateways – Install streetscape improvements at all arterial entryways to the South Tacoma Neighborhood Council area	South Tacoma	Add as a new NAS project
9. S 60 th from Oakes to Pine Street – Install sidewalk	South Tacoma	Add as a new NAS project
10. Washington Street from S 54 th to S 58 th Street – Improve existing sidewalk and add separation between on-street parking	South Tacoma	Add as a new NAS project
11. South Tacoma Sound Transit Station – Complete sidewalks along S 58 th and S 60 th to connect to South Tacoma Way	South Tacoma	Add as a new NAS project
12. S 68 th St between S Mullen and S Gove St – Install sidewalks on the north side	South Tacoma	Add as a new NAS project

Proposed Project	Requested by (Neighborhood Council) ^(a)	Proposed Change to the Transportation Element
13. S 60 th at Lawrence, Montgomery, and Alder St – Install ADA ramps at each intersection.	South Tacoma	Add as a new NAS project
14. McKinley Hill to downtown Tacoma – Complete sidewalks	Eastside	Add as a new NAS project
15. Residential areas located just north of the intersections of East 38 th and Howe and East 38 th and K Streets – Install streetlights and pedestrian improvements, such as crosswalks	Eastside	Add as a new NAS project
16. E 54 th St from Pacific Ave to Bell St – Street improvements	Eastside	Add as a new NAS project
17. Railroad Crossings at E 48 th and E 52 nd – Improve roadway over railroad tracks	Eastside	Add as a new NAS project
18. N 21 st from Proctor to Pearl St – Complete sidewalk network	North End	Replace the current NAS project “N 21 st (Orchard to Huson, Bennett; Baltimore to Villard; Highland alley)
19. Pedestrian overpass between Old Town Business District and Ruston Way – Grade separated pedestrian link over the rail lines	North End	Add as a new NAS project
20. N 29 th Crossing between White and Carr St – Install pedestrian crossing/connection between Ursich Park and Old Town Park	North End	Add as a new NAS project
21. North 9 th and North 11 th St – Rehabilitate cobblestone streets	North End	Add as a new NAS project
22. N Steele and M St – Install historic style streetlights	North End	Add as a new NAS project
23. Sprague Ave from SR 16 to S 19 th St – Install streetscape improvements at entryway	Central	Add as a new NAS project
24. 6 th Avenue from Sprague to Alder St – Complete sidewalk network and provide crosswalks	Central	Add as a new NAS project
25. Union Ave between SR 16 and S 23 rd St – Complete sidewalk network and provide crosswalk between shopping center and Senior Center	Central	Add as a new NAS project
26. S 15 th , S 19 th , Prospect, and Trafton St – Provide street improvements to unimproved streets in this area.	Central	Add as a new NAS project

Notes:

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

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

Proposed Amendments and Staff Analyses

Application #2012-07:

Minor Amendments and Refinement



2012 Annual Amendment Application No. 2012-07
Minor Amendments and Refinements

STAFF REPORT

Application #:	2012-07
Applicant:	City of Tacoma, Community & Economic Development Dept.
Contact:	Brian Boudet, Long-Range Planning Division
Type of Amendment:	Regulatory Code Text Changes Comprehensive Plan Map and Text Changes
Current Land Use Intensity:	Various
Current Area Zoning:	Various
Size of Area:	Not Applicable
Location:	City-wide
Neighborhood Council area:	City-wide
Proposed Amendment:	Various amendments to the Land Use Regulatory Code and Comprehensive Plan to address inconsistencies, correct minor errors, and provide additional clarity.

General Description of the Proposed Amendment:

The proposed amendments involve general text corrections to the Regulatory Code and removal of one outdated map and its associated policies from the Comprehensive Plan. These minor amendments are intended to address inconsistencies, correct minor errors, and improve provisions that, through administration and application of the Zoning Code and Comprehensive Plan, are found to be unclear or not fully meeting their intent.

A general summary of the proposed amendments is as follows:

Changes to Chapter 13.04 Platting and Subdivisions, including:

- Adding sections specifying the procedures for the vacation and alteration of subdivisions, along with appropriate definitions.

Changes to Chapter 13.05 Land Use Permit Procedures, including:

- Clarification and improvement of the code relating to the Reasonable Accommodation request and approval process.
- Modifying the process and qualification criteria for Development Regulation Agreements.

Changes to Chapter 13.06 Zoning, including:

Section 13.06.100 – Residential Zoning and Development Standards

- The replacement of the term ‘garage doors’ with the term ‘vehicular doors’ for consistency.

Section 13.06.150 – Accessory Dwelling Units

- Removal of a reference to a Concomitant Zoning Agreement (CZA) in the Requirements section as this is no longer a requisite of approval for an Accessory Dwelling Unit permit (was replaced with notice on title).

Section 13.06.300 – Mixed-Use Center Districts Zoning and Development Standards

- Revise the use table to permit a drive-through with any use under the “HMX” District subject to the development standards found in 13.06.510, Table 2 (Development Standards – Driveways). This change also involves an additional restriction in 13.06.510 to clarify that drive through driveways shall not directly connect to pedestrian streets.

Sections 13.06.520/521/522 – Sign Regulations

- The special section related to “marquee signs” has been deleted. Signs on marquees are either on the face of a marquee (and can be considered canopy/awning signs) or hanging from under a marquee (and can be considered under-canopy signs). There were different requirements for marquees that didn’t apply to canopy or awning signs, even though the definitions treated them equivalently and even though there is no clear distinction among the three in the building code. The new typology divides the signs into two categories: signs directly on or part of a rain-protection feature, and signs hanging beneath such features. Section “H” would remain as reserved for an eventual addition to the chapter (possibly for future discussions on digital sign standards).
- Blade signs are not set forth in the “regulations by type of sign” section of the TMC but are mentioned and given a signage allowance in the district sign tables. The proposal is to add them to section “I” of the regulations for each type of sign, and treat them similarly to under-canopy signs. This gets the performance standards for blade signs out of the tables and into the regulations for the specific type of sign, consistent with other types of signs.
- Regulations for signs on canopies and awnings (like those painted on the face of an awning) were commingled with regulations for signs under canopies and awnings, when the sign tables and definitions treat them differently. The regulations for under-canopy signs have been grouped together, and removed from the regulations for signs on canopies.
- Language for what kinds of signs are available to which kinds and sizes of conditional uses in residential districts have been clarified by reorganizing text and adding punctuation.
- The tables have been modified to add under-canopy signs as equivalent to blade signs, and reference the appropriate section of 13.06.521 rather than stating the size limitations, etc. in the table.
- The term “flood lighting” has been deleted throughout the sign tables since it is equivalent to indirect lighting, is not defined, and is not used elsewhere in the sign code.
- Animated signs are prohibited where flashing signs are prohibited, and mechanized signs are allowed where rotating signs are allowed.

Section 13.06.510 – Parking Regulations

- Reducing the required parking for eating and drinking establishments from 10 stalls per 1,000 square feet of building floor area to 6 parking stalls per 1,000 square feet of building floor area.

Section 13.06.630 – Nonconforming parcels/uses/structures

- Expanding the allowance for total replacement of a structure should it be completely destroyed (100 percent). The current code allows for replacement if the damage is no more than 75 percent of the current replacement cost.
- Clarifying that it is the applicant/property owner’s responsibility to demonstrate/establish nonconforming status and the information required to be submitted to verify nonconforming status.

Section 13.06.640 – Conditional Uses

- Allowing all pre-existing conditional uses which were not previously granted a conditional use permit (those that pre-dated the requirement to have a conditional use permit) to be treated as if a conditional use has been granted.

Section 13.06.700 – Definitions

- Providing that massage therapy is similar to other medical offices and that bank branches are considered a retail use instead of an office use.
- The definition of “canopy” sign now includes a “marquee” or similar feature provision.
- The definition of “animated” sign has been revised to refer to electronic animation, like a video screen.
- “Awning” sign has been revised to refer to a “canopy” sign.
- “Sign, Blade” has been revised to remove the pedestrian-oriented portion of the definition, since that terminology is not used anywhere else. However, a height limitation is added to affirm the pedestrian orientation.
- “Changing Message Center” sign has been revised to remove the content-based language and to add a screen in addition to a lamp bank
- The definition for “Hospital” has been revised for consistency with state law.

Changes to Chapter 13.07 – Landmarks and Historic Special Review Districts, including:

- Adding Section 13.07.100 – Criteria for the Relocation of a City Landmark, which was included in the Commission’s 2011 recommendations to the Council as part of the Historic Preservation Plan project but inadvertently left out of the final ordinance.

Changes to the Comprehensive Plan – Environmental Policy Element, including:

- Removing the Habitat Zones map and its associated policies, which are now outdated and were effectively replaced with the adoption of the new Habitat Corridors maps and policies in the Open Space Habitat and Recreation Element and subsequent changes to the Critical Areas Preservation regulations (TMC Chapter 13.11).

Project Background:

These amendments are being brought forward as part of staff’s efforts to improve the clarity and effectiveness of the Zoning Code and Comprehensive Plan by addressing inconsistencies, incorporating legislative revisions, correcting minor errors, and improving confusing or ineffective standards. The proposed amendments include issues that have been identified by staff as well as issues identified by the public and BLUS customers.

Additional Information:

While many of the code changes associated with this application are relatively minor, addressing things like code organization, terminology, and internal consistency, a few of the proposed changes are worth highlighting.

Platting

The proposed changes to the platting section are relatively minor and involve the inclusion of language specific to alterations, vacations and replats, which are addressed in state law but are not specifically addressed in Tacoma’s Code. This will increase consistency with state regulations while ensuring regularity with current permit review and development processes.

Conditional Use Permits

The proposed amendments to the Conditional Use Permit section would allow all pre-existing conditional uses which were not previously granted a conditional use permit (those that predate the requirement to have a conditional use permit) to be treated as if a conditional use permit had been granted. This would align with amendments made previously which allowed all pre-existing parks, recreation, open space and school uses to be regarded as having been granted a conditional use permit. This clarifies that such uses are not to be considered nonconforming and that future changes that exceed the thresholds for a major modification, as outlined in *TMC 13.05.080*, would require a new conditional use permit.

Parking Requirements

The proposed amendments would also change the parking requirements for eating and drinking establishments. The required stalls (6 per 1,000 square feet of floor area) would still be higher than the parking requirement for eating and drinking establishments in other similar jurisdictions since the City’s active residential parking permit program is not currently active. The City is exploring the program and may begin implementation as early as next year in conjunction with further citywide parking requirement revisions. However, to address some of the issues encountered by change of uses within existing structures, the proposed amendment would eliminate parking requirements for all structures in existence prior to May 18, 1953 though any existing parking could not be eliminated.

Reasonable Accommodations

Reasonable Accommodations are required by the Fair Housing Amendments Act of 1988 and by the Washington Law Against Discrimination (Chapter 49.60 RCW) and allow persons with verifiable handicaps to be excused from otherwise applicable requirements of the Land Use Code. Requests for Reasonable Accommodation are currently, and will continue to be, reviewed on a case-by-case basis however, there is need to clarify the existing process. The existing code provisions do not provide a clear purpose or administrative requirements or specifically require findings for reasonable accommodations. Under the direction of the Land Use Administrator and the City’s legal department, additional language would be incorporated summarizing the purpose of the code and providing organization of the regulations in six main categories: purpose, application, application fee, review authority and procedure, findings and decision, and reasonable conditions.

Drive-Throughs

The proposal would allow drive-throughs in the “HMX” Hospital Medical Mixed-Use District while addressing their allowed location and design through enhanced development standards. Considering that drive-throughs have been incorporated along with other types of uses (such as pharmacies, banks, dry cleaners), it may not be necessary to completely prohibit drive-throughs within the “HMX” District and may be more appropriate to allow them subject to restrictions designed to ensure they do not significantly detract from the desired character of the Mixed-Use Centers.

Nonconforming Parcels/Uses/Structures

The current code alludes to the idea that the applicant should demonstrate proof of nonconforming rights but does not specify any procedure or criteria for review. The proposed changes would clearly identify that the property owner/applicant must demonstrate/establish nonconforming status and would establish submittal requirements and review criteria. As a note: many of these processes currently take place unofficially or informally and this would essentially formalize the process already in place, providing additional transparency for customers and ease of administration by staff.

In addition, this year's code amendments will provide that nonconforming uses and structures be allowed to be restored if completely damaged by fire, earthquake, or other natural calamity (the current limitation is based on the extent of such damage being less than 75 percent of the current replacement cost). Consideration of adjusting the percentage to 100 percent is recommended which would be in-line with most jurisdictions, consistent with recent changes recommended under the Shoreline Master Program Update, would afford more flexibility to the property owner, and is more easily administered.

Applicable Provisions of the Growth Management Act:

The Growth Management Act (GMA) requires that development regulations shall be consistent with and implement the Comprehensive Plan. Development regulations include, but are not limited to, zoning controls, critical area ordinances, shoreline master programs, official controls, planned unit development ordinances, subdivision ordinances, and binding site plan ordinances. The proposed amendments are designed to improve consistency and compatibility within the development regulations and between the Comprehensive Plan, zoning classifications and development regulations.

Amendment Criteria:

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

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

Staff Analysis: The general purpose of this application is to address technical errors that have been identified through administration and application of the code and plan. The proposed amendments are intended to address inconsistencies, correct minor errors, and improve provisions that are found to be unclear or not fully meeting their intent.

2. Circumstances related to the proposed amendment have significantly changed, or a lack of change in circumstances has occurred since the area or issue was last considered by the Planning Commission.

Staff Analysis: Not applicable

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

Staff Analysis: Not applicable.

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

Staff Analysis: Not applicable.

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

Staff Analysis: Not applicable.

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

Staff Analysis: Not applicable.

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

Staff Analysis: The proposed amendments will improve consistency within the Land Use Regulatory Code and between the Comprehensive Plan and Code.

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

Staff Analysis: Not applicable.

9. For proposed amendments to land use intensity or zoning classification, substantial similarities of conditions and characteristics can be demonstrated on abutting properties that warrant a change in land use intensity or zoning classification.

Staff Analysis: Not applicable.

10. A question of consistency exists between the Comprehensive Plan and its elements and RCW 36.70A, the County-wide Planning Policies for Pierce County, Multi-County Planning Policies, or development regulations.

Staff Analysis: Not applicable.

Staff Recommendation:

Staff recommends forwarding the draft Land Use Regulatory Code and Comprehensive Plan clarifications and refinements for public review and comment.

Exhibits:

- A. Draft Land Use Regulatory Code Amendments
- B. Draft Comprehensive Plan Amendments



**2012 Annual Amendment Application No. 2012-07
Minor Amendments and Refinements**

DRAFT LAND USE REGULATORY CODE CHANGES
February 1, 2012

Chapter 13.04 – Platting and Subdivisions

- 13.04.040 – Definitions
- 13.04.070 – Alteration (*new section*)
- 13.04.075 – Vacation (*new section*)
- 13.04.105 – Replat or redivision of platted lots (*new section*)

Chapter 13.05 – Land Use Permit Procedures

- 13.05.030 – Land Use Administrator – Creation and purpose – Appointment – Authority.
- 13.05.095 – Development Regulation Agreements

Chapter 13.06 - Zoning

- 13.06.100 – Residential Development
- 13.06.145 – Small-Lot Single-Family Residential Development
- 13.06.150 – Accessory Dwelling Units
- 13.06.200 – Commercial Districts
- 13.06.300 – Mixed-Use Center Districts
- 13.06.510 – Off-Street Parking and Storage Areas
- 13.06.521 – General Sign Regulations
- 13.06.522 – District Sign Regulations
- 13.06.630 – Nonconforming Parcels/Uses/Structures
- 13.06.640 – Conditional Use Permit
- 13.06.700 – Definitions and Illustrations

Chapter 13.07 – Landmarks and Historic Special Review Districts

- 13.07.100 – Criteria for the Relocation of a City Landmark

Note: These amendments show all of the changes to existing Land Use regulations. The sections included are only those portions of the code that are associated with these amendments. New text is underlined and text that has been deleted is shown as ~~strikethrough~~.

Chapter 13.04
PLATTING AND SUBDIVISIONS

Sections:

13.04.010	Title.
13.04.020	Intent and authority.
13.04.030	Policy.
13.04.040	Definitions.
13.04.050	Jurisdiction.
13.04.055	Platting on shorelines.
13.04.060	Exclusions.
<u>13.04.070</u>	<u>Alteration.</u>
<u>13.04.075</u>	<u>Vacation.</u>
13.04.085	Boundary line adjustment.
13.04.088	Binding site plan approval.
13.04.090	Short subdivisions and short plats.
13.04.095	Appeals.
13.04.100	Plat procedures.
<u>13.04.105</u>	<u>Replat or redivision of platted lots.</u>
13.04.110	General requirements and minimum standards.
13.04.120	Conformity to the Comprehensive Plan and the Major Street Plan.
13.04.130	Relation to adjoining street system.
13.04.140	Access.
13.04.150	Conformity to topography.
13.04.160	Street widths.
13.04.165	Streetlights.
13.04.170	Roadways.
13.04.180	Street design.
13.04.190	Dead-end streets.
13.04.200	Alleys.
13.04.210	Easements.
13.04.220	Blocks.
13.04.230	Lots.
13.04.240	Plats within Planned Residential Development Districts (PRD Districts).
13.04.250	Duplication of names.
13.04.260	Public open space.
13.04.270	Checking by the City Engineer – Charges.
13.04.280	Development of illegally divided land – Innocent purchaser for value.
13.04.290	Development of illegally divided land – Public interest determination.
13.04.300	Model home.
13.04.305	Temporary rental or sales offices, contractors’ offices, and signs.
13.04.310	Subdivisions.
31.04.315	<i>Repealed.</i>

* * *

13.04.040 Definitions.

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

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

B. "All weather surface" shall mean asphaltic concrete pavement conforming to the requirements of the "City of Tacoma Department of Public Works General Specifications for Street and Sewer Construction (Requirements for Private Permits – January 1963)," or as hereafter amended, with a standard thickness of three inches unless otherwise specified by the City Engineer, or portland cement concrete pavement conforming to the requirements of the "City of Tacoma Department of Public Works General Specifications for Street and Sewer Construction (Requirements for Private Permits – January 1963)," or as hereinafter amended, with a standard thickness of six inches unless otherwise specified by the City Engineer.

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

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

1. Shows the areas and locations of all streets, public ways, lot lines, utilities, street improvements and open spaces, and, also, shall either show site development, driveways, parking layout, landscaping, lighting, signs, building perimeters and elevations, or shall carry a condition of general site plan approval that no development or building permit will be granted therefor until additional development plans are submitted to and approved by the body approving the general binding site plan;
2. Is filed of record in the Pierce County Auditor's office and is legally enforceable.

ED. "Building line" shall mean a line on a plat indicating the limit beyond which buildings or structures may not be erected.

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

EF. "Comprehensive Plan" shall mean the official statement of the Tacoma City Council which sets forth its major policies concerning desirable future physical development.

EG. "Curb line" shall mean the line defining the limits of a roadway.

EH. "Dead-end street" or "cul-de-sac" shall mean a residential access street with only one outlet.

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

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

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

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

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

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

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

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

RP. “Short plat” shall mean the map or representation of a short subdivision.

SQ. “Short subdivision” shall mean the division of land into a maximum of four or fewer total lots, tracts, parcels, sites or subdivisions for the purpose of sale or lease.

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

US. “Subdivision” shall mean the division of a lot, tract or parcel of land into five or more lots or other divisions of land for the purpose, whether immediate or future, of transfer of ownership, lease or building development, including all changes in street or lot lines, and shall include all resubdivision of land. The division of contiguous parcels of land resulting in a five or more total lots, tracts, parcels, or sites, and which are served by a shared public and/or private street or way, and/or permanent access easement shall be deemed a subdivision.

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

W. “Vacation” shall mean an action to extinguish the effect and force of a finalized binding site plan, plat, or short plat or portion thereof, such that the property reverts to its pre-subdivision parent parcel configuration.

* * *

13.04.070 Alteration.

The alteration of any binding site plan, plat, short plat, or portion thereof, is subject to the procedures set forth in RCW 58.17 and applicable sections of the Tacoma Municipal Code, including Chapter 13.05 Land Use Permit Procedures.

13.04.075 Vacation

The vacation of any binding site plan, plat, short plat, or portion thereof, is subject to the procedures set forth in RCW 58.17 and applicable sections of the *Tacoma Municipal Code*, including Chapter 13.05 Land Use Permit Procedures.

* * *

13.04.105 Replat or redivision of platted lots.

The division of a lot located within a recorded binding site plan, plat or short plat shall be processed as a new application in accordance with this chapter and other applicable sections of the *Tacoma Municipal Code*. Minor adjustments to existing lot lines within a recorded subdivision may be allowed in accordance with the procedures set forth in *TMC* 13.04.085 provided no new lots are created.

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Chapter 13.05

LAND USE PERMIT PROCEDURES

* * *

13.05.030 Land Use Administrator – Creation and purpose – Appointment – Authority.

* * *

F. Reasonable Accommodation. -Any person claiming to have a handicap, or someone acting on his or her behalf, who wishes to be excused from an otherwise applicable requirement of this Land Use Code under the Fair Housing Amendments Act of 1988, 42 USC § 3604(f)(3)(b), or the Washington Law Against Discrimination, Chapter 49.60 RCW, must provide the Land Use Administrator with verifiable documentation of handicap eligibility and need for accommodation. The Administrator shall act promptly on the request for accommodation. If handicap eligibility and need for accommodation are demonstrated, the Administrator shall approve an accommodation, which may include granting an exception to the provisions of this Code. ~~The City shall not charge any fee for responding to such a request.~~

1. Purpose. This section provides a procedure for a request for reasonable accommodation made by any person with a disability, their representative or any entity, when the application of a land use regulation acts as a barrier to fair housing opportunities and must provide the Land Use Administrator with verifiable documentation of handicap eligibility and need for accommodation.

2. Application. Requests for reasonable accommodation shall be submitted in the form of a letter to the Building and Land Use Services Division of the Community and Economic Development Department and shall include the following:

a. The applicant's name, address, and telephone number;

b. Address of the property for which the request is being made;

c. The current actual use of the property;

d. The basis for the claim that the individual is considered disabled under the fair housing laws: identification and description of the disability which is the basis for the request for accommodation, including current, written medical certification and description of disability and its effects on the person's medical, physical or mental limitations;

e. The zoning code provision, regulation or policy from which reasonable accommodation is being requested, including all applicable material necessary to reach a decision regarding the need for the accommodation, such as drawings, pictures, plans, correspondence or any other background information relevant to the request;

f. The type of accommodation being sought and why the reasonable accommodation is necessary to make the specific property accessible to the individual;

g. Other supportive information deemed necessary by the department to facilitate proper consideration of the request, consistent with the Acts; and

3. No application fee shall apply to a request for reasonable accommodation (unless the request is being made concurrently with an application for some other Land Use discretionary application, in which case the applicant shall pay only the required application fee for that other discretionary approval).

4. Review Authority and Review Procedure.

a. Review Authority. Requests for reasonable accommodation shall be reviewed by the Land Use Administrator, or his/her designee.

b. Other Review Authority. Requests for reasonable accommodation submitted for concurrent review with another Land Use discretionary application shall be reviewed by the authority reviewing the discretionary land use application; further, a reasonable accommodation cannot waive a requirement for a Conditional Use Permit when otherwise required or result in approval of uses when otherwise prohibited by the City's land use and zoning regulations.

c. Review Procedure. The Land Use Administrator, or his/her designee, shall either grant, grant with conditions, or deny a request for reasonable accommodation in accordance with 13.05.030.F.5 (Findings and Decision).

d. The Land Use Administrator may require a Concomitant Zoning Agreement (CZA) be recorded with the Pierce County Auditor to ensure conditions of approval are met. The City will be responsible for creating the CZA and will provide it to the applicant. The CZA must be recorded prior to issuance of Certificate of Occupancy or Certificate of Completion for the associated building permit;

e. A notice of the Land Use Administrator's decision will be mailed to all property owners/taxpayers located within 100 feet of the site where the accommodation is requested.

5. Findings and Decision. The written decision to grant or deny a request for reasonable accommodation will be consistent with the Acts and shall be based on consideration of the following factors, with or without conditions:

a. The requested accommodation is necessary to make specific housing available to a disabled person;

b. The housing will be used by a disabled person;

c. The requested accommodation would not require a fundamental alteration in the nature of a city program or law, including land use and zoning; and

d. The requested accommodation would not impose an undue financial or administrative burden on the City;

6. Reasonable Conditions. In granting a request for reasonable accommodation, the reviewing authority may further impose conditions of approval that are deemed reasonable and necessary to ensure that the reasonable accommodation would comply with the findings required under 13.05.030.F.5 above, such as removal of the improvements, where removal would not constitute an unreasonable financial burden and when the need for which the accommodation was granted no longer exists.

* * *

13.05.095 Development Regulation Agreements.

* * *

B. Applicability. Development Regulation Agreements shall only be allowed for one of the following project types:

1. Proposed projects located within the International Financial Services Area (IFSA), as defined in the City's Amended Ordinance No. 27825, with a building footprint of at least 15,000 square feet and a proposed height of at least 75 feet;

2. Proposed projects located within the ~~“Working Definition of Downtown,”~~ Downtown Regional Growth Center as set forth in ~~Figure 1 in the Downtown Element Growth Strategy and Development Concept Element~~ of the City Comprehensive Plan, provided that the real property involved is subject to a significant measure of public ownership or control, and provided that the project includes a building footprint of at least 15,000 square feet and a proposed height of at least 75 feet;

* * *

D. Review criteria. The City Manager, and such designee or designees as may be appointed for the purpose, shall negotiate acceptable terms and conditions of the proposed Development Regulation Agreement based on the following criteria:

1. The Development Regulation Agreement conforms to the existing Comprehensive Plan. Except for projects on a public facility site of at least five acres in size, conformance must be demonstrated by the project, as described in the Development Regulation Agreement, scoring 800 points out of a possible 1000 points, according to the following scoring system (based on the Downtown Element of the City Comprehensive Plan):

a. Balanced healthy economy. In any project where more than ~~60~~ 30 percent of the floorspace is ~~Class-A office space~~ office, commercial, or retail, one point shall be awarded for every 200 square feet of gross floorspace (excluding parking) up to a maximum of 290 points.

b. Achieving vitality downtown. Up to 40 points shall be awarded for each of the following categories: (i) CPTED design (“Crime Prevention Through Environmental Design”), (ii) sunlight access to priority public use areas, (iii) view maximization, (iv) connectivity, (v) quality materials and design, (vi) remarkable features, (vii) access to open space, and (viii) street edge activation and building ground orientation.

c. Sustainability. Up to 50 points shall be awarded for each of the following categories: (i) complete streets, (ii) transit connections, and (iii) energy conservation design to a L.E.E.D. (Leadership in Energy and Environmental Design) certification to a platinum level or certified under another well-recognized rating system to a level equivalent to certification to a platinum level.

d. Quality Urban Design. Up to 60 points shall be awarded for each of the following categories: (i) walk ability, (ii) public environment, (iii) neighborly outlook, and (iv) support for public art.

* * *

**Chapter 13.06
ZONING**

* * *

13.06.100 Residential Districts.

D. Lot size and building envelope standards.

	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5	
Setbacks (in feet)	<p>These residential setback requirements are designed to provide yard areas that help to minimize impacts between neighboring uses, allow space for recreational activities, allow access to light and air, serve as filtration areas for storm water run-off, provide a level of privacy and comfort, provide emergency and utility access around and into buildings, provide public view corridors, create a pleasing, rhythmic streetscape, promote consistency with existing development patterns, and promote the desired character of residential neighborhoods. Certain conditional uses may require different minimum setbacks. See Section 13.06.640.</p>								
Minimum Front Setback	25	20	20	20	20	20	15	10	
	<p>For townhouse dwellings, the minimum front yard setback shall apply only along the front property line of the development, and not to property lines internal to the development. For additional townhouse development requirements, see Section 13.06.100.G.</p>								
	<p>Garage doors Vehicular doors that face the front property line, where such property line abuts a public street or private road, shall be setback a minimum of 20 feet from the front property line or private road easement.</p>								
	<p>Pipestem lots shall provide the required front setback along one of the property lines that abut or are nearest to the accessway/lot extension. The accessway/lot extension shall not be included when measuring the setback. The front yard setback will determine the orientation of the other required setbacks.</p>								

* * *

13.06.145 Small-lot single-family residential development.

* * *

E. Design Standards – Level 1. The following design standards shall be met for all new single-family dwellings on new lots that are up to 10% smaller than the applicable minimum lot size and/or width requirements in Section 13.06.100.D, and on all pre-existing lots that are smaller than the current, applicable minimum lot size and/or width requirements in Section 13.06.100.D:

1. Clear building entries. Dwellings shall provide a clearly defined building entrance that faces the street and provide weather protection that is at least 4 feet deep along the width of the building entry. A porch may serve to comply with this provision.

2. Garages:

a. The garage shall be located in the rear with rear access if suitable access is available, such as abutting right-of-way that is or can be practicably developed.

b. Where vehicular access is not available from an alley or side street, garages or carports shall be setback at least 5 feet behind the front facade of the house or the front of a covered porch (where the porch is at least 48 square feet and contains no dimension less than 6 feet). In addition, ~~garage doors~~ vehicular doors and carports (measurement based on width of canopy) shall not occupy more than 50% of the width of the front façade.

* * *

13.06.150 Accessory dwelling units.

* * *

C. Requirements. The creation of an ADU shall be subject to the following requirements, which shall not be subject to variance.

1. Number. One ADU shall be allowed per residential lot as a subordinate use in conjunction with any new or existing single-family detached dwelling in the City of Tacoma. The lot must meet the standard minimum lot size requirement for a single-family detached dwelling in the applicable zoning district (for example, in the R-2 zoning district a single-family lot must be at least 5,000 square feet to be eligible to have an ADU).

2. Occupancy. The maximum number of occupants in an ADU shall be 4 persons. Maximum occupancy may be further limited by the Minimum Building and Structures Code in Title 2.

3. Location. The ADU shall be permitted as a second dwelling unit added to or created within the main building or, when allowed, permitted as a detached unit preferably located in the rear yard and/or adjacent to alleys. A detached ADU shall not be located in front of the main building or in the side yard setback area.

4. Composition. The ADU shall include facilities for cooking, living, sanitation, and sleeping.

5. Size. The ADU, excluding any garage area and other non-living areas, such as workshops or greenhouses, shall not exceed 40 percent of the total square footage of the main building and the ADU combined, after modification or construction. In addition, the maximum square footage of a detached ADU shall not exceed 10% of the square footage of the lot. An ADU shall not contain less than 300 square feet or more than 1,000 square feet.

6. Height. The maximum height limit for detached ADUs shall be the same as for other detached accessory structures (see Section 13.06.100.D); provided that two-story structures, where a detached ADU is located on the second floor, may be allowed up to 25 feet in height with the approval of a conditional use permit.

7. Setbacks. Detached ADUs shall be setback a minimum of 5 feet from the side and rear property lines, except when the detached ADU abuts an alley where no setback along the alley shall be required.

8. Ownership. The property owner (i.e., title holder or contract purchaser) must maintain his or her occupancy in the main building or the ADU. Owners shall sign an affidavit which attests to their occupancy and attests that, at no time, shall they receive rent for the owner-occupied unit. Falsely attesting owner-residency shall be a misdemeanor subject to a fine not to exceed \$5,000, including all statutory costs, assessments, and fees. In addition, ADUs shall not be subdivided or otherwise segregated in ownership from the main building.

9. Design – Attached ADUs. An attached ADU shall be designed to maintain the architectural design, style, appearance, and character of the main building as a single-family residence. If an attached ADU extends beyond the current footprint or existing height of the main building, such an addition must be consistent with the existing facade, roof pitch, siding, and windows. Only one entrance for the main building is permitted to be located in the front facade of the dwelling. If a separate outside entrance is necessary for an attached ADU, it must be located either off the rear or side of the main building. Such entrance must not be visible from the same view of the building which encompasses the main entrance to the building and must provide a measure of visual privacy. For units with a separate exterior entrance, a pedestrian walkway, which shall be at least 4 feet wide and composed of materials that are distinct from any adjacent vehicle driving or parking surfaces, shall be provided between the ADU and the nearest public sidewalk, or where no sidewalk exists, the nearest public street right-of-way.

10. Design – Detached ADUs. A detached ADU shall be designed to match the architectural design, style, appearance, and character of the main building by utilizing complimentary colors and finish materials, window styles, and a roof design similar to the main building. The entrance door to a detached ADU shall not face the same property line as the entrance door to the main building except when the entrance door to the ADU is located behind the rear wall of the main building. A pedestrian walkway, which shall be at least 4 feet wide and composed of materials that are distinct from any adjacent vehicle driving or parking surfaces, shall be provided between the detached ADU and the nearest public sidewalk, or where no sidewalk exists, the nearest public street right-of-way.

11. Parking. One off-street parking space shall be required for the ADU, in addition to the off-street parking required for the main building, pursuant to Section 13.06.510. Such parking shall be located in the rear portion of the lot and shall not be accessed from the front if suitable access to the rear is available, such as an abutting right-of-way that is or can practicably be developed. If access is not practicably available to the rear yard, subject to determination by the City Engineer, then vehicular access to the front may be developed subject to the limitations in Section 13.06.510.A.6.

12. Home occupations. Home occupations shall be allowed, subject to existing regulations, in either the ADU or the main building, but not both.

~~13. Concomitant Agreement. Upon issuance of an ADU permit by the City, a property owner must record with the Pierce County Auditor a concomitant agreement. Specific procedures are identified in subsection B.5.~~

~~14~~13. Legalization of Nonconforming ADUs. Nonconforming ADUs existing prior to the enactment of these requirements may be found to be legal if the property owner applied for an ADU permit prior to December 31, 1995, and brings the unit up to Minimum Housing Code standards. After January 1, 1996, owners of illegal ADUs shall be guilty of a misdemeanor and, upon conviction thereof, subject to a fine not to exceed \$1,000, including all statutory costs, assessments, and fees, plus \$75 per day after notice of the violation has been made. All owners of illegal ADUs shall also be required to either legalize the unit or remove it.

* * *

13.06.200 Commercial Districts.

* * *

C. Land use requirements.

1. Applicability. The following tables compose the land use regulations for all districts of Section 13.06.200. All portions of Section 13.06.200 and applicable portions of Section 13.06.500 apply to all new development of any land use variety, including additions and remodels, in all districts in Section 13.06.200, unless explicit exceptions or modifications are noted. The requirements of Section 13.06.200.A through Section 13.06.200.C are not eligible for variance. When portions of this section are in conflict with other portions of Chapter 13.06, the more restrictive shall apply.
2. Use requirements. The following use table designates all permitted, limited, and prohibited uses in the districts listed. Use classifications not listed in this section or provided for in Section 13.06.500 are prohibited, unless permitted via Section 13.05.030.E. Certain street level use restrictions may apply; see Section 13.06.200.C.4 below.
3. Use table abbreviations.

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

4. District use table.

Uses	T	C-1	C-2¹	HM	PD B	Additional Regulations^{2,3} (also see footnotes at bottom of table)
Commercial parking facility	P	P	P	P	P	
Commercial recreation and entertainment	N	N	P	N	NP	
Communication facility	N	N	P	N	P	

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13.06.300 Mixed-Use Center Districts.

* * *

D. Land use requirements.

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

2. Use table abbreviations.

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

3. District use table.

Uses	NCX	CCX	UCX	UCX-TD	RCX ¹	CIX	HM X	URX	NRX	Additional Regulations ^{3, 4, 5} (also see footnotes at bottom of table)
Drive-through with any use	P	P	P	P	N	P	NP	N	N	See Section 13.06.510 Table 2 for <u>additional driveway and drive-through standards and restrictions.</u>
School, public or private	P	P	P	P	P	P	P	NP	NCU	Not subject to RCX residential requirement. ¹

Footnotes:

1. The floor area of any development in RCX must be at least 75 percent residential, unless otherwise noted.
2. For uses that are restricted from locating at street-level along designated pedestrian or core pedestrian streets, the following limited exception is provided. Entrances, lobbies, management offices, and similar common facilities that provide access to and service a restricted use that is located above and/or behind street-level uses shall be allowed, as long as they occupy no more than 50-percent or 75 feet, whichever is less, of the site's street-level frontage on the designated pedestrian or core pedestrian street. See Section 13.06.300.C. for the list of designated pedestrian and core pedestrian streets.
3. For historic structures and sites, certain uses that are otherwise prohibited may be allowed, subject to the approval of a conditional use permit. See Section 13.06.640.F for additional details, limitations and requirements.
4. Commercial shipping containers shall not be an allowed type of accessory building in any mixed-use zoning district. Such storage containers may be allowed as a temporary use, subject to the limitations and standards in Section 13.06.635.
5. Additional restrictions on the location of parking in mixed-use zoning districts are contained in the parking regulations – see Section 13.06.510.A.1 Table 2.

* * *

13.06.510 Off-street parking and storage areas.

A. Purpose. To ensure the safe and adequate flow of traffic in public right-of-way, it is deemed in the interest of the public health, safety, and general welfare that off-street parking areas be required as a necessary part of the development and use of land, and to ensure that required parking areas are designed to perform in a safe and efficient manner. Additionally, to minimize impacts to adjacent uses from areas used for storage of vehicles and other materials, specific design and development standards for such areas are provided in Subsection D.

Minimum parking requirements are particularly important in order to ensure resident, visitor, customer, and employee parking within reasonable distance to the uses served, reduce congestion on adjacent streets; and to minimize, to the extent possible, spillover parking into adjacent residential areas. The requirements herein set forth are also established to discourage under-used parking facilities and to minimize the amount of land dedicated to parking, consistent with the Comprehensive Plan, that encourages economic development, transit use, carpooling, energy conservation, and air quality improvement by providing for: only the minimum number of stalls necessary, compact stalls, shared parking between uses, transportation demand management, and incentives for reducing the size of parking areas.

Applicability. Buildings, structures, or uses hereafter established, built, enlarged, increased in capacity, or changed in principal use in all districts shall provide the following off-street parking areas:

1. Off-street parking spaces - quantity. The quantity of off-street parking shall be provided in accordance with the standards of the tables below.

a. Fractions. Fractions resulting from required parking calculations will be rounded up or down to the nearest whole number.

b. Multiple uses. Where an establishment on a lot contains multiple types of uses, the required parking spaces shall be equal to the total spaces determined by computing each use type separately, except where specifically stated otherwise herein.

c. Use not listed. In the case of a use not specifically mentioned in this section, the requirements for off-street parking facilities shall be determined by the City Traffic Engineer. Such determination shall be based upon the requirements for the use specified in this section that is most nearly comparable to the unspecified use and traffic engineering principles and studies.

d. Historic buildings and sites. Structures and sites that are individually listed on the Tacoma Register of Historic Places shall be exempt from all parking quantity requirements. This provision does not apply to Historic Special Review District overlay zones.

e. No parking is required for any structure in existence prior to the adoption of the Tacoma Municipal Code on May 18, 1953. Existing parking shall not be eliminated or reduced below the parking requirements. New development shall provide parking as required.

TABLE 1 – Required Off-Street Parking Spaces^{9, 14}		
Use	Unit	Required parking spaces (minimum)
* * *		
Retail¹⁰ (View-Sensitive)		
Retail commercial establishments, except as otherwise herein, less than 15,000 square feet of floor area	1,000 square feet of floor area.	2.50

TABLE 1 – Required Off-Street Parking Spaces ^{9, 14}		
Shopping Center	1,000 square feet of floor area.	4.00
Retail commercial establishments, except as otherwise herein	1,000 square feet of floor area.	4.00
Eating and drinking establishments ^{11 (View-Sensitive)}	1,000 square feet of floor area.	10.00 <u>6.00</u>
* * *		

TABLE 2 – Parking in Mixed-Use Center Districts
* * *
Development Standards – Drive-throughs in Mixed-Use Centers. The following standards apply to drive-throughs located in Mixed-use Centers. See section 13.06.300.D for permitted zones.
<p>1. <u>1.</u> Driveways that directly connect to any drive-through shall not be allowed along a designated pedestrian street or designated core pedestrian street.</p> <p>1.2. <u>1.2.</u> Drive-through driveways and stacking lanes must be located at least 150 feet from any bus stop or transit center, as measured along the curb line between the driveway and the bus stop or transit center</p> <p>2.3. <u>2.3.</u> All vehicle use areas associated with a drive-through shall be located at the side or rear of the building</p> <p>3.4. <u>3.4.</u> Drive-through windows shall not face a designated pedestrian street and stacking areas shall not lie between a building and a designated pedestrian street</p> <p>4.5. <u>4.5.</u> Drive-through stacking lane(s) and service window(s) shall be designed and screened from the view of adjacent properties with landscaping and/or structures</p> <p>5.6. <u>5.6.</u> Pedestrian paths that cross a drive-through aisle shall use a raised platform and be marked with symbols, signage and/or special painting.</p> <p>6.7. <u>6.7.</u> Within Mixed Use Centers, drive-throughs shall be limited to 1 stacking lane maximum unless the portion with multiple lanes is fully screened from public view.</p> <p>7.8. <u>7.8.</u> Drive-through uses that are not located within a building are prohibited from locating within 100 feet of a light rail station or streetcar station</p> <p>8.9. <u>8.9.</u> Driveways are also subject to the standards contained in Section 13.06.510</p>
* * *

13.06.521 General sign regulations.

* * *

~~H. (reserved). Marquee signs.~~

~~Special regulations governing marquees are as follows:~~

~~1. Signs may be placed on, attached to, or constructed in a marquee. Such signs shall, for the purpose of determining projection, clearance, height, and material, be considered a part of and shall meet the requirements for a marquee as specified in the applicable Building Code.~~

~~I. Under marquee signs. Special regulations governing under marquee signs are as follows:~~

- ~~1. Signs may be located under a marquee if a vertical clearance of eight feet is maintained between the sign and the grade below.~~
- ~~2. Under marquee signs shall be limited to a maximum vertical height of 12 inches and a maximum sign area of seven square feet.~~Under-Canopy and Blade Signs
1. Under-Canopy Signs shall be considered “blade signs” for the purposes of sign area calculation.
- ~~2. A sign below a fixed rain protection feature, such as a canopy or awning, may project the full width of such feature. Such a sign must clear the sidewalk by a minimum of eight feet, shall not exceed seven square feet in area unless otherwise allowed in the district, and be placed at a right angle to the sidewalk.~~
3. A blade sign may project a maximum of 3 ½ feet from the building face.
4. Both blade and under-canopy signs are limited to a maximum sign thickness of 12 inches.
5. Both blade and under-canopy signs must meet all minimum clearance requirements for projecting signs.

J. Canopy and awning signs. Special regulations governing canopy and awning signs are as follows:

1. Signs are permitted along the faces and edges of canopies and awnings; provided, they are printed, marked, stamped, or otherwise impressed upon the awning in a professional manner.
- ~~2. A sign below a fixed rain protection feature, such as a canopy or awning, may project the full width of such feature. Such a sign must clear the sidewalk by a minimum of eight feet, not exceed seven square feet in area, and be placed at a right angle to the sidewalk.~~
23. Signs designed as an integral part of a canopy or awning and located along the face or edge may be illuminated. Sign area calculation shall include all illuminated areas, except that area providing illumination to the sidewalk below.
34. Signs located on canopies and awnings shall designate only the name of the business and/or the place and kind of business. A decorative design and/or the emblem or initials of the business occupying the premises may be placed flat on the main portions of the canopy or awning.
45. Awnings and canopies may extend over public property, but no portion of any awning or canopy shall extend nearer than two feet to the face of the nearest curb line, measured horizontally. Awnings shall project a minimum of three feet and not more than seven feet, when over public property, from the face of the supporting building. Canopies shall not extend more than 11 feet, when over public property, from the face of the supporting building.
56. Awnings and canopies shall maintain a minimum clearance of eight feet and shall not extend above 15 feet in overall height from grade to top of awning or canopy. Awnings and canopies shall not rise above the wall, roofline, or parapet to which it is attached.
67. Awnings and canopies which have support systems attached to public property, right-of-way or sidewalk will require a Street Occupancy Permit.

* * *

13.06.522 District sign regulations.

A. R-1 Sign regulations. One non-illuminated sign, not exceeding 12 square feet in area shall be allowed pertaining to the lease, rental, or sale of a building or premises on which it is located. One non-illuminated nameplate, not exceeding one and one-half square feet in area, placed flat against the building, shall be allowed for each adult family home, staffed residential home, group home, residential care facility, and family day care home. One ground sign shall be allowed, with a maximum area of 30 square feet identifying a subdivision. A subdivision identification sign shall be approved by the Land Use Administrator. A 32-square-foot temporary sign advertising a subdivision during construction shall be allowed adjacent to each street abutting the site, in conformance with Chapter 13.04.

Parks, recreation and open space uses on sites that are under one acre in size or which have less than 100 feet of street frontage are allowed the following non-illuminated signs:

- One ground sign with a maximum area of 30 feet;
- Interpretive or directional signs not more than 7 feet in height and 20 feet in sign area.

Parks, recreation and open space uses on sites over one acre in area that have a minimum of 100 feet of street frontage shall be allowed the following:

- One freestanding sign, not exceeding 40 square feet in area per face and not greater than 8 feet in height (or, up to 15 feet in height in association with conditional parks and recreation uses);
- One building face sign, of the same maximum dimension. Building face signs shall not extend above or beyond the edge of any wall or other surface to which they are attached, nor shall they extend more than 12 inches beyond the surface to which they are attached.
- One additional ground sign with a maximum area of 30 square feet shall be allowed on each additional street frontage.
- Interpretive or directional signs, not to exceed 7 feet in height and 30 square feet in sign area.
- All signs shall meet the lighting, materials and location requirements applicable to signs for conditional uses in residential districts, as contained in this section.

* * *

I. Sign regulations for conditional uses in residential districts and specified uses in all districts.

1. Application. The following regulations apply to conditional uses as designated. These regulations also apply to the uses noted as permitted uses in any district when the provisions below provide the greater sign allowance, in whole or in part.

2. For conditional uses in residential districts limited to public park facilities, public and private schools, and religious assembly facilities, which are on sites that are over one acre in area and have a minimum of 100 feet of street frontage, ~~one freestanding sign, not exceeding 40 square feet in area per face and not greater than 15 feet in height, and one building face sign, of the same maximum dimension, shall be allowed for each conditional use. One additional ground sign with a maximum area of 30 square feet shall be allowed on each additional street frontage. Building face signs shall not extend above or beyond the edge of any wall or other surface to which they are attached, nor shall they extend more than 12 inches beyond the surface to which they are attached.~~

3. For public and private schools, public park facilities, and churches which are on sites less than one acre or sites with less than 100 feet of frontage, as well as for all other conditional uses in residential districts, ~~other than public and private schools, public park facilities, and churches, and all conditional uses in residential districts, on sites less than one acre or sites with less than 100 feet of frontage,~~ one freestanding sign, not exceeding 30 square feet in area for all faces and not greater than six feet in height, and one building face sign, of the same maximum dimensions for each conditional use; provided, the total area for the freestanding and building face signs may not exceed 30 square feet. Building face signs shall not extend above or beyond the edge of any wall or other surface to which they are attached, nor shall they extend more than 12 inches beyond the surface to which they are attached.

4. Lighting. Indirect illumination, floodlighting, or internal illumination shall be the only allowable means of illumination of signs. All external lighting shall be directed away from adjacent properties to minimize the effects of light and glare upon adjacent uses. No bare bulb or neon illumination of signs shall be allowed. No flashing or animated signs shall be allowed. No electric wire or cable serving an electric or illuminated sign shall be laid on the surface of the ground.

5. All signs shall be of permanent materials (no cardboard, cloth, paper, etc.). No flags, banners, or other devices shall be displayed for the purpose of attracting attention to a development or site. No temporary or portable signs shall be allowed. The display of the national flag, state flag, and flags of other political subdivisions shall not be restricted.

6. No sign shall be placed in a location which obstructs sight distance for an adjacent driveway or street right-of-way. No signs for a development shall be placed in any public right-of-way. No sign shall be erected which imitates or resembles any official traffic sign, signal, or device. Incidental public service signs less than four square feet in area which contain no advertising, but are intended for the convenience of the public and provide such messages as “entrance,” “exit,” “emergency entrance,” “no parking,” or other incidental service messages, shall be allowed.

7. ~~Freestanding~~ For conditional uses in residential districts, freestanding signs larger than 30 square feet for all faces or taller than six feet shall be located a minimum of 50 feet from a lot occupied by a single-family residence. Freestanding signs for conditional uses may be constructed to the front property line.

8. In addition to the signage otherwise permitted, one sponsor identification logo sign may be included on a freestanding or wall sign for a conditional use. The sponsor identification logo shall not be internally illuminated and shall be limited to a maximum of one square foot per sign face.

[See next page for table.]

Section 13.06.522.J	DCC, DMU	WR	DR
* * *			
Signs Attached to Buildings			
Maximum number	Each business allowed 2 signs per frontage, but no more than 3 signs total for the business, no maximum number for public facility over 5 acres.	Same as DCC.	Same as DCC.
Maximum area per sign	Non-residential, 150 square feet per sign. Public facility over 5 acres, 300 square feet. Residential, 20 square feet.	Non-residential, 200 square feet per sign. Residential, 20 square feet.	Non-residential, 100 square feet per sign. Residential, 20 square feet.
Minimum sign area	First floor, 30 square feet. Second floor, 25 square feet.	Same as DCC.	Same as DCC.
Wall	Provisions of Section 13.06.521.E shall apply. Shall not exceed 35 feet above grade level, except for 1 corporate logo sign of 150 square feet allowed per building above 35 feet. Public facility over 5 acres not limited to 35 feet above grade.	Same as DCC.	Same as WR, except no corporate logo allowed.
Awning, canopy, marquee, under marquee	Provisions of Sections 13.06.521.H, I, and J shall apply.	Same as DCC.	Same as DCC.
Projecting	Provisions of Section 13.06.521.F shall apply with one per building allowed if no freestanding sign exists on the same frontage, shall not extend above 35 feet. Public facility over 5 acres not limited to 35 feet above grade.	Same as DCC.	Same as DCC.
Blade, <u>Under-Canopy</u>	<u>Provisions of Section 13.521.1 shall apply.</u> 1 per business, shall not exceed 8 square feet per side, shall be illuminated only by indirect lighting, maximum projection of 3-1/2 feet, maximum wide thickness of 12 inches, and shall maintain a minimum clearance of 8 feet above the sidewalk. Area increase of 25% when using symbolic shape, rather than rectangle or square.	Same as DCC.	Same as DCC.
Roof top signs	Prohibited.	Prohibited.	Prohibited.
Billboards	Prohibited.	Prohibited.	Prohibited.
* * *			

Section 13.06.522.J	DCC, DMU	WR	DR
Sign Features			
Lighting	Indirect, hood lighting , internal illumination, neon, and bare bulb allowed.	Same as DCC.	Bare bulb illumination prohibited.
Rotating, animated <u>mechanized</u>	Allowed.	Same as DCC.	Prohibited.
Flashing, <u>Animated</u>	Prohibited.	Prohibited.	Prohibited.
Changing message center	Allowed.	Same as DCC.	Same as DCC.
* * *			

Section 13.06.522.K	C-2, C1X, CCX, UCX, UCX-TD, M-1, M-2, PMI	C-1
* * *		
Signs Attached to Buildings		
Maximum number	3 per business, 25 percent allocation allowed on building wall(s) without a public entrance. (Note: 50 percent is allowed provided only 2 signs are installed at the business.) No maximum number for public facility over 5 acres.	Same as C-2.
Maximum area per sign	200 square feet. 400 square feet for public facility over 5 acres.	100 square feet.
Minimum sign area	Each business allowed 30 square feet regardless of frontage.	Same as C-2.
Wall	Provisions of Section 13.06.521.E shall apply.	Same as C-2.
Awning, canopy, marquee, under-marquee	Provisions of Section 13.06.521.H, I, and J shall apply.	Same as C-2.
Projecting	Provisions of Section 13.06.521.F shall apply, maximum projection 6-1/2 feet. Single business, in lieu of freestanding sign. Multi-business, not allowed.	Same as C-2.
<u>Blade, under-canopy</u>	<u>Provisions of Section 13.521.I shall apply.</u> 1 per business, maximum 8 square feet per side, illuminated only by indirect lighting, maximum projection of 3-1/2 feet, maximum wide thickness of 12 inches, and shall maintain a minimum clearance of 8 feet above the sidewalk. Area increase of 25% when using symbolic shape, rather than rectangle or square.	Same as C-2.
Roof signs	Prohibited.	Prohibited.
Billboards	Allowed only in C-2, M-1, M-2, and PMI. Provisions of Section 13.06.521.M shall apply.	Prohibited.
* * *		
Sign Features		
Lighting	Indirect, hood lighting , internal illumination, neon and bare bulb allowed.	Bare bulb illumination prohibited.
Rotating, animated <u>mechanized</u>	Allowed.	Prohibited.
<u>Flashing, animated.</u>	Not to exceed 15 percent of sign face, nor visible within 400 feet of residential zone. <u>Prohibited.</u>	Prohibited.
Changing message center	Allowed.	Same as C-2.
* * *		

13.06.522.L	T, NCX, URX, Non-Residential Districts with VSD	HM, HMX
* * *		
Signs Attached to Buildings		
Maximum number	2 per primary frontage (1 may be ground sign), 1 per perpendicular frontage(s), 1 per alley frontage with a public entrance.	One per elevation.
Maximum area per sign	Shall not exceed size allocation on primary frontage, 50 square feet on perpendicular frontage(s), 25 square feet on alley frontage, 10 square feet on upper story or basement uses.	Identification signs at 75 square feet. Directional signs at 25 square feet.
Minimum sign area	30 square feet, except for upper story or basement uses.	
Wall	Provisions of Section 13.06.521.E shall apply.	Same as T.
Awning, canopy	Provisions of Section 13.06.521.J shall apply.	Same as T.
Marquee Blade, under- Canopy marquee	Provisions of Section 13.06.521.H and I shall apply. <u>Indirect illumination only.</u>	Same as T.
Projecting	40 square feet with frontage of at least 25 feet and not allowed on alleys, provisions of Section 13.06.521.F shall apply.	Provisions of Section 13.06.521.G shall apply.
Roof signs	Prohibited.	Same as T.
Billboards	Prohibited.	Same as T.
* * *		
Sign Features		
Lighting	Indirect, hood lighting , or internal illumination allowed. No bare bulb illumination allowed. All external lighting to be directed away from adjacent properties to minimize effects of light and glare upon adjacent uses.	Same as T.
Rotating, animated <u>mechanized</u>	Prohibited.	Same as T.
Flashing, <u>animated</u>	Prohibited.	Same as T.
Changing message center	Allowed.	Same as T.
* * *		

Section 13.06.522.M	PDB	RCX
* * *		
Signs Attached to Buildings		
Maximum number	Single business, 1 per elevation, 2 total. Multi-business, 1 per business.	2 per primary frontage (1 may be a ground sign), 1 per perpendicular frontage(s), 1 per alley frontage with a public entrance.
Maximum area per sign	Single business, 75 square feet per elevation, total 150 square feet for all signs. Multi-business, 20 square feet.	30 square feet maximum on perpendicular frontage(s), but not to exceed size area allocation, 10 square feet on alley frontage, upper story and basement uses.
Minimum sign area	Single business, 30 square feet each business regardless of frontage. Multi-business, 20 square feet each business regardless of frontage.	20 square feet each business regardless of frontage.
Wall	Provisions of Section 13.06.521.E shall apply.	Same as PDB.
Awning, canopy, marquee , under- marquee canopy	Provisions of Section 13.06.521.H, I, and J shall apply .	Same as PDB.
Roof signs	Prohibited.	Prohibited.
Billboards	Prohibited.	Prohibited.
* * *		
Sign Features		
Lighting	Indirect, hood lighting , or internal illumination allowed. No bare bulb or neon illumination allowed. All external lighting shall be directed away from adjacent properties to minimize effects of light and glare upon adjacent uses.	Same as PDB.
Rotating, animated mechanized	Prohibited.	Same as PDB.
Flashing	Prohibited.	Same as PDB.
Changing message center	Allowed.	Prohibited.
* * *		

13.06.630 Nonconforming parcels/uses/structures.

A. Scope and purpose. Within the zones established by this title there exist parcels, uses, and structures which were lawful when established, but whose establishment would be prohibited under the requirements of this title. The intent of this section is to allow the beneficial development of such nonconforming parcel, to allow the continuation of such nonconforming uses, to allow the continued use of such nonconforming structures, and to allow maintenance and repair of nonconforming structures. It is also the intent of this section, under certain circumstances and controls, to allow the enlargement, intensification, or other modification of nonconforming uses and structures, consistent with the objectives of maintaining the economic viability of such uses and structures, and protecting the rights of other property owners to use and enjoy their properties. However, relief for nonconforming uses shall be narrowly construed, recognizing that nonconforming uses are disfavored by state law.

Parcels, uses, and/or structures shall be considered legally nonconforming if such parcel, uses, and/or structure were legally created prior to May 18, 1953, or if such legally created parcel, use, and/or structure became nonconforming by reason of subsequent changes in this chapter.

Pre-existing uses or structures located within a wetland, stream or their associated buffers that were lawfully permitted prior to adoption of the Tacoma Municipal Code (TMC) Chapter 13.11, Critical Areas Preservation Ordinance (CAPO), but were not in compliance with the CAPO, shall be subject to the applicable provisions of this section and TMC Sections 13.11.140 and 13.11.160.

B. Nonconforming parcels. Except as otherwise required by law, a legal nonconforming parcel, which does not conform to the minimum lot area, minimum lot width, and/or minimum lot depth requirements of this title, nevertheless, may be developed subject to all other development standards, use restrictions, and other applicable requirements established by this title.

Parcel modifications, such as boundary line adjustments, property combinations, segregations, and short and long plats shall be allowed, without need for a variance, to modify existing parcels that are nonconforming to minimum lot size requirements, such as minimum area, width or frontage, and minimum dimensional requirements, such as setbacks, yard area, and lot coverage, as long as such actions would make the nonconforming parcel(s) more conforming to the existing requirements and would not create any new or make greater any existing nonconformities.

C. Nonconforming use.

1. Continuation of nonconforming use. Except as otherwise required by law, a legal nonconforming use, within a building or on unimproved land, may continue unchanged. In the event that a building, which contains a nonconforming use, is damaged by fire, earthquake, or other natural calamity, such use may be resumed at the time the building is ~~repaired~~restored; provided ~~that, the extent of such damage to the building is less than 75 percent of the current replacement cost, as set forth in Section 2.02.300~~restoration is commenced in accordance with applicable codes and regulations and that any degree of nonconformity is not increased. Further, such restoration shall be undertaken only under a valid building permit for which a complete application was submitted within 18 months following said damage, which permit must be actively pursued to completion.

The use of unimproved land which does not conform to the provisions of this chapter shall be discontinued one year from the adoption date of the change to this chapter that creates the nonconformity; provided, however, exception may be made for the nonconforming use of unimproved land abutting a lot occupied by a building containing a nonconforming use and which nonconforming use is continuous and entire in the building and over said abutting land, all being in one ownership, and such use shall have been legally established prior to the adoption date of the change to the chapter that creates the nonconformity.

2. Allowed changes to and expansions of nonconforming use. Changes to a nonconforming use shall be allowed only under the following circumstances:

a. A nonconforming use, or a portion of a nonconforming use, may be changed to a use that is allowed in the zoning district in which it is located.

b. A nonconforming use, or a portion of a nonconforming use, may be expanded or changed to another nonconforming use when nonconforming rights for the subject use have been verified by the City of Tacoma. The applicant must provide evidence to show that the subject use was lawfully permitted prior to May 18, 1953, or if such legal use became nonconforming by reason of subsequent changes in this chapter, prior to the date of the code change that made the use nonconforming. An application for a review of nonconforming rights shall include the following:

(1) The name, address and phone number of the applicant(s) or applicant's representative.

(2) The name address and phone number of the property owner, if other than the applicant.

(3) Location of the property. This shall, at a minimum, include the property address and/or parcel number.

(4) A general description of the proposed change of use(s) and associated activities necessary to accomplish the project.

(5) A general description of the property as it now exists including its physical characteristics and improvements and structures.

(6) A site development plan consisting of maps and elevation drawings, drawn to an appropriate scale to clearly depict all required information.

(7) Documenting evidence to prove that the nonconforming use was allowed when established and maintained over time, which may include: photographs, permit documentation, zoning codes or maps, tax/license/utility records, insurance maps, directories, inventories or data prepared by a government agency.

cb. If a determination of nonconforming rights concludes that a use is lawfully in existence then Aa nonconforming use may be changed to another nonconforming use or expanded if the proposed use is permitted outright within the lowest intensity zoning district to which the existing use has noneonforming rights is currently located, based on the records of the City's official files on determinations of noneonforming rights, and subject to the standards outlined below. If a change of use is proposed and a prior determination of noneonforming rights has not been made, the proposed nonconforming use shall be allowed if it is a permitted use in the lowest intensity zoning district where the current nonconforming use is permitted outright, and subject to the standards outlined below. In addition, an existing noneonforming use may be expanded to occupy a larger portion of its existing building, subject to the following standards:

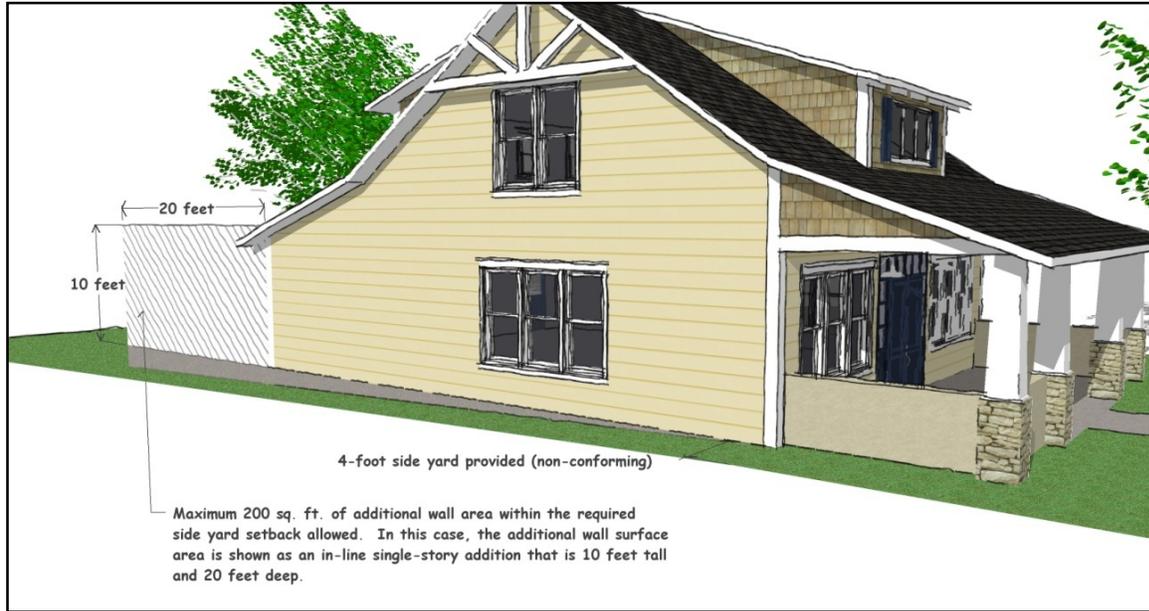
(1) The proposed change or expansion will not increase the cumulative generation of vehicle trips by more than 10 percent, as estimated by the City Traffic Engineer ~~using the most recent version of the Institute of Transportation Engineers Trip Generation Handbook~~; nor will the change or expansion result in an increase in the number of parking spaces that would be required by this chapter by more than 10 percent. In no event shall multiple changes or expansions be approved that would, in the aggregate, exceed the 10 percent requirement as calculated for the initial request for a change or expansion in use;

(2) The proposed change or expansion will not result in an increase in noise such that it exceeds maximum noise levels identified in WAC 173-60;

(3) The proposed change or expansion will not result in substantial additional light or glare perceptible at the boundary lines of the subject property;

(4) The proposed change or expansion will not result in an increase in the outdoor storage of goods or materials; and

(5) The proposed change or expansion will not result in an increase in the hours of operation.



de. Any change from one nonconforming use to another nonconforming use, as allowed herein, shall not be considered converting such nonconforming use to a permitted use.

3. Abandonment or vacation of nonconforming use. When a nonconforming use is vacated or abandoned for 12 consecutive months or for 18 months during any three-year period, the nonconforming use rights shall be deemed extinguished and the use shall, thereafter, be required to be in accordance with the regulations of the zoning district in which it is located.

D. Continued occupancy of nonconforming structure. Except as otherwise required by law and consistent with all other requirements of this chapter, a legal nonconforming structure may continue unchanged.

E. Nonconforming structure and nonconforming commercial, industrial, and institutional uses. A legal nonconforming structure, that is also nonconforming as to use, may only be expanded and/or modified in the following cases:

1. Ordinary repairs and maintenance, including painting, repair, or replacement of wall surfacing materials and the repair or replacement of fixtures, wiring, and plumbing are permitted; provided, such repair or maintenance will not result in noise exceeding levels identified in WAC 173-60, light, or glare at the boundary lines of the subject property.
2. The enlargement or modification is required for safety upon order of the City, or otherwise required by law to make the structure conform to any applicable provisions of law.
3. Such enlargement and/or modification does not result in an intensification of the use as addressed by Section 13.06.630.C.2.b.
4. Such enlargement and/or modification complies with the requirements of TMC Chapter 13.11.

F. Nonconforming structure and conforming commercial, industrial, and institutional uses. A legal conforming use located in a structure that is nonconforming as to setback, location, maximum height, lot coverage, or other development regulations may be replaced, enlarged, moved, or modified in volume, area, or space; provided, such replacement, enlargement, movement, or modification complies with all current development regulations as provided by this chapter, and with the requirements of TMC Chapter 13.11.

G. Nonconforming structure and nonconforming residential use. Nothing in this chapter shall prohibit the enlargement of a residential structure, which is nonconforming as to use and development regulations, if such expansion does not increase the number of dwelling units or reduce existing lot area or off-street parking. Such expansion, including the construction of accessory buildings, shall be limited to compliance with the setback, height, and location requirements of the zoning district in which the subject site is located, and with the requirements of TMC Chapter 13.11.

H. Nonconforming residential structures and conforming residential uses.

1. A legal nonconforming structure which is nonconforming as to setback, location, maximum height, lot area, lot coverage, or other development regulation may be replaced, enlarged, moved, or modified in volume, area, or space; provided, such replacement, enlargement, movement, or modification complies with the setback, height, and location requirements of the zoning district in which the subject site is located, and with the requirements of TMC Chapter 13.11.

2. Certain additions to existing, nonconforming single-, two-, three-, or multi-family or townhouse dwellings may extend into a required front, side, or rear yard setback when the existing dwelling is already legally nonconforming with respect to that setback. The nonconforming portion shall be at least 60 percent of the total width of the respective wall of the structure prior to the addition and any other additions added since May 18, 1953. Additions may extend up to the height limit of the zoning district and extend into the required front, side and/or rear yard setback as follows:

a. Front and rear yard setbacks: The addition may extend five feet into the required front or rear yard setback or to the extent of the setback line formed by the nonconforming portion, whichever is less.

b. Side yard setbacks: The addition may extend into the required side yard setback up to the setback line formed by the nonconforming wall, except in no case shall the addition be closer than 3 feet from the side property line. Furthermore, the size of the addition shall be limited to an additional wall surface area within the required side setback area of no more than 200 square feet. (See example on following page.) For purposes of this provision, "wall surface area" is defined as the length (measured parallel to the side property line) multiplied by the height of the vertical wall surface of any building addition within the required side yard setback area. Any windows, doors or architectural features present are counted toward the total permissible wall surface area. Additions below the current ground level finished floor will not be counted toward the maximum permissible wall surface area.

I. Restoration of damaged or destroyed nonconforming commercial, industrial, institutional, and residential structures. Restoration of a legal nonconforming building or structure which has been damaged by fire, earthquake, or other natural calamity is permitted; provided, ~~that the restoration is commenced in accordance with applicable codes and regulations and that any degree of nonconformity is not increased. extent of such damage is less than 75 percent of the current replacement cost, as set forth in Section 2.02.300. In the event that the extent of such damage exceeds 75 percent of current replacement cost, the nonconforming building or structure may be restored or rebuilt only to an extent which complies fully with the property development and performance standards of the applicable zoning district, as provided by this title, and with the requirements of TMC Chapter 13.11. In either case, s~~Such restoration shall be undertaken only under a valid building permit for which a complete application is submitted within 18 months following said damage, which permit must be actively pursued to completion.

J. Nonconforming signs. Nonconforming signs shall be subject to the regulations found in Section 13.06.521.N. Signs for nonconforming commercial and/or industrial uses in a residential district shall be limited to the signage which existed at the time it became nonconforming or, in the event the sign is destroyed or removed, it may be replaced by a sign not to exceed 32 square feet.

* * *

13.06.640 Conditional use permit.

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

* * *

I. Pre-existing ~~parks, recreation, open space and school~~ uses which were not required to obtain a Conditional Use Permit at the time they were developed, but which have subsequently become Conditional Uses, shall be viewed for zoning purposes in the same manner as if they had an approved Conditional Use Permit authorizing the extent of development as of August 1, 2011. If proposed modifications or expansions to such uses exceed the Major Modification thresholds of Section 13.05.080, or for park and recreation facilities the expansion/modification thresholds of Section 13.06.560.C.2, a Conditional Use Permit will be required for the new development activities proposed.

* * *

13.06.700 Definitions and illustrations.

* * *

Canopy (or marquee). An ornamental roof-like structure unenclosed on one or more sides and normally used for pedestrian protection and convenience and/or signage.

* * *

Hospitals. Medical facilities, licensed by the Department of Health Services, the Committee on Accreditation of Rehabilitation Facilities, the Department of Aging, or other similar organizations, for the provision of surgery, rehabilitation and physical care, acute psychiatric care, chemical dependency, and substance abuse on an out-patient basis, including ancillary nursing, training, and administrative facilities. Such facilities are generally licensed by the state under the provision of RCW 70.41.

* * *

Office. Offices of firms or organizations providing medical, professional, executive, management, or administrative services. This classification includes offices for a physician, dentist, ~~or~~ chiropractor, massage therapy, laboratory and acupuncture; laboratories; emergency medical care; architectural; computer software consulting; data management; engineering; interior design; graphic design; real estate; insurance; investment; banks and savings and loan associations; government offices; and law offices.

* * *

Personal services. Provision of recurrently needed services of a personal nature. This classification includes services such as barber and beauty shops, ~~massage~~, tanning, seamstresses, tailors, shoe repair, dry cleaning agencies (excluding plants), photocopying, and self-service laundries; provision of instructional services or facilities such as photography, fine arts, crafts, dance or music studios, driving schools, diet centers, reducing salons, and fitness studios.

* * *

Retail. Establishments engaged in retail sales of goods, including, but not limited to, the retail sale of merchandise not specifically listed under another use classification. This classification includes, but is not limited to, department stores, clothing stores, bank branches, furniture stores, pawn shop, pharmacies, and businesses retailing the following goods as examples: toys, hobby materials, food and beverages sales (including catering), hand-crafted items, jewelry, cameras, photographic supplies, electronic equipment, records, sporting goods, kitchen utensils, hardware, appliances, art, antiques, art supplies and services, baseball cards, coins, comics, paint and wallpaper, carpeting and floor covering, medical supplies, office supplies, bicycles, and new automotive parts and accessories (excluding service and installation).

* * *

Sign, animated. A sign that uses movement, ~~by either natural or mechanical~~electronic means, to depict action or create a special effect or scene, as with video or a series of moving lights.

Sign, ~~awning~~canopy (or awning). A sign affixed to the surface of an canopy, awning, marquee, or similar feature and which does not extend vertically or horizontally beyond the limits of such ~~awning~~feature, but does not include a projecting roof.

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

Sign, changing message center. An electronically controlled sign, message center, or readerboard where copy changes ~~of a public service or commercial nature~~ are shown on the same lamp bank ~~(i.e., time, temperature, date, news, or commercial information of interest to the traveling public)~~ or screen.

~~Sign, marquee. A sign attached to and made part of a marquee. A marquee (or canopy) is defined as a permanent roof-like structure attached to and supported by the building and projecting beyond a building, but does not include a projecting roof.~~

Sign, mechanized. A sign which uses natural or mechanical means to physically move all or part of the sign structure.

~~Sign, readerboard. A sign consisting of tracks to hold letters, which allows for frequent changes of copy; usually such copy is not electronic.~~

Sign, under-~~marquee~~canopy. Signs or other information-conveying devices that are affixed to the underside of a marquee canopy, awning, marquee, or similar feature and project down from the bottom of the marquee~~feature~~.

Chapter 13.07

LANDMARKS AND HISTORIC SPECIAL REVIEW DISTRICTS

* * *

13.07.100 Criteria for the Relocation of a City Landmark. ~~Repealed by Ordinance 27795.~~

Relocating a historic structure usually diminishes its integrity, because the association with the original site is a key feature, and therefore it is not permitted in most cases. However, there may be extreme circumstances, in which a building is threatened in its present location and alternatives for preservation on site do not exist. In such a case, the following criteria should apply:

A. The structure is threatened by further deterioration or loss in its present location.

B. All alternatives to relocation have been reasonably considered.

C. The original building and site condition will be accurately recorded before removing the structure from the existing site.

D. Moving procedures are sufficiently planned to protect the key features of the structure.

E. The relocation site provides an appropriate context similar to that of the original.

F. A commitment is in place to complete the relocation and subsequent rehabilitation of the building.

G. There is adequate protection to assure continued preservation of the building at its relocated site.



**2012 Annual Amendment Application No. 2012-07
Minor Amendments and Refinements**

DRAFT COMPREHENSIVE PLAN CHANGES
February 1, 2012

These proposed amendments include modifications to the following Elements of the Comprehensive Plan:

ENVIRONMENTAL POLICY ELEMENT

Habitat Zones Map and Associated Policies

Note: The Habitat Zones map and associated policies are being removed as they are outdated and were effectively replaced with the adoption of the new Habitat Corridors maps and policies in the Open Space Habitat and Recreation Element and subsequent changes to the Critical Areas Preservation regulations (TMC Chapter 13.11).

*Note – These amendments show all of the changes to the *existing* Comprehensive Plan. The sections included are only those portions of the plan that are associated with these amendments. New text is underlined and text that is deleted is shown in ~~strikethrough~~.

Environmental Policy Element

* * *

Section III – Critical Areas

The City has designated certain lands as environmentally sensitive or critical areas. These areas include aquifer recharge areas, fish and wildlife habitat conservation areas, flood hazard areas, geologically hazardous areas, natural resource areas, stream corridors, and wetlands. Because of the growing pressures and the increased understanding of the value of critical areas, the City has drafted standards to manage development for their protection and preservation. Critical areas warrant protection because they maintain and protect surface and ground water quality, provide erosion and storm water control, and serve as an essential habitat for fish and wildlife.

* * *

Fish and Wildlife Habitat Conservation Areas

Background

In general, most of the land in Tacoma has been greatly affected by human activity. Consequently, native plant cover and its dependent wildlife species have been severely reduced and restricted to rather small, often steep-sloped or marshy areas. Because of steepness, unstable soil or water conditions, such areas are generally difficult and expensive to use for building purposes but lend themselves well to open space, greenbelt and wildlife preservation. Their relatively small area and lineal configuration, however, limit the type and amount of vegetation and wildlife able to exist there. Consequently, what is found in these areas is a complex of native and invasive species of plants and animals able to withstand exposure and competition with limited territorial requirements.

Plant life is dominated by evergreen and broadleaf trees with an understory and ground cover of broadleaf shrubs, vines, herbs and grasses. Fern, moss, fungus and lichen species are prevalent and, in open and marshy areas, cattails, horsetails, sedges and rushes prevail.

Seeping banks along the Point Defiance shoreline support a population of chain-fern. Ranging from British Columbia to South California, chain-fern is found in only a few scattered sites in Puget Sound and is listed as a sensitive plant species by the Washington Department of Ecology.

Around Point Defiance, steep slopes are backed by a considerable extent of mature upland forest approximating original conditions and providing range requirements for some larger species of wildlife. Along the shoreline, numerous water birds are resident and large numbers of migratory birds feed and rest. Offshore, large numbers of marine diving birds and several marine mammals occur in season. A large concentration of octopi occurs in the Narrows between Point Defiance and Titlow Beach. This area has been designated a critical biological area by the Washington State Department of Ecology.

Other protected species commonly found in the area include harbor seals, California and Steller sea lions, killer whales and other cetaceans, hawks, owls, songbirds, flying squirrels, chipmunks and turtles. Rare or endangered species occasionally found in shoreline areas are given special protection; examples are the peregrine falcon, sandhill crane, bluebirds, osprey, bald eagle and the western grey squirrel. Two reptile species, the sharp-tiled snake and the western pond turtle, may possibly occur, most likely in the Wapato Lake area. All of these require maximum protection wherever they chance to appear.

Intent

Land development projects will mean a loss of some natural habitats, which would result in the

elimination of wildlife in those habitats. Expanded development will invariably involve such construction modifications as clearing, grading and landscaping. Increased human activity will result in a loss or destruction of the existing natural vegetation and the reduction or elimination of resident fauna.

It is intended that removal of existing and native vegetation in fish and wildlife habitat conservation areas be carefully considered. Such practice destroys the benefits that green spaces provide and threatens the habitats of local wildlife. However, it is possible to accommodate development needs and, yet, retain important vegetation. Where significant wooded areas occur, the application of innovative development techniques that cluster dwellings and maximize the acreage of undisturbed areas is an appropriate alternative for conventional grid subdivisions. Such projects can be designed to provide a green space buffer or vegetated habitat that will provide important functions for wildlife. Where existing vegetation is removed, extensive landscaping should be installed in appropriate locations.

While the City should be considerate of general flora and fauna values, it must also recognize the significance of specific specimen trees. Protection of these trees, particularly those of historic merit or outstanding size, is intended.

It is recognized that the City's existing wildlife habitats are valuable for propagating and sheltering wildlife populations and for sustainable biodiversity, education, recreation and aesthetics. Wildlife habitats will undoubtedly be impacted by development; however, mitigation will be required.

Habitat improvement is encouraged to intentionally improve the overall processes, functions and values of critical habitats, including wetland, stream and aquatic habitats. Such actions may or may not be in conjunction with a specific development proposal, and include, but not be limited to, restoration, creation, enhancement, preservation, acquisition, maintenance and monitoring. Habitat improvement includes actions to acquire and preserve key natural areas that remain; and to improve existing environmental conditions, such as providing new or better habitat, better water quality or other supporting factors, or increasing the number or diversity of species.

It is important that the City and developers work with State and Federal agencies and land owners to identify, locate and protect habitats of endangered or threatened species. Development practices such as clustering, retention of native vegetation and protection of wetlands, ponds, streams and other water features are encouraged to protect habitats. It is also important to include habitats in lands designated for open space purposes to protect wildlife.

Issues

Fish and wildlife habitat conservation areas may contain priority species and priority habitats that may include a seasonal range or habitat element with which a given species has a primary association. These areas may include other critical ecosystems susceptible to alterations such as:

- a) slopes;
- b) landslide areas;
- c) geologically hazardous areas;
- d) shorelines, stream corridors and wetlands;
- e) natural resource areas; and
- f) these critical ecosystem's associative transitional areas or buffers.

Alteration of these critical ecosystems may reduce the likelihood that the species will survive or reproduce. Activities allowed in fish and wildlife habitat conservation areas must be consistent with the species classification located there and any applicable State and Federal guidelines or standards, including Best Available Science with special consideration given to anadromous fisheries. Standards for development in these areas must be in accordance with the requirement for development in the underlying zone or critical area classification.

Habitat Zone

~~Habitat Zones are areas locally designated and mapped that depict high quality, relatively undisturbed natural open spaces that provide valuable functions and values beyond the individual natural habitats that may be contained within the zone. It is intended that the mapped Habitat Zone will include areas of biological diversity that are an important community resource.~~

~~Identification of the habitat zone will assist land owners, City officials and citizens in determining priority areas for protection, enhancement and restoration. Initially, the Habitat Zone will include areas that are designated as Wetlands and/or Streams of Local Significance. Other areas as they are identified, designated and mapped will be added, including Habitats of Local Importance which are areas that include a seasonal range or habitat element with which a given species has a primary association, and which, if altered, may reduce the likelihood that the species will remain and reproduce over the long term. These might include areas of high relative density or species richness, breeding habitat, winter range and movement corridors. These might also include habitats that are of limited availability or high vulnerability to alternations, such as cliffs, talus, and wetlands. An assessment of the biological diversity and habitat value is needed to designate these areas. The Habitat Zone may also include other areas where habitat protection is desired, including corridors upon completion of a biological diversity assessment.~~

~~It is intended that development proposals within the designated Habitat Zone will be subject to greater scrutiny to ensure valuable habitats are protected. Enhancement and restoration activities should be prioritized and directed to areas within the designated Habitat Zone.~~

Applicable Law

The Endangered Species Act of 1972 addresses the protection of rare, endangered and threatened plant and animal species. Title 77 RCW revises and reorganizes the game code of the State of Washington to clarify and improve the administration of the state's game laws. Title 75 RCW addresses food fish and shellfish management in the State of Washington. Chapter 13.08 of the Official Code of the City of Tacoma addresses the maintenance, preservation and conservation of open space lands within the city.

The Growth Management Act declares that cities shall develop comprehensive plans that address "critical areas" management for preservation and protection. Engrossed Substitute House Bill 1933 that became effective on July 27, 2003, clarifies the relationship between the Growth Management Act and the Shoreline Management Act as it pertains to critical areas

and it states that "the legislature intends that critical areas within the jurisdiction of the shoreline management act shall be governed by the shoreline management act and that critical areas outside the jurisdiction of the shoreline management act shall be governed by the growth management act." Fish and wildlife habitat conservation areas are one of several critical areas designated by the City.

Policies

The following policies support and strengthen the City's intent relative to fish and wildlife habitat conservation areas.

E-FW-1 Wildlife and Natural Environment
Support and enforce laws, regulations and programs designed to protect wildlife and natural resources.

E-FW-2 Retain Vegetation
Encourage the retention of native vegetation and the installation of landscaping designed to complement local wildlife and native vegetation and help mitigate the loss of wildlife habitat areas that results from development.

E-FW-3 Landscaping Stabilization
Ensure that sufficient and appropriate native landscaping be installed to stabilize and beautify areas and improve habitat where extensive removal of vegetation has occurred.

E-FW-4 Specimen Trees
Encourage the identification and preservation of specimen trees of historic merit and/or outstanding size.

E-FW-5 Removal of Native Vegetation
Discourage the indiscriminate removal of native vegetation to preserve green space and protect habitats.

E-FW-6 Innovative Development Techniques
Encourage innovative development techniques such as clustering to maximize the amount of open space and preserve habitats.

E-FW-7 Habitat Protection
Identify, locate and protect habitats of endangered, threatened, priority or sensitive species.

E-FW-8 Maintain Habitat Diversity

Encourage the preservation of large blocks of land around critical areas to ensure maximum habitat diversity.

E-FW-9 Strengthen Habitat Connections

Encourage actions which protect and improve natural resources in both the upper and lower areas of the Puyallup River watershed and strengthen connections within and between them.

E-FW-10 Integrate Development Projects

Promote the integration of development projects into their surrounding environments, promoting a "greenbelt natural corridor" for movement and use by species.

E-FW-11 Estuary Ecosystem

Promote a functioning and sustainable ecosystem with a diversity of habitat types in the industrialized estuary of the Commencement Bay environment.

E-FW-12 Protect in Perpetuity

Encourage the protection of habitat improvement project sites in perpetuity.

E-FW-13 Benefit Injured Resources

Encourage actions to restore various habitat components of the Commencement Bay ecosystem that benefit natural resources injured by releases of hazardous substances.

E-FW-14 Commencement Bay Habitat Planning

Encourage habitat preservation and improvement actions within Commencement Bay that reflect the historical functions and current physical conditions of the estuary, the needs of a variety of selected species or groups of species, the consideration of strategically located habitats in the estuary, the concept of diversity on an ecosystem basis, and bay-wide planning and siting criteria.

E-FW-15 Improve Altered Habitats

Encourage the improvement of habitat along the edges of shorelines and creeks, migration corridors, and productive areas that have been altered by past shoreline activities.

E-FW-16 Sustainable Habitat

Encourage acquisition, preservation and restoration of remaining sustainable habitat and improvement of existing habitat corridors.

E-FW-17 Diversity of Habitat Types

Encourage, through restoration, a diversity of sustainable habitat types and species within the Commencement Bay ecosystem to improve fish and wildlife resources.

E-FW-18 Performance Standards

Encourage design and performance standards that promote source control and habitat restoration efforts.

E-FW-19 Integrate Improvement Actions

Encourage the integration of habitat improvement actions with other regulatory efforts, including environmental remediation, source control, and site development actions, as well as long range planning activities.

E-FW-20 Habitat Improvement Actions

Encourage new development to provide or incorporate habitat improvement actions as appropriate.

E-FW-21 Locating Habitat Improvement Actions

Focus habitat improvement actions on sites with low possibilities of contamination.

E-FW-22 Public Access

Encourage public access provisions in all habitat improvement projects where such access will complement, not disrupt, the habitat improvement action.

E-FW-23 Superfund Cleanups

Encourage the integration of habitat improvement actions into source control and sediment remedial actions as part of federal and state Superfund cleanups.

E-FW-24 Private Conservation Efforts

Encourage community based or nonprofit local and regional trusts and private conservation efforts.

E-FW-25 Cleanup Coordination

Promote coordination among diverse cleanup and regulatory programs and agencies.

E-FW-26 Strengthen Working Relationship

Strengthen working relationships among citizens, agencies, tribes, and companies to plan and implement bay-wide habitat improvement efforts.

E-FW-27—Habitat Zones

~~Adopt a Habitat Zones map to identify locally important habitat areas in order to provide greater scrutiny and review of development proposals and to identify priority areas for restoration and enhancement programs and activities.~~

E-FW-278 Habitats of Local Importance

Establish regulations that will provide greater protection to areas designated as habitats of local importance.

* * *

Section IV – Appendices

Glossary

* * *

Habitat - The specific area or type of environment in which a particular type of animal lives.

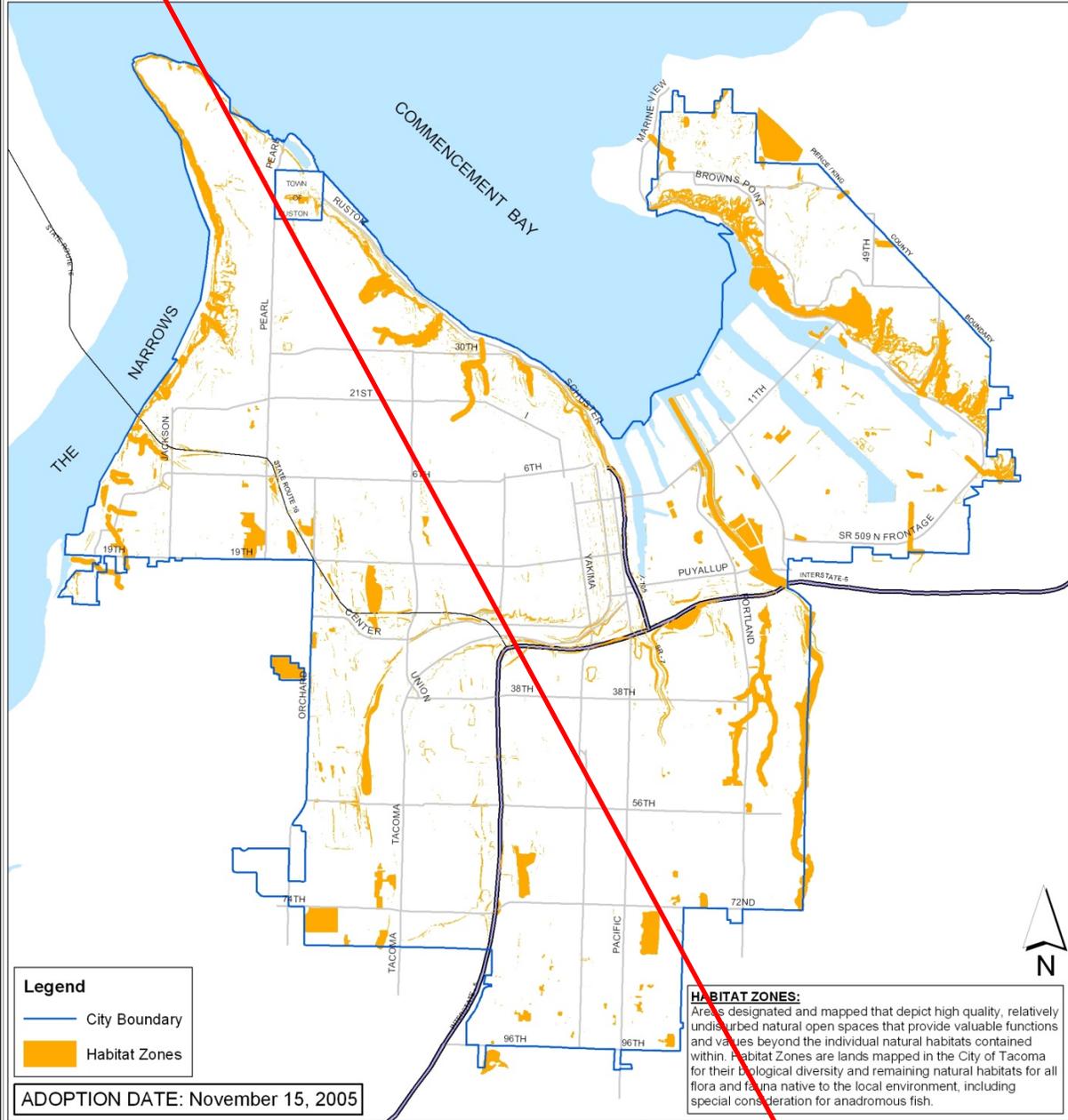
Habitat conservation areas - Areas designated as fish and wildlife habitat conservation areas.

Habitats of local importance - Those areas that include a seasonal range or habitat element with which a given species has a primary association, and which, if altered may reduce the likelihood that the species will maintain and reproduce over the long-term. These might include areas of high relative density or species richness, breeding habitat, winter range, and movement corridors. These might also include habitats that are of limited availability or high vulnerability to alternations such as cliffs, talus, and wetlands.

~~**Habitat Zones**—Areas designated and mapped that depict high quality, relatively undisturbed natural open spaces that provide valuable functions and values beyond the individual natural habitats contained within.~~

Habitat Zones

Environmental Policy Element



This map was funded in part through a cooperative agreement with the National Oceanic and Atmospheric Administration with funds appropriated for the Coastal Zone Management Act of 1972 through a grant to the Washington Department of Ecology. The views expressed herein are those of the authors and do not reflect the views of NOAA or any of its sub-agencies.



City of Tacoma
Tacoma Economic Development Department



NOTE: This map is for reference only.



**Determination of Environmental Nonsignificance
and Environmental Checklist**



Preliminary Determination of Environmental Nonsignificance

City of Tacoma Comprehensive Plan and Land Use Regulatory Code Proposed Amendments for 2012

SEPA File Number: SEP2012-40000176242

TO: All Departments and Agencies with Jurisdiction

SUBJECT: Preliminary Determination of Environmental Nonsignificance

In accordance with WAC 197-11-340, a copy of the Preliminary Determination of Environmental Nonsignificance for the project described below is transmitted:

Applicant: City of Tacoma Community and Economic Development Department
747 Market Street, Room 1036
Tacoma, WA 98402
(253) 591-5200

Proposal:

The proposed 2012 Annual Amendment would amend three elements of the *Comprehensive Plan* (i.e., Housing, Transportation, and Environmental Policy Elements) and revise four chapters in Title 13 of the Tacoma Municipal Code (i.e., 13.04 Platting and Subdivisions, 13.05 Land Use Permit Procedures, 13.06 Zoning, and 13.07 Landmarks and Historic Special Review Districts).

Copies of the complete text of the proposed revisions including associated map revisions are available from the Community and Economic Development Department at the below address and may also be viewed and downloaded at www.cityoftacoma.org/planning (click on “2012 Annual Amendment”).

Location: City of Tacoma

Lead Agency: City of Tacoma

City Contact: Lihuang Wung
Community and Economic Development Department
747 Market Street, Room 1036
Tacoma, WA 98402
(253) 591-5682

The lead agency for this proposal has made a preliminary determination that this project does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2) (c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public upon request. This Preliminary Determination of Nonsignificance (DNS) is issued under WAC 197-11-340(2). **Comments must be submitted by 5:00 p.m. on March 16, 2012. The Responsible Official will reconsider the DNS based on timely comments and may retain, modify, or, if significant adverse impacts are likely, withdraw the DNS. Unless modified by the City, this determination will become final on March 23, 2012.**

Determination of Nonsignificance

SEP2012-40000176242

Page 2

There is no administrative appeal for this determination. Appeals must be filed in conjunction with appeals of the adopted amendments to the Growth Management Hearings Board; appeals shall be taken in accordance with procedures and limitations set forth in RCW 43.21C.075 and WAC 242-02. In addition to Growth Management Hearings Board requirements, a copy of the appeal shall be filed with the Community and Economic Development Department, 747 Market Street, Tacoma, Washington 98402.

The Puyallup Tribe is notified that this initiates the consultation process.

Responsible Official: Ryan Petty
Position/Title: Director, Community and Economic Development Department

Signature: 

SEPA Officer Signature: 

Issue Date: **February 10, 2012**
Comment Deadline: **March 16, 2012, 5:00 p.m.**

NOTE: The issuance of this Preliminary Determination of Nonsignificance does not constitute project approval. Future project applicants must comply with all other applicable requirements of the City of Tacoma and other agencies with jurisdiction prior to receiving development permits.

- c: Tacoma Community and Economic Development Department, Reuben McKnight, Shirley Schultz
- Metro Parks, Doug Fraser, 4702 South 19th Street, Tacoma, WA 98405
- Nature and Environment Advisory Council, Terry Larson, 808 North Ainsworth Ave., Tacoma, WA 98403
- Port of Tacoma, Jason Jordan, P.O. Box 1837, Tacoma, WA 98401
- Puget Sound Clean Air Agency, Steve Van Slyke, SEPA Review, 1904 3rd Ave – Suite 105, Seattle, WA 98101
- Puyallup Tribe of Indians, Bill Sullivan, Natural Resources Director, 3009 E. Portland Ave., Tacoma, WA 98404
- Puyallup Tribe of Indians, David Duenos, Building Official, 3009 E. Portland Avenue., Tacoma, WA 98404
- Puyallup Tribe of Indians, Brandon Reynon, Tribal Historian, 3009 E. Portland Avenue, Tacoma, WA 98404
- Puyallup Tribe of Indians, Jeffrey Thomas, TFW Program Director, 3009 E. Portland Ave., Tacoma, WA 98404
- Puyallup Tribe of Indians, Peter Mill, Director of Planning Department, 3009 E. Portland Ave., Tacoma, WA 98404
- Puyallup Tribe of Indians, Lisa A. Brautigam, Environmental Attorney, 3009 Portland Ave., Tacoma, WA 98404
- Puyallup Tribe of Indians, Russ Ladley, Tribal Attorney, 3009 Portland Avenue, Tacoma, WA 98404
- Puyallup Tribe of Indians, Shawn Villegas, 3009 Portland Avenue, Tacoma, WA 98404
- Puyallup Tribe of Indians, Andrew Stroebel, Land Use Manager, 3009 Portland Avenue, Tacoma, WA 98404
- Tacoma Pierce County Health Department, Sherrilyn Reed, EH-3128 – 3629 South D St., Tacoma, WA 98418
- Tacoma Pierce County Health Department, Brad Harp, EH-3128 – 3629 South D Street, Tacoma, WA 98418
- Tacoma Public School District #10, Pete Wall, 3223 South Union Ave., Tacoma, WA 98409
- Department of Transportation, Dale Severson, P.O. Box 474400, Olympia, WA 98504
- WDOE, via email only to sepaunit@ecy.wa.gov

File: Building and Land Use Services

ENVIRONMENTAL CHECKLIST

*City of Tacoma
Comprehensive Plan and Land Use Regulatory Code
Proposed Amendments for 2012*

**SEPA File Number:
SEP2012-40000176242**

February 2012

**Community and Economic Development Department
747 Market Street, Room 1036
Tacoma, WA 98402-3793
253-591-5200**



A. BACKGROUND

1. Name of proposed project, if applicable:

City of Tacoma *Comprehensive Plan* and Land Use Regulatory Code – Proposed Amendments for 2012 (“2012 Annual Amendment”)

2. Proponent/applicant:

City of Tacoma
Community and Economic Development Department
747 Market Street, Room 1036
Tacoma, WA 98402-3793

3. Contact:

Lihuang Wung
City of Tacoma
Community and Economic Development Department
747 Market Street, Room 1036
Tacoma, WA 98402-3793
Phone: (253) 591-5682
E-mail: lwung@cityoftacoma.org

4. Date checklist prepared: February 8, 2012

5. Agency requesting checklist:

City of Tacoma, Community and Economic Development Department

6. Proposed timing or schedule (including phasing, if applicable):

The schedule for the 2012 Annual Amendment encompasses the following milestones:

July 2011-February 2012:	Analysis of the proposed amendments
February-March 2012:	Public review of the proposed amendments
March 7, 2012:	Planning Commission public hearing
April 18, 2012:	Planning Commission makes recommendations to the City Council
May-June 2012:	City Council review of the Commission’s recommendations
May 22, 2012:	City Council public hearing
June 19-26, 2012:	City Council considers adoption of the proposed amendments

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

The *Comprehensive Plan* and implementing development regulations are amended on an annual basis consistent with the State Growth Management Act. The proposed changes to text, map and policies of the *Comprehensive Plan* will apply to future land use and development. Proposed changes to the Land Use Regulatory Code and the Official Zoning Map will provide the basis to evaluate and regulate future development proposals.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

SEPA analyses have been prepared for amendments to the *Comprehensive Plan* and Land Use Regulatory Code on an annual basis since 1994. Listed below are those for the last 3 years, with the rest on file and available for review upon request:

- SEP2011-40000157940 Adoption of 2011 Annual Amendment to the *Comprehensive Plan* and *Land Use Regulatory Code*
- SEP2010-40000140630 Adoption of 2010 Annual Amendment to the *Comprehensive Plan* and *Land Use Regulatory Code*
- SEP2009-40000127441 Adoption of 2009 Annual Amendment to the *Comprehensive Plan* and *Land Use Regulatory Code*

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

There are no known applications; however, future development applications would be subject to the approved amendments to the *Comprehensive Plan* and the *Land Use Regulatory Code*.

10. List any government approvals or permits that will be needed for your proposal, if known.

The proposed amendments to the *Comprehensive Plan* and the *Land Use Regulatory Code* will be adopted by the City Council by ordinance, i.e. through the legislative process. Future development applications will be subject to the amended Plan, regulations, and zoning classifications and be approved through issuance of various permits and approvals as required.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site.

The proposed 2012 Annual Amendment would amend three elements of the *Comprehensive Plan* (i.e., Housing, Transportation, and Environmental Policy Elements) and revise four chapters in Title 13 of the Tacoma Municipal Code (i.e., 13.04 Platting and Subdivisions, 13.05 Land Use Permit Procedures, 13.06 Zoning, and 13.07 Landmarks and Historic Special Review Districts).

Copies of the complete text of the proposed revisions, including maps where applicable, and staff analyses of each of the proposed amendments are available from the Community and Economic Development Department at the address shown on the cover page and at all branches of the Tacoma Public Library. The proposed revisions may also be viewed or downloaded at www.cityoftacoma.org/planning (Click on “2012 Annual Amendment”).

It is noted that, originally, the proposed 2012 Annual Amendment included seven applications, i.e., Applications #2012-01 through #2012-07. Four of them have been removed from the package and analyzed on separate, respective schedules, for various reasons. The remaining three applications are as summarized below:

(1) Application #2012-02: Housing Element

This amendment will modify the Housing Element of the *Comprehensive Plan*, including the following three major components:

- Affordable Housing Policy Principles – Incorporating the eight policy principles concerning Affordable Housing, as directed by the City Council per Resolution No. 38264, adopted on May 17, 2011. The eight policy principles are as follows:
 1. Affordable housing is vital to important civic interests
 2. Affordable housing is attractive, innovative and well managed
 3. The city needs to enlist the engine of private development
 4. Affordable housing developments spur other investments
 5. The city should welcome affordable housing developments
 6. Every city neighborhood needs affordable housing developments
 7. Affordable housing as innovative design
 8. Affordable housing as a high city priority amid competing interests

- Countywide Planning Policies – Ensuring consistency with the Countywide Planning Policies for Pierce County pursuant to the Growth Management Act.
- Housing Needs Assessment – Updating housing needs assessment information based on the 2010 census and other recent data.

(2) Application #2012-03: Transportation Element

This amendment will modify the Transportation Element of the *Comprehensive Plan*, including the following two major components:

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

(3) Application #2012-07: Regulatory Code Refinements

This amendment will modify the following three chapters of the Tacoma Municipal Code as well as the Environmental Policy Element of the *Comprehensive Plan*:

- **Modifications to Chapter 13.06 – Zoning, including:**
 - ⇒ Improve and clarify the nonconforming section, including how it addresses rebuilding nonconforming uses that are destroyed, changes to existing nonconforming uses, verification of nonconforming rights, and pre-existing conditional uses.
 - ⇒ Improve the consistency of development standards for drive-throughs in mixed-use districts
 - ⇒ Clarify the provisions applicable to massage services
 - ⇒ Rectify the parking requirement for eating and drinking establishments with the calculation methodology and the different circumstances in which they exist (such as in shopping centers)
 - ⇒ Incorporate additional references and citations and improve internal consistency in tables
 - ⇒ Continue the ongoing consolidation of definitions into one section of the code
- **Modifications to Chapter 13.05 – Land Use Permit Procedures, including:**
 - ⇒ Clarify the review process and criteria for providing reasonable accommodations
 - ⇒ Clarify and process and qualification criteria for Development Regulation Agreements
- **Modifications to Chapter 13.04 – Platting and Subdivisions:**
 - ⇒ Clarifying the process and procedures for plat alterations, vacations, and replats to ensure consistency with State Law and administrative practices
- **Modifications to Chapter 13.07 – Landmarks and Historic Special Review Districts:**
 - ⇒ Adding Section 13.07.100 – Criteria for the Relocation of a City Landmark, to correct an inadvertent error in the ordinance adopting the Historic Preservation Plan in 2011
- **Modifications to the Comprehensive Plan:**
 - ⇒ Removing the map and references to the Habitat Zones (these have subsequently been replaced by “Habitat Corridors”)

12. Location of the Proposal: (Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any. If a proposal would occur over a range of area, provide the range or boundaries of the site(s).)

The proposed 2012 Annual Amendment entails only non-project actions and generally affects properties throughout the City of Tacoma. The responses provided from this point forward imply city-wide applicability, unless otherwise specified.

13. Assessor Parcel Number:

Affected parcels are located throughout the city and are too numerous to list.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (underline one): Flat, rolling, hilly, steep slopes, mountainous, other:

Topography within the city is widely varied, ranging from large flat areas to areas of significant steep slopes. Overall, the city can be described as hilly and/or rolling.

What is the steepest slope on the site (approximate percent slope)?

The highest point in the City is Indian Hill in NE Tacoma (Orca, Galleon, & Tower Drive) at 552 feet. The lowest point is sea level (Puget Sound). The steepest areas are the bluffs adjacent to the Narrows and Commencement Bay. There are areas within the City which contain slopes that exceed 100%.

b. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

The soils in Tacoma consist of gravel, sand, clay, silt, peat, and muck. There are no known areas of prime farmland or agricultural soils.

c. Are there surface indications or history of unstable soils in the immediate vicinity?

Tacoma is in the Zone 3 Seismic Hazard Zone, as is the entire Puget Sound region. This designation is based on life safety and the potential for property damage as a result of seismic activity. Zone 1 includes those areas that are least likely and Zone 4 includes those that are most likely to experience injury and/or building damage as a result of a seismic event. The City's geologically hazardous areas are generally mapped in the Environmental Policy Element of the *Comprehensive Plan*.

d. Describe the purpose, type and approximate quantities of filling or grading proposed. Indicate source of fill.

No grading or filling is proposed by these non-project actions. Site-specific impacts of any filling or grading will be assessed as part of the review of a future development proposal.

e. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Proposals are non-project actions. Erosion controls based on the City's adopted stormwater manual and development codes will be made a requirement by the City at the time of permit approval and construction. Specific impacts will be assessed at project development stage.

f. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

The proposals are non-project actions. Calculations of impervious surfaces would be prepared and evaluated at the time of development application review.

g. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

The proposed amendments are non-project actions. Future development proposals will be required to meet the grading and erosion control requirements of the City of Tacoma at the time of development.

2. Air

- a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities, if known.**

Impacts will be assessed at the project development stage. Future development may result in localized increases in air pollution due to construction activity and vehicular traffic.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

Carbon monoxide has historically been a consideration for downtown Tacoma, but current levels are below Federal standards. A portion of Tacoma has been designated as non-attainment for PM 2.5 (particulate matter) under EPA standards. The proposals are non-project actions and will not be affected by or increase any emissions or odor. Development proposals would be evaluated to determine and mitigate any impacts.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any.**

Impacts will be assessed, and mitigations implemented, at the project development stage.

3. Water

a. Surface

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

Most of Tacoma is on a peninsula surrounded on the west by portions of Puget Sound, including the Narrows, and on the east by Commencement Bay. Additionally there are: several lakes, including Wapato Lake, Snake Lake, and China Lake; numerous streams and rivers such as the Puyallup River, Swan Creek, Puget Creek, and Hylebos Creek; and, a significant number of seasonal and perennial streams and wetlands.

- 2) Will the project require any work in or adjacent to (within 200 feet) of the described waters? If yes, please describe and attach available plans.**

Does not apply. Proposals are non-project actions.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

Does not apply. Proposals are non-project actions.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities, if known.**

Does not apply. Proposals are non-project actions.

5) Does the proposal lie within a 100-year flood plain? If so, note location on the site plan.

The 100-year flood plain within the city includes the following areas: Puyallup River; an area of the Tideflats near SR-509 and Portland Avenue; an area of the Tideflats near Taylor Way, Alexander Avenue and SR-509; the creek area east of Portland Avenue between I-5 and S. 56th Street; the Larchmont Playground area near S. 84th Street and Pacific Avenue; the area near S. 84th and S. Hosmer Streets; the Wapato Lake area near S. 72nd Street and Sheridan Avenue; the Flett Creek area near South Tacoma Way and S. 74th Street; the China Lake Park area near S. 19th Street and SR-16; and, the Titlow Park area near 6th Avenue and the BNSF railroad tracks.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

Does not apply. Proposals are non-project actions.

b. Ground:

1) Will the ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities, if known.

The proposal does not involve ground water withdrawal or discharge. Specific impacts will be assessed at project development stage.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any. For example: domestic sewage, industrial, containing the following chemicals . . . agricultural; etc. Describe the general size of the system, the number of such systems, the number of houses to be served, if applicable, or the number of animals or humans the system(s) are expected to serve.

Proposals are non-project actions. Sanitary waste would be discharged into the City's sanitary sewer system. Projects developed under the proposal will comply with all applicable federal, state, and local regulations regarding discharge of waste material.

c. Water Runoff (including storm water):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

The storm drainage system impacts from development proposals that occur will be evaluated at the time of development proposal(s). Mitigation may be required in accordance with City regulations, including the *City of Tacoma Stormwater Management Manual*.

2) Could waste materials enter ground or surface waters?

No. City sanitary sewer hook-up would be required at the time of future development proposals. Stormwater runoff would need to comply with City regulations, including the *City of Tacoma Stormwater Management Manual*.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any.

City ordinances require hook-up to sewer and any proposed development will be required to ensure that stormwater discharge will meet the City's stormwater requirements found in the *City of Tacoma Stormwater Management Manual*, including applicable Department of Ecology Best Management Practices (BMPs).

4. Plants

a. Check or circle types of vegetation found on the site.

- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

Proposals are non-project actions. No specific removal of plants is planned. Impacts will be reviewed at the development proposal stage.

c. List threatened or endangered species known to be on or near the site.

There are no known threatened or endangered plant species found within the City. The proposals involve non-project actions. A site specific review would be conducted at the development proposal stage.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

The proposals involve non-project actions. Screening and other landscaping to address land use conflicts and site aesthetics may be required at time of development. The Land Use Regulatory Code currently contains regulations requiring new or substantially altered development projects to include site landscaping and street trees depending on certain criteria

5. Animals

a. Underline any birds and animals which have been observed on or near the site or are known to be on or near the site:

- Birds:** hawk, heron, bald eagle, songbirds
other: seagulls, crows, pigeons
- Mammals:** deer, bear, elk, beaver
other: squirrel, raccoon, opossum, rabbit, rodents, dogs, cats
- Fish:** bass, salmon, trout, herring
other:

b. List any threatened or endangered species known to be on or near the site.

The proposals involve non-project actions. Commencement Bay provides habitat for a wide variety of fish species. Threatened or endangered species within the City vicinity could include:

- Marbled Murrelet (*Brachyramphus marmoratus*)
- Streaked horned lark (*Eremophila alpestris strigata*)
- Chinook Salmon (*Oncorhynchus (=Salmo) tshawytscha*)
- Chum salmon (*Oncorhynchus keta*)

Bocaccio rockfish (*Sebastes paucispinis*)
Canary rockfish (*Sebastes pinniger*)
Yelloweye rockfish (*Sebastes ruberrimus*)
Puget Sound Steelhead (*Oncorhynchus (=Salmo) mykiss*)
Bull Trout (*Salvelinus confluentus*)
Humpback Whale (*Megaptera novaeangliae*)
Killer Whale (*Orcinus orca*)
Steller Sea Lion (*Eumetopias jubatus*)
Oregon Spotted Frog (*Rana pretiosa*)
The Pacific Pond Turtle (*Actinemys marmorata*)
Western Pocket Gopher (*Thomomys mazama*)

c. Is the site part of a migration route? If so, explain.

The City of Tacoma is within the Pacific Flyway for migratory birds. Migrating species of geese and ducks can be found in Wapato Lake, other lakes, ponds, wetlands, and waterways of Tacoma, as well as the Puyallup River. Juvenile salmon migrate along the shorelines of Commencement Bay, the Puyallup River, and Port waterways. Adult salmon, including listed Puget Sound Chinook, and Bull trout migrate along the shorelines and within Commencement Bay to the Puyallup River, port waterways, Hylebos Creek, Puget Creek, Wapato Creek, and Leach Creek.

d. Proposed measures to preserve or enhance wildlife, if any.

Development proposals would be reviewed for compliance with City ordinances including the Critical Areas Preservation Ordinance. A Habitat Corridors map is established in the Open Space Habitat and Recreation Element of the *Comprehensive Plan*. Also, wetlands and streams of local significance are established in the Tacoma Municipal Code and the Environmental Policy Element. The intent is to use the habitat corridors map and wetlands and streams of local significance to focus on those undeveloped areas which are also providing high habitat function and value.

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs:

Proposals are non-project actions. Energy demand of future development proposals will be typical of urban buildings.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

Proposals are non-project actions. Future development projects consistent with the proposed amendments, if adopted, could restrict solar access to adjacent properties.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.

The proposals are non-project actions. Specific impacts will be assessed at the project development stage.

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

Proposals are non-project actions. Specific hazards will be assessed at the project development stage. At project development, all requirements of the Tacoma-Pierce County Health Department and Washington Department of Ecology (and if applicable, the Environmental Protection Agency, if the site is located within the Ruston/North Tacoma Superfund Study Area) will be complied with. In addition, the Tacoma-Pierce County Health Department will provide general requirements regarding development of the site that shall be met by the applicant for future development proposals.

1) Describe special emergency services that might be required.

None. Proposals are non-project actions.

2) Proposed measures to reduce or control environmental health hazards, if any:

Existing federal, state, and local laws are expected to mitigate potential environmental health hazards from site-specific developments that would occur under the proposed revised regulations. In addition, SEPA allows the City to attach mitigation measures at the time of a development proposal, if needed.

b. Noise

1) What types of noise exist in the area which may affect your project, (for example: traffic, equipment, operation, other)?

The predominant sources of noise in Tacoma are vehicular traffic and aircraft over flights. Noise is also present in the industrial areas of the city and adjacent to the mainline train tracks.

2) What types of levels would be created by or associated with the project on a short-term or long-term basis (i.e., traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Proposals are non-project actions. Noise would occur when a future project is under construction. Increased vehicular noise can be expected with future commercial and multifamily development.

3) Proposed measures to reduce or control noise impacts, if any.

Noise impacts will be evaluated at the development proposal stage and mitigation required in accordance with City ordinances.

8. Land and Shoreline Use

a. What is the current use of the site?

Proposals are not site-specific.

b. Has the site been used for agriculture? If so, describe.

Portions of Tacoma were used in the past for agricultural purposes but there are no indications of recent activity. No significant commercial agricultural uses are currently operating in the city.

c. Describe any structures on the site.

Proposals are not site-specific.

d. Will any structures be demolished? If so, what?

Proposals are non-project actions. Future development projects consistent with the proposed plan, zoning and regulatory amendments could result in the demolition of existing structures.

e. What is the current zoning classification of the site?

Proposals are not site-specific.

f. What is the current *Comprehensive Plan* designation of the site?

Proposals are not site-specific.

g. If applicable, what is the current shoreline master program designation of the site?

The shoreline master program designates areas 200 feet landward of the ordinary high watermark as within various shoreline environment classifications (e.g. 'urban', 'natural', and 'conservancy') and within specific shoreline zoning districts, S-1 to S-14. The proposals are not site-specific.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

The proposals are non-project actions and specific impacts to environmentally sensitive areas associated with development will be assessed at the project review and approval stage.

i. Approximately how many people would reside or work in the completed project?

Proposals are non-project actions.

j. Approximately how many people would the completed project displace?

Proposals are non-project actions.

k. Proposed measures to avoid or reduce displacement impacts, if any.

These proposals are not expected to result in any significant displacement impacts and no specific measures are needed or proposed at this time. This issue would be reviewed at the time of proposed site-specific development and is dependent upon what existing housing is present at each site at the time development is proposed.

l. Proposed measures to ensure the proposal is compatible with existing and projected land use and plans, if any.

The proposed Plan amendments have been reviewed for consistency with other elements of the *Comprehensive Plan*. The Growth Management Act requirements exist to help ensure consistency among the *Comprehensive Plan* elements and to ensure that implementing regulations are consistent with the *Comprehensive Plan*. Zoning map and text amendments will implement the proposed changes and ensure that proposed Plan amendments related to land use density and intensity are compatible with land use regulations.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

Proposals are non-project actions. The Housing Element proposal will provide overarching policy direction for future housing policy, housing program and regulatory amendments intended to support the development of additional affordable housing units. The extent to which this additional housing potential will be realized is not currently known.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

Does not apply. Proposals are non-project actions. The Housing Element proposal is intended to provide the policy foundation for subsequent housing policy, housing program and regulatory amendments that will support redevelopment of existing affordable housing stock. This could reduce the number of low-income units at specific locations. However, the intent of the proposal is to increase the number of affordable units on a citywide basis.

c. Proposed measures to reduce or control housing impacts, if any.

Proposals are non-project actions. Specific impacts will be assessed at the project development stage. Generally, however, the Housing Element proposal will support the creation of additional affordable housing units over time.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The proposals are non-project actions. No structures are proposed.

b. What views in the immediate vicinity would be altered or obstructed?

Proposals are non-project actions. Specific impacts will be assessed at the project development stage.

c. Proposed measures to reduce or control aesthetic impacts, if any.

Overall, the proposed non-project actions will not directly affect aesthetics or the building design standards for new construction. Existing landscaping, residential compatibility and building design standards do provide mitigation for the aesthetic impacts from new projects. Specific project impacts will be assessed at the project development stage.

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Proposals are non-project actions. Light and glare impacts will be evaluated at the development proposal stage and mitigation required in accordance with City ordinances.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

Proposals are non-project actions. Impacts will be evaluated at the project development stage.

c. What existing off-site sources of light or glare may affect your proposal?

Proposals are non-project actions. Impacts will be evaluated at the project development stage.

d. Proposed measures to reduce or control light and glare impacts, if any.

Proposals are non-project actions. Impacts will be evaluated at the project development stage. Existing City ordinances regulate light and glare hazards and require mitigation, if needed.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

Various recreational opportunities exist throughout the city, including parks, trails, playfields, shorelines, and cultural facilities. These are described in the Open Space Habitat and Recreation Element of the *Comprehensive Plan*.

b. Would the proposed project displace any existing recreational uses? If so, describe.

Does not apply. Proposals are non-project actions.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any.

Does not apply. Proposals are non-project actions.

13. Historic and Cultural Preservation

Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site?

The proposals are non-project actions.

Citywide, there are over 1,100 sites, structures, properties and buildings listed on the national, state, and Tacoma Registers of Historic Places as either individual properties or within one of Tacoma's six historic and conservation districts. Approximately 130 of the properties are individually listed. The Old City Hall District is listed on the national, state and Tacoma registers of historic places and contains approximately 60 individual properties (approximately 47 buildings). The Union Station District is listed on the national, state and Tacoma registers of historic places and contains approximately 51 individual properties (approximately 32 buildings). The Union Station Conservation District is listed on the Tacoma register of historic places and contains approximately 70 individual properties (approximately 50 buildings). The Salmon Beach Historic District is listed on the state historic register.

a. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

The proposals are non-project actions. Landmark buildings in Tacoma depict the history of the city from the 1880s to the present. Architectural surveys conducted between 1981 and the present have identified approximately 1,600 properties that are potentially eligible for listing. The area in which the City of Tacoma is located also has many locations of ethnographic, scientific, and cultural importance. Archaeological site records for the Tacoma area are maintained by the Washington State Office of Archaeology and Historic Preservation.

b. Proposed measures to reduce or control impacts, if any.

The proposals are non-project actions.

The City of Tacoma is a Certified Local Government that maintains an active Landmarks Preservation Commission and professional historic preservation staff, maintains a historic preservation code that governs the treatment of historic properties, and provides public access and educational outreach. The City actively updates its architectural survey data. Local and federal tax incentives for historic preservation are available for building renovations and preservation. Designated buildings and properties with designated local districts are subject to design approval for exterior modifications by the Landmarks Preservation Commission. The Historic Preservation Officer serves as a consulting party for Section 106 review and SEPA review.

Local and federal tax incentives for historic preservation are available for building renovations and preservations. Designated buildings and properties within designated districts are subject to approval by the Landmarks Preservation Commission.

Tacoma has three local historic special review districts and one conservation district. The Historic Special Review District, an overlay zoning district, is intended to protect the historic character through design review and the application of requirements for exterior building modifications, new structures, and streetscape elements.

14. Transportation

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

Public streets serve the entire city. There are over 15 major north-south arterials and over 17 east-west arterials that provide access throughout the City of Tacoma. These arterials provide primary access to a complete grid of minor arterials and local access roadways as well as to major regional freeways including two interstate freeways (i.e., I-5 and I-705) and four State routes (i.e., SR-509, SR-16, SR-167, and SR-7). Site access for all potential future development would continue to be subject to review under SEPA requirements and based on analysis requirements developed by the City of Tacoma.

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

Local and regional transit services are available citywide, through Pierce Transit and Sound Transit. Pierce Transit provides local bus service throughout the city. Approximately 30 Pierce Transit bus routes provide access throughout Tacoma and between Tacoma and Lakewood, Parkland, Steilacoom, Puyallup, Sumner, Buckley, Bonney Lake, Federal Way, SeaTac International Airport, Auburn, Olympia, and Seattle. Within the City of Tacoma, there are five transit centers, including Tacoma Community College, Tacoma Mall, Downtown Tacoma, Tacoma Dome Station, and 72nd & Portland. Sound Transit's Regional Express, Link Light Rail, and Sounder Commuter Rail also operate in Tacoma.

c. How many parking spaces would the completed project have? How many would the project eliminate?

Proposals are non-project actions and do not include the construction or removal of parking. The need for and location of parking to serve future individual development proposals will be addressed during the project review and approval stage.

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

Proposals are non-project actions and no new roads, streets or improvements to existing roads or street would be required. Specific impacts and improvement requirements will be assessed at the project development stage.

Preliminary review regarding Application #2012-03 indicates that the proposed bicycle and pedestrian improvements will not inhibit the ability of the transportation system in to stay within acceptable service levels.

Proposed improvements consist of a variety of new bikeways on existing including bike lanes and residential bike boulevards. Proposed pedestrian improvements include striped crosswalks and enhanced intersection signalization. Future improvements will be done within existing street rights of way. Typically, mitigation for neighborhood traffic concerns includes construction of traffic calming devices, such as bulbouts and speed humps.

- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

The proposed amendments are non-project actions that will not affect water, rail, or air transportation. Future impacts by specific project actions will be evaluated at the development proposal stage and mitigation required in accordance with City ordinances.

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.**

Proposals are non-project actions and would not generate new trips. Future impacts by specific project actions will be evaluated at the development proposal stage and mitigation required in accordance with City ordinances.

- g. Proposed measures to reduce or control transportation impacts, if any.**

Proposals are non-project actions. Traffic impact studies may be required depending on future development proposals based on the size and scope of the changes. Specific impacts and mitigation will be assessed at the project development stage.

Application #2012-03 outlines implementation priorities for bikeways and walkways improvements in Tacoma. The intent of the Mobility Master Plan is to increase the numbers of people walking and bicycling for all types of trips in Tacoma. As improvements are made, a reduction in automobile use would reduce impacts on the roadways and the environment.

15. Public Services

- a. Would the project result in an increased need for public services (i.e., fire protection, police protection, health care, schools, other)? If so, generally describe.**

Proposals are non-project actions. Specific impacts will be assessed at the project stage.

- b. Proposed measures to reduce or control direct impacts on public services, if any.**

Proposals are non-project actions. Specific impacts will be assessed at the project stage.

16. Utilities

- a. Underline utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.**

Most of the affected parcels are served by all of the above services or can be connected at the time of development.

- b. Describe the utilities that are proposed for the project, the utility providing the service and the general construction activities on the site or in the immediate vicinity which might be needed.**

Proposals are non-project actions. Specific utility services will be identified and evaluated at the time of future development application review.

C. SIGNATURE

**The above answers are true and complete to the best of my knowledge.
I understand that the lead agency is relying on them to make its decision.**

Signature:  _____
Lihuang Wung, Senior Planner

Date: Feb. 8, 2012

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment. When answering these questions, be aware of the extent the proposal or the types of activities likely to result from the proposal that would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Adoption of the proposed changes to the *Comprehensive Plan* and Land Use Regulatory Code are not likely to result in increases in discharges, emissions, hazardous substances, or noise.

Proposed measures to avoid or reduce such increases are:

No such measures are necessary as no increases are anticipated from any of the proposed amendments. Additionally, any impacts from related, future site-specific developments would be subject to additional environmental review and specific mitigation measures, if necessary.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

The proposed amendments to the *Comprehensive Plan* and Land Use Regulatory Code are unlikely to have a significant impact on plants, animals, fish, or marine life.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

Each project developed under the proposed amendments will be reviewed at time of permit application and if required, mitigation will be imposed to address any potential negative impacts to critical areas and to plants, animals, fish, and marine life.

3. How would the proposal be likely to deplete energy or natural resources?

The majority of the proposed amendments to the *Comprehensive Plan* and Regulatory Code are unlikely to significantly impact energy and natural resources. Specific development proposals under the amended *Plan* and Regulatory Code may require more energy than current land uses require due to increased development intensity. However, increases, if any, are not expected to be significant.

Proposed measures to protect or conserve energy and natural resources are:

Existing City ordinances require energy efficient buildings and limitations on the use of unnecessary power for lighting. Further, each project developed under the proposed amendments will be reviewed at time of permit application and, if required, mitigation will be imposed to protect or conserve energy and natural resources.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

The proposed amendments would not directly affect environmentally sensitive areas or areas designated for governmental protection.

Proposed measures to protect such resources or to avoid or reduce impacts are:

The Land Use Regulatory Code includes standards to protect environmentally sensitive areas and areas designated for governmental protection when site-specific development is reviewed. Additionally, related local,

state, and federal regulations may apply and measures imposed to protect such resources or to avoid or reduce impacts.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The proposed amendments would not directly affect existing land use and/or shoreline use. The Housing Element proposal will provide policy support for subsequent housing policy, housing program and regulatory amendments intended to support the development of additional affordable housing units, consistent with existing plans. In all cases, these amendments have been reviewed for consistency with the *Comprehensive Plan* and many of these amendments are specifically designed to improve consistency between the Plan and any implementing regulations and standards, including the Land Use Regulatory Code.

Proposed measures to avoid or reduce shoreline and land use impacts are:

Specific impacts will be evaluated at the time of review of development proposals including consistency with the City's *Comprehensive Plan* and development regulations.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

The proposal is not anticipated to significantly increase demands on transportation, public services or utilities. The Housing Element proposal will provide policy support for subsequent housing policy, housing program and regulatory amendments intended to support the development of additional affordable housing units. This may result in an incremental increase in housing development that will lead to an incremental increase in demands on transportation, public services or utilities.

Proposed measures to reduce or respond to such demand(s) are:

Review and evaluation of development proposals for compliance with City requirements will occur at the development stage.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The proposals do not conflict with local, state, or federal laws, but will advance climate change, sustainability, and conservation objectives as set forth in these laws and requirements.