Mixed Use Centers
Code Review (Phase 2)

Annual Amendment #2014-04
City of Tacoma
Planning and Development Services

Planning Commission
January 22, 2014
Overview

- Presentation of Phase 2 Review - Consultant preliminary findings and recommendations

- Provide feedback and additional guidance for continued evaluation of existing regulatory standards
Project Review Phase 2

- BLRB Architects led
- Identify private development process obstacles
- Liaison with City staff to get unity of effort and purpose
- Workshop with local developers

Tacoma’s Neighborhood Mixed-Use Centers
Methodology

- Evaluation utilizes prototype development scenarios
- 3 Mixed-Use Centers
  - MLK, Proctor, and 56th & South Tacoma Way
Findings

- Phase II - Consultant review
  - Developer outreach feedback
    - Predominant factor – market economics
    - Tacoma is a secondary financial market
    - Local developers, local financing
    - Key to success – collaborate with local developers to help them be successful
    - Praise for city staff and policies
    - Positive opinions of city leadership and economic development activities
Findings

- Phase II - Consultant review
  - Developer outreach feedback
    - PDS best in Region
    - Challenges – limited flexibility with some requirements/department
    - Renovations more viable then new development
    - Modify development regulations to:
      - Improve market economics, remove obstacles
      - Be considerate of financial challenges, limit unnecessary on-site and off-site expenses
Findings

- Consultant findings and recommendations
  - Multi-family uses prohibited at street level on core pedestrian streets (TMC 13.06.300D)
    - Revise to permit work/live space
    - Shorten length of Core Pedestrian Streets around primary intersections
    - Revise parking requirement exemption to be tied to designated pedestrian streets vs core pedestrian streets
Findings

- Consultant findings and recommendations
  - X-District Height Bonuses limited (TMC 13.06.300E.2)
    - Expand ground floor retail or restaurant bonus feature to include work-live
    - Provides option for retail fronts with apartments in the back
    - Have Development Services adopt work-live in building regulations
Live - Work
Findings

- Consultant findings and recommendations
  - Yard Space Standards (TMC 13.06.300G)
    - Requires minimum 35 sf deck or patio per tenant and a rooftop deck
    - Challenging for small scale projects, not practical
    - Remove requirement for projects with a Floor Area Ratio above 2.5
    - Revise park exception from 300 feet to \( \frac{1}{4} \) mile
Yard space standards
Findings

- Consultant findings and recommendations
  - **Mass Reduction: Upper Floor Street front Stepbacks (TMC 13.06.501.H.2)**
    - Requires step back of façade at 5th or 6th floor with 25 ft exception for corner tower
    - Creates problems for underground parking and stairways
    - Expand exception to increase ability to better utilize restrictive sites
    - Revise corner tower exception to allow exemption anywhere on façade; allow one per street facade
- Upper floor step back
Findings

Consultant findings and recommendations

- Residential Transition Standards: Upper Story Step back (TMC 13.06.503A)
  - Requires rear façade of building across from a residential (R) zone to step back to avoid a 45 degree angle beginning from the inside of the required LS buffer and 25 feet above finish grade
  - Where applicable results in reduction of nearly half the potential dwelling units
  - Revise starting location to edge of R zone
  - Revise starting height to 35 feet
  - Only require single 12’-15’ setback at the 4th floor
Residential Transition Standards
Findings

- Consultant findings and recommendations
  - Off-street Parking & Storage Areas (TMC 13.06.510)
    - Requires 50% of stalls to be in building for height bonus
    - Difficult to provide parking on prototype building to get bonus
    - Recommend increased % of compact stalls
    - Revise exemption for buildings w/in 10 ft of the ROW on designated core pedestrian streets to include projects with commercial space w/in 10 ft of the ROW on all designated pedestrian streets
Off-street Parking
- Park at grade
Off-street Parking
- Park above
Off-street Parking
- Park below
Findings

- Consultant findings and recommendations
  - Additional Considerations
    - Requirements for off-site improvements create additional challenges for potential development. In general, the smaller the project size, the greater the challenge.
    - Create more flexibility for off-site improvements by providing exceptions based on project size
      - Projects with a street presence of 50 feet or less
      - Projects with a street width of 100 feet or less
      - Projects with a street width of 150 feet or less
Findings

Consultant findings and recommendations

Additional Considerations

- Navigating the zoning code is difficult because each and every section is not labeled as is found in other industry codes such as the International Building Code.
- Recommend labeling every section of the zoning code in a similar style to the International Building Code.
(5) Similar sharing of parking may be allowed between other uses such as between those that operate primarily on weekdays and those City Engineer.

c. Pedestrians. Upon review, the Traffic Engineer, or designee, may design and add pedestrian safety and mobility between conditions warrant such improvements.

4. Other limitations on parking areas:

a. Where the principal use is changed and additional parking space is added, or where the use begins or maintains such altered use, the parking space shall be provided.

b. Where the minimum number of required off-street parking space is not subsequently reduced in the number of parking spaces provided.

c. Where off-street parking areas are developed and located as a part of a commercial or industrial district.

5. Driveways. Except as otherwise stipulated in the TMC, drivew. TMC 10.14.050 or as amended, which include the following standards:

a. Except as otherwise provided by TMC 10.14.050, the width of the street, the measurement made parallel to the center line of the street, and the minimum radius of five feet.

b. The width of any driveway shall not be less than 10 feet, exclusive of the center line of the street.

c. All driveways for other than single-family residences and duplexes, and the measurement made parallel to the center line of the street, and shall not be less than 10 feet, except on non-arterial streets for five feet minimum radius of five feet.

d. The total width of all driveways on a street for any one lateral shall be not more than two in number except as provided elsewhere.

6. Vehicle access and parking in R-Districts. Additional limitations contained in Section 10.06.100.D.

B. Off-street parking area development standards.

1. Intent. In order to assure proper and uniform development of off-street parking areas, provide for pedestrian circulation, and locations a landscaped setting in keeping with accepted, sound, starboard land use and development as defined in this Code, the following minimum standards are established:

2. Minimum standards: A parking area for five or more motorized vehicles in accordance with the following requirements:

a. Entrances and exits. The location and design of all entrances and exits shall be chosen to consider factors including, but not limited to:

b. Parking aisles. Any aisle serving two-way traffic or providing for a minimum width of 18 feet. Aisles providing one-way access a minimum width of 14 feet. On dead end aisles, aisles shall extend 1 turnaround.

c. Border barricades. A bumper curb of a height and strength sufficient to provide a separate parking area shall be provided, except at access points.