

APPLICANT WITNESS LIST

HEARING DATE: Thursday, September 16, 2021, at 1:30 p.m.

FILE NUMBER: HEX2021-019 (LU21-0109)

FILE NAME: Trung Do's Goldsmith Services, Inc., Applicant

WITNESS NAME	E	F	SUMMARY OF TESTIMONY
Katherine Rupert		X	Speaking on behalf of client

E=EXPERT WITNESS; F=FACT WITNESS

CITY WITNESS LIST

HEARING DATE: Thursday, September 16, 2021, at 1:30 p.m.

FILE NUMBER: HEX2021-019 (LU21-0109)

FILE NAME: Trung Do's Goldsmith Services, Inc., Applicant

WITNESS NAME	E	F	SUMMARY OF TESTIMONY
Shirley Schultz Principal Planner		X	Staff presentation/staff report.

E=EXPERT WITNESS; F=FACT WITNESS

CITY EXHIBIT LIST

HEARING DATE: Thursday, September 16, 2021, at 1:30 p.m.

FILE NUMBER: HEX2021-019 (LU21-0109)

FILE NAME: Trung Do’s Goldsmith Services, Inc., Applicant

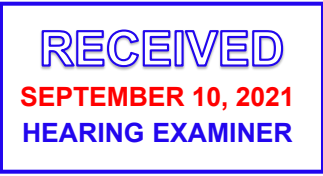
EXHIBIT NUMBER	EXHIBIT DESCRIPTION	SUBMITTED BY	A	E	W	COMMENT
EX. C-1	Preliminary Staff Report	City of Tacoma, Planning & Development Services (“COT, PDS”)				
EX. C-2	Owner Authorization	COT, PDS				
EX. C-3	SEPA Record	COT, PDS				
EX. C-4	Applicant Rezone Request, Including Drawings	COT, PDS				
EX. C-5	Public Comment	COT, PDS				
EX. C-6	Staff and agency comment memoranda	COT, PDS				
EX. C-7	Excerpts from TMC and Design Manual	COT, PDS				
EX. C-8	Excerpts from Comprehensive Plan	COT, PDS				
EX. C-9	Short plat 200902025001	COT, PDS				
EX. C-10		COT, PDS				
EX. C-11		COT, PDS				
EX. C-12		COT, PDS				

KEY

A = Admitted

E = Excluded

W = Withdrawn



CITY OF TACOMA
PLANNING AND DEVELOPMENT SERVICES
PRELIMINARY REPORT
HEARINGS EXAMINER HEARING
September 16, 2021
Virtual Hearing

8642 A Street, Rezone
File No. LU21-0109

A. SUMMARY OF REQUEST:

The applicant proposes to rezone three parcels, approximately 19,628 square feet, from R-2 Single-Family Dwelling District to R-4-L Low-Density Multiple-Family Dwelling District for the eventual construction of seven (7) to thirteen (13) units of housing. The rezone application also requires review under the State Environmental Policy Act (SEPA). The Planning and Development Services (PDS) Director issued a final determination of nonsignificance (DNS) on August 27, 2021, with an appeal period expiring September 10, 2021. The DNS has not been appealed as of the date of this report; there were no conditions of development that were placed on the SEPA.

B. GENERAL INFORMATION:

- 1. Property Owner1/ Applicant: Trung Do Goldsmith Services Inc (Trung Do) 8639 Pacific Ave Tacoma, WA 98444
2. Applicant/Agent: Graves + Associates 3110 Ruston Way #E Tacoma, WA 98402
3. Location: 8638, 8640, and 8642 A street, Parcels 032033-6044, -6043, and -6042
The site is located in the South End neighborhood of Tacoma, to the east of the property addressed as 8639 Pacific Avenue.
The site consists of 19,628 square feet, or approximately 0.442 acres. There is currently one single-family home located on the easterly parcel.

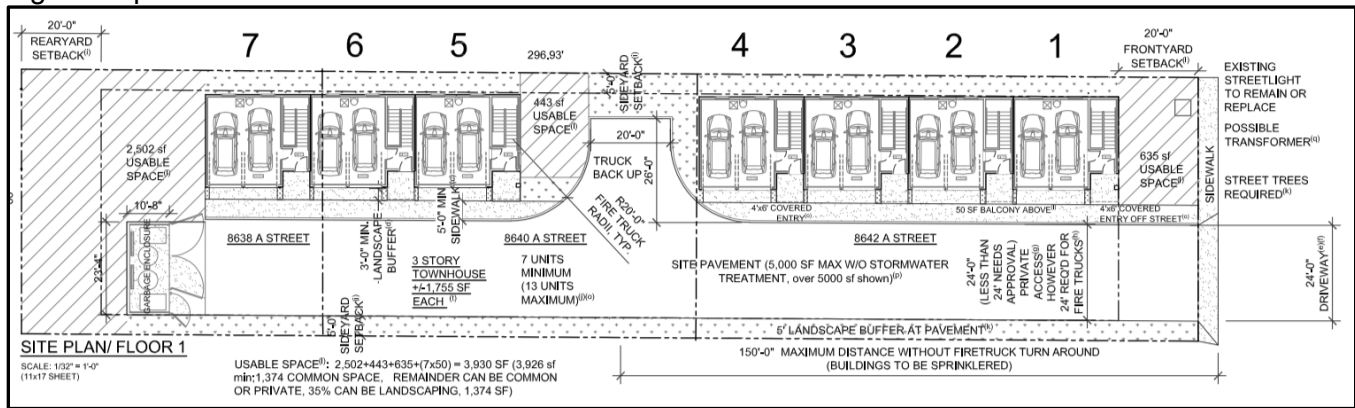
C. PROJECT DESCRIPTION:

The proposal is for development of the site as low-density multifamily, with the draft proposal being townhouse-style apartments in two buildings. The total number of dwelling units following development would be between 7 and 13 units, depending on final layout and building design. Resulting density would be between 14 and 26 units per acre (approximate due to rounding). The applicant has provided a proposed site plan for review showing a single access drive into the site, with the buildings accessing that common road with garage parking for two cars per unit.

These preliminary plans and all development would meet all requirements of the R4-L zoning district.

1 See Exhibit C.2 for Corporate Owner and Owner Authorization.

Fig. 1 Proposed Site Plan



D. ADDITIONAL INFORMATION:

1. Existing Site Conditions

The site consists of three parcels which were created under a 2007 short plat; see Exhibit C.9. The site is relatively flat, measuring approximately 66 feet along A Street and slightly over 297 feet in depth from east to west. The total site area is approximately 19,628 square feet. A single-family home is located on the eastern portion of the site.

2. Surrounding Conditions

The site is bounded by A Street on the east and a commercial facility, under the same ownership as the subject site, on the west (facing Pacific Avenue). The abutting property to the north was rezoned in 2020 for multifamily development (currently in permitting). Property to the south is developed with single family homes on large lots. Properties to the south are zoned R-2.

Larchmont Elementary School is located to the east across A Street.

A Street is a residential street, 60 feet in width. The corridor is being reconstructed under the City's Streets Initiative.

3. Surrounding Uses

The surrounding area is a mixed neighborhood with the west property line of the subject parcel being the approximate boundary between high-intensity commercial uses along the Pacific Avenue corridor and the single-family uses to the east of A Street. In the vicinity of the subject parcel, several parcels have been short-platted with private drives that run perpendicular to A Street and do not continue through to Pacific Avenue. The parcel addressed as 8632 A Street will be developed with 15 residential units in two buildings. Other large vacant parcels remain in the area.

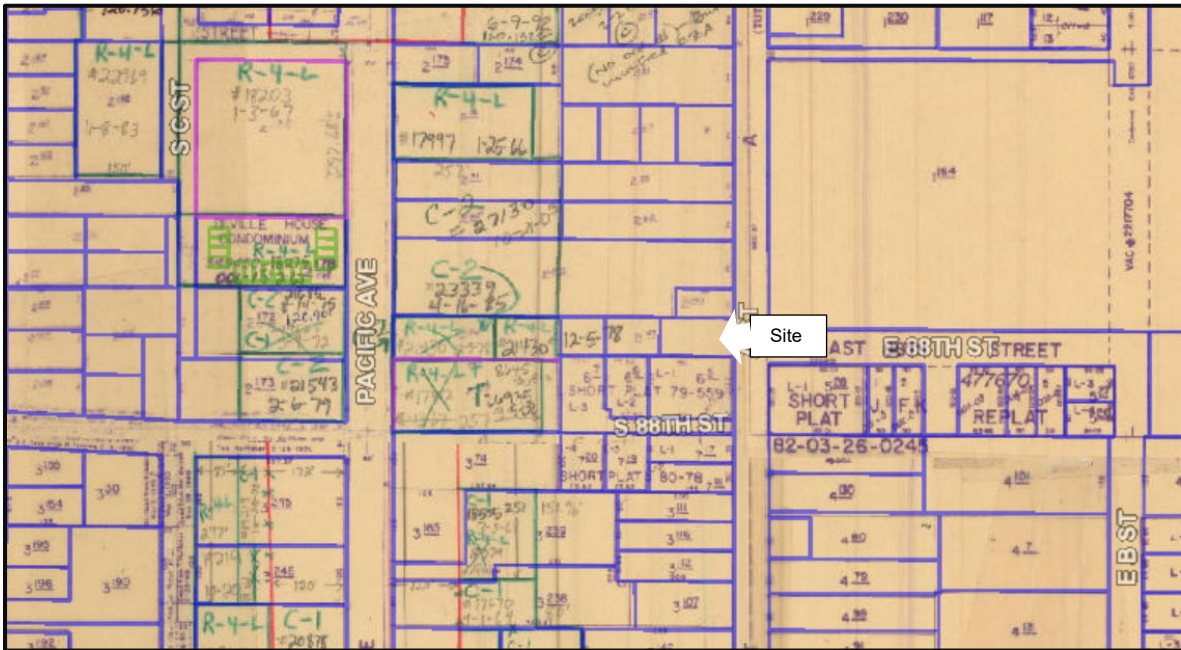
Fig. 2 Surrounding Neighborhood



4. Site Permitting History

The site was originally zoned R-2 One-Family Dwelling District in 1953 when the City's zoning code was established. The parcel fronting Pacific Avenue was rezoned to C-2, General Community Commercial zone in 1985. In 2003 there were wetlands identified in the vicinity (with a small amount of wetland on the subject rezoned site); those wetlands have since been filled while providing off-site mitigation. The mitigation has been partially completed (and is partially failing) and may be subject to further review and enforcement under critical areas monitoring provisions.

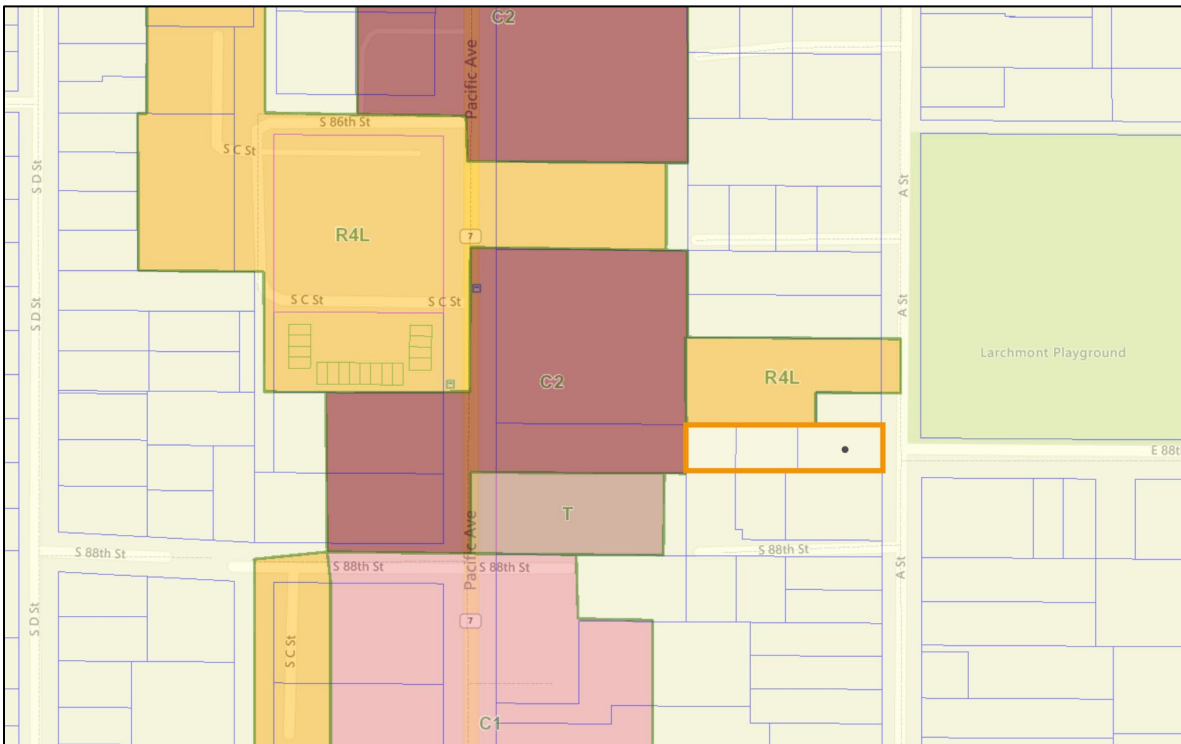
Fig. 3 Historic Zoning Map



5. Neighborhood Zoning

There have been other rezones in the vicinity along Pacific Avenue as the area has become more commercially-developed. Otherwise the remainder of the neighborhood retains its original R2 Single-Family Dwelling District zoning.

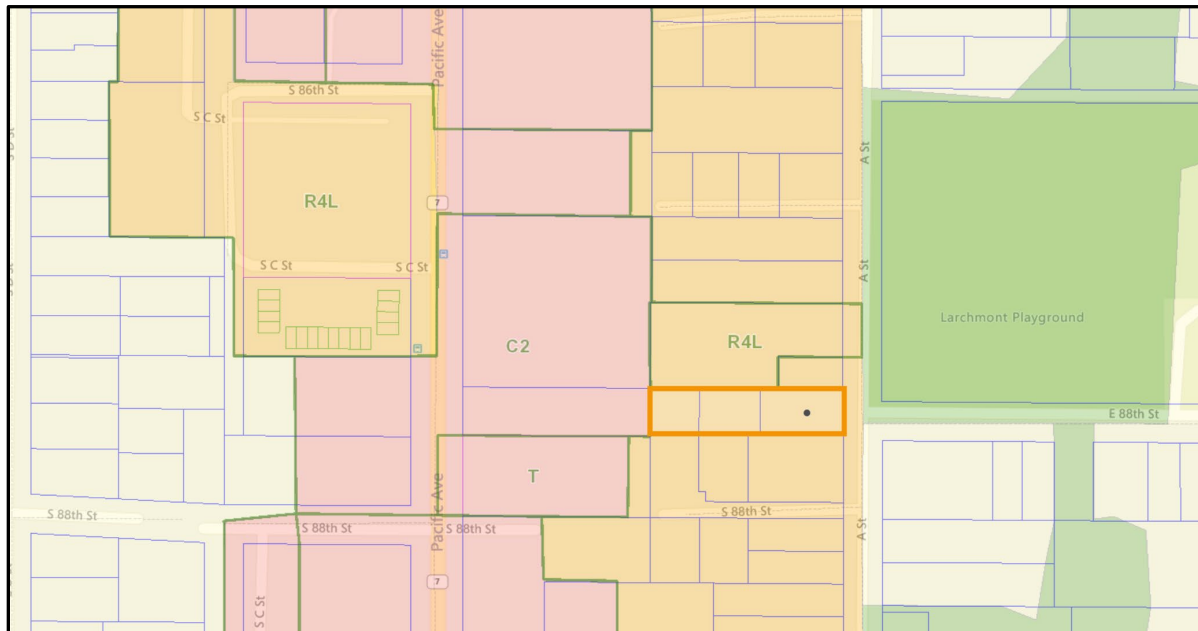
Fig. 4 Current Zoning Map



6. Comprehensive Plan Designation

The City's Comprehensive Plan Future Land Use Map designates the site as being located within the "Multi-Family (Low Density)" land use category. This designation would support zoning of R-3 or R4-L, which is proposed. The target density is 14-36 dwelling units per net acre. The entire area to the east of commercial along Pacific has been designated for low-density multifamily uses.

Fig. 5 Future Land Use Designation Map



7. Application History and Notification

The application was determined technically complete on May 27, 2021.

The Public Hearing Notice was issued on July 8, 2021 and reissued on August 5, 2021 (the site sign was incorrectly posted). The notice was mailed to owners of record and/or taxpayers of record for property within 400 feet of the site and mailed and/or e-mailed to the South End Neighborhood Council, qualified neighborhood and business groups, City staff, and outside agencies. In addition, a property information sign was posted on the site, the Public Hearing Notice was posted on the City's website along with the application documents.

E. SEPA – ENVIRONMENTAL EVALUATION:

1. SEPA DNS Determination

Review under SEPA is required because rezone applications are not exempted as minor land use decisions. Pursuant to the State's SEPA Rules (WAC 197-11) and the City of Tacoma's Environmental Code (TMC 13.12), the Director issued a DNS for the proposed action on August 27, 2021.

Issuance of the DNS was based on a review of the applicant's Environmental Checklist, the project plans, written comments received from reviewers, and comments received from outside agencies. The SEPA record is included as Exhibit C.3 to this Preliminary Report. The appeal deadline for the DNS is September 10, 2021. No appeals have been filed as of the date of this preliminary report, and no comments have been received.

2. Advisory Comments

Comments were also received from the City's Site Development Group, Public Works, Tacoma Power, and Tacoma Fire both as part of the rezone review and the Pre-Application meeting (PRE20-0212). These comments have been provided as advisory comments to the applicant team for the required City building and development permits should the rezone be approved. These advisory comments can be reviewed in full within Exhibit C.6.

F. WRITTEN PUBLIC COMMENTS:

Two written public comments have been received as of the date of this preliminary report. Comment emails are included as Exhibit C.5. One email exchange was related to public noticing and sign posting; that correspondence is not included.

In general, comments were related to concerns about traffic and safety related to the school crossing at the site, as well as general concerns about increased density in the neighborhood.

G. STAFF ANALYSIS OF APPLICATION REVIEW CRITERIA UNDER THE TMC:

The following are staff's analysis for the review criteria for each required land use application for this proposal.

Site Rezone. TMC 13.05.030.C. provides that an applicant seeking a change in zoning classification must demonstrate consistency with all of the criteria listed below. The applicant's request for the Site Rezone is included as Exhibit C.4 of this staff report².

1. That the change of zoning classification is generally consistent with the applicable land use intensity designation of the property, policies, and other pertinent provisions of the Comprehensive Plan.

Staff Response – The site's current zoning of R-2 Single-Family Dwelling District is generally applied in the "single family residential" designation. One of the zoning districts that is listed as appropriate for the "Multi-Family (Low Density)" is the R4-L Low-Density Multiple-Family Dwelling District that is being proposed. Per the Comprehensive Plan:

This district enjoys many of the same qualities as single-family neighborhoods such as low traffic volumes and noise, larger setbacks, and small-scale development, while allowing for multi-family uses and increased density along with community facilities and institutions. The Multi-Family (low-density) district can often act as a transition between the single-family designation and the greater density and higher intensity uses that can be found in the Multi-Family (high density designation) or commercial or mixed-use designations. This designation is more transit-supportive than the Single Family Residential areas and is appropriate along transit routes and within walking distance of transit station areas.

The R4-L district allows for approximately three times the density based on minimum lot size per dwelling unit (1,500 square feet versus 4,500 square feet). Further, the R4-L designation allows for a wider variety of housing types, from single-family dwellings through multiple-family dwellings. The allowance for both density and dwelling types can help accommodate deep or odd-shaped parcels.

In addition, the R4-L has more stringent requirements for open yard space, tree canopy coverage, building setbacks, building coverage, and minimum density than does the R-2 district. Applicable zoning regulations are included as Exhibit C.7.

² The applicant did not provide a narrative regarding the rezone, as the request is to implement the underlying land use designation.

Further, Pacific Avenue is a key transit route in the City of Tacoma, one of the few arterials with 15-minute peak-hour transit service. The street is designated as a potential location for future transit improvements, including Bus Rapid Transit. While the site does not abut Pacific Avenue, it is within a reasonable walking distance of transit stops, and common ownership allows for an access to be provided directly to Pacific Avenue.

Neighboring properties to the west are commercial (and intended to remain commercial and become more intensely developed), whereas the properties to the east are intended per the comprehensive plan to remain low-density residential. This location is a transition area that can act as a buffer between the more intensive uses and the single-family residential area, while providing residential units with access to transit and convenience commercial.

The Comprehensive Plan policies which are highlighted in Exhibit C.8 have been identified by staff to support this application.

One thing to note is that both the Comprehensive Plan and implementing regulations of the Tacoma Municipal Code and Right-of-Way Design Manual contain policies and regulations for pedestrian connection and access to transit corridors. Multiple statements are made relating to the creation of connections where possible, and as a substitute for road connections where that is not possible. In the case of this development, the new apartments will be located within 500-600 feet of a rapid transit bus line, but for the intervening property that abuts Pacific Avenue. This property is in the same ownership as the proposed site, and – were the development bigger or were a platting action taking place, a street connection would be required. However, in this case the scale of the proposal (and the size of the site) doesn't merit a street connection, and a pedestrian connection can be substituted to meet the goals and policies of the Comprehensive Plan. Therefore staff are recommending a 5-foot minimum walkway within a 10-foot minimum easement from the development site to Pacific Avenue.

2. That substantial changes in conditions have occurred affecting the use and development of the property that would indicate the requested change of zoning is appropriate. If it is established that a rezone is required to directly implement an express provision or recommendation set forth in the Comprehensive Plan, it is unnecessary to demonstrate changed conditions supporting the requested rezone.

Staff Response – The zoning and use pattern in the area has changed gradually since the 1950s with rezones and commercial development in the area. Pacific Avenue has always been an active transportation corridor and is planned for more activity over time. The City's Comprehensive Plan contains multiple policies related to providing increased residential densities along and near transit corridors; the proposed rezone would allow development which would support those policies.

3. That the change of the zoning classification is consistent with the district establishment statement for the zoning classification being requested, as set forth in this chapter.

Staff Response – The intent of the R4-L Low-Density Multiple-Family Dwelling District is “primarily for low-density multiple-family housing, mobile home parks, retirement homes and group living facilities. It is similar to the R-4 Multiple-Family Dwelling District, but more restrictive site development standards are intended to minimize adverse impacts of permitted and conditional uses on adjoining land. The district is characterized by amenities and services associated with single- and two-family residential districts, and it is located generally along major transportation corridors and between higher and lower intensity uses.”

As noted in the discussion of the Comprehensive Plan goals and policies, above, the site proposed for rezone to R4-L is a transition area between land use intensities, with the proposed development meeting the development standards to ensure compatibility with neighboring uses. As development

plans are refined they will be reviewed for consistency with the R4-L zoning requirements for setbacks, landscaping, open space, building design, and parking.

4. That the change of the zoning classification will not result in a substantial change to an area-wide rezone action taken by the City Council in the two years preceding the filing of the rezone application. Any application for rezone that was pending, and for which the Hearing Examiner's hearing was held prior to the adoption date of an area-wide rezone, is vested as of the date the application was filed and is exempt from meeting this criteria.

Staff Response – This rezone will not result in a substantial change to an area-wide rezone action taken the City Council within two years of the submittal of this application. There has not been an area-wide rezone action in the area since the original zoning was put in place in 1953.

5. That the change of zoning classification bears a substantial relationship to the public health, safety, morals, or general welfare.

Staff Response – The proposal was reviewed for environmental impacts per the City's SEPA process. It was determined that the proposal will have no adverse impacts on either the human or built environment – including the future residents on the site.

Further, the City has adopted land use and development regulations to protect the health, safety, and welfare of the community as a whole. In addition to minimum building and safety codes, the applicant will be required to meet all applicable land use development regulations which have been adopted to ensure a quality development that fits in with the vicinity. This includes landscaping requirements, parking standards, tree canopy coverage, design standards, and setback regulations.

Finally, the City has multiple goals and policies related to the creation of multiple types and styles of housing to be available to multiple types of households. The applicant proposes to provide 11-15 additional units of housing near a major transportation corridor, in walking distance to a school and outdoor recreation.

H. APPLICABLE COMPREHENSIVE PLAN GOALS & POLICIES:

The City's Comprehensive Plan is intended to provide a basis for land use and zoning decisions. The excerpts from Comprehensive Plan are goals and policies provided in Exhibit C.8 are those that staff, the applicant, and commenters have identified as applicable to the development of multifamily residential properties.

I. PROJECT RECOMMENDATIONS AND ADVISORY COMMENTS:

As part of the City's standard review process for the required land use applications for this proposal, notice of this application and environmental determination was emailed to various City departments as well as many outside governmental and non-governmental agencies. These agencies have provided advisory comments and/or recommended conditions to the Planning and Development Services Department regarding this proposal. These comments, where appropriate, have been incorporated in the "Recommended Conditions" and "Advisory Comments" in this staff report.

J. BURDEN OF PROOF:

The applicant bears the burden of proof to demonstrate that the proposal is consistent with the criteria for the approval of the site rezone (TMC 13.05.030.C).

K. RECOMMENDATION AND CONDITIONS OF APPROVAL:

Staff recommends approval of the requested zoning reclassification.

1. LAND USE

- a. Any future development of the site shall be consistent with the R-4-L Low-Density Multiple-Family Dwelling District development standards (TMC 13.06.020), the Landscaping Code (TMC 13.06.090.B), Parking Code (TMC 13.06.090.C), Transit Support Facilities (TMC 13.06.090.H), Bicycle and Pedestrian Support Standards (TMC 13.06.090.F), all other applicable sections of the Tacoma Municipal Code, and the conditions of this land use decision.
- b. The applicant shall demonstrate, at the time of permitting, how the design of the buildings is used to create high-quality development that fits in with the surrounding neighborhood. In addition to compliance with the design standards for the R4-L district, this will include façade orientation toward A street, enhanced site design for landscaping and paved areas, building detailing, and/or architectural lighting.
- c. The required Landscape Plan shall provide the type, size and location of trees, shrubs, and groundcover plan for the site, to include open yard space, site perimeter, and tree canopy coverage.

2. Pedestrian/Bicycle Access

- a. The applicant shall reserve a minimum 10-foot pedestrian easement with a minimum 5-foot pathway for the use of the residents to access Pacific Avenue.
- b. The driveway alignment for the development shall be designed and located per Public Works standards (see Public Works – Traffic comments in Exhibit C.6).
- c. Directional curb ramps shall be provided at the intersection of A and 86th, per the comments from Public Works. These will be shown on the Work Order associated with the development.

3. General. Prior to obtaining building or grading permits, the proponent shall contact the appropriate City departments and outside agencies to make the necessary arrangements for all required improvements. The required departmental approvals shall be acquired from, but not necessarily limited to, Planning and Development Services (253-591-5030), Tacoma Power (253-383-2471), Tacoma Water (253-383-2471), and Public Works Department (253-591-5525) the Tacoma-Pierce County Health Department and Washington Department of Ecology.

Property Owner Free Consent Form

RECEIVED
SEPTEMBER 10, 2021
HEARING EXAMINER

Exhibit C-2

PROPERTY OWNER'S AUTHORIZATION:

I, TRUNG DO, Managing General Partner or Officer of

Trung Do's Goldsmith Services, Inc., a Washington General Partnership or LLC, being duly sworn, attest that I am authorized to make decisions concerning the property indicated in the land use permit application(s), and that I authorize (name of firm individuals):

Graves + Associates to submit the following listed land use applications and represent me in any public hearings or public meetings for the land use action(s) and to interact with relevant public agencies and decision making authority for the duration of the application/decision/appeal process.

List Land Use Application Type(s) below (eg: rezone, subdivision, shoreline, SEPA):

Rezone, SEPA

I consent to the permitting agencies and their consulting authorities entering the property where the project is located to inspect the project site or any work. These inspections shall occur at reasonable times and, if practical, with prior notice to the landowner.

Signature: [Handwritten Signature]

STATE OF WASHINGTON)
) ss
COUNTY OF PIERCE)

I certify that I know or have satisfactory evidence that Trung Do personally appeared before me and acknowledged the said instrument to be of their free and voluntary act and deed, for the uses and purposes therein mentioned, and on oath stated that they were authorized to execute said instrument. Dated this 3rd day of September, 2021.

DEBRA SCHMITT
Notary Public
State of Washington
License Number 179730
My Commission Expires
February 26, 2023

[Handwritten Signature]
Notary Public in and for the State of Washington

My Commission Expires 02-26-2023



City of Tacoma
Planning and Development Services

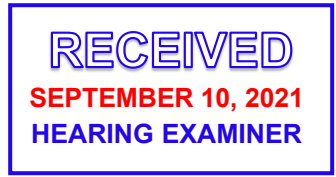


Exhibit C-3

Determination of Environmental Nonsignificance (DNS)

File Number: LU21-0109

To: All Departments and Agencies with Jurisdiction

Subject: Determination of Environmental Nonsignificance

In accordance with Washington Administrative Code (WAC) 197-11-340 and WAC 197-11-355, a copy of the Determination of Nonsignificance (DNS) for the project described below is transmitted.

Applicant: **Trung Do**

Proposal: The applicant requests to rezone three parcels, approximately 19,628 square feet, from R-2 to R-4L for the development of multifamily housing.

Location: 8642 A Street, Parcels: 0320336042, 0320336043, 0320336044

Lead Agency: City of Tacoma

City Contact: Shirley Schultz
Principal Planner
Planning and Development Services
747 Market Street, Room 345
Tacoma, WA 98402
253-345-0879 | sschultz@cityoftacoma.org

The City of Tacoma, the lead agency for this proposal, has determined that the requirements for environmental analysis, protection, and mitigation measures have been adequately addressed in the development regulations and comprehensive plan adopted under Chapter 36.70A RCW, and in other applicable local, state, or federal laws or rules, as provided by RCW 43.21C.240 and WAC 197-11-158. This determination is based upon a review of the materials submitted by the applicant, including the SEPA checklist and site plans (attached), a trip generation worksheet, and a response to rezone criteria. The City will not require any additional mitigation measures under SEPA.

Additionally, the City of Tacoma has determined that this project does not have a probable significant adverse impact on the environment. The proposal will have no significant adverse environmental impacts to fish and wildlife, water, noise, transportation, air quality, environmental health, public services and utilities, or land and shoreline use. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2). 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.

The applicants have also filed for a Zoning Reclassification (Rezone). In order to receive approval of this permit the applicant will be required to demonstrate that the project will meet the

applicable requirements of the TMC and be in compliance with the adopted goals and policies of the City's Comprehensive Plan. If approved, the City's decision regarding the requested Rezone will likely include conditions of approval that may address necessary utility upgrades, street and sidewalk improvements, street lighting, grading and erosion control measures, and stormwater controls.

You may appeal this final determination. Appeals may be filed at the Customer Service Center, Tacoma Municipal Building, 2nd Floor, 747 Market Street, Tacoma, Washington 98402, by filing a notice of appeal; the contents of the appeal as outlined in Tacoma Municipal Code 13.12.820; and a \$1,040.00 filing fee, within 14 days after the issue date of this determination. Appeals of this MDNS will be heard concurrently with the Rezone hearing, to be held on September 16, 2021 at 1:30 p.m. via Zoom.


"The Rules of Procedures for Hearings" may be viewed at:

http://cms.cityoftacoma.org/hex/HEX_RulesofProcedureforHearings_ResolutionNo39843_Adopted10.pdf

Responsible Official: Peter Huffman

Position/Title: Director, Planning and Development Services

Signature:  _____

SEPA Officer Signature:  _____

Issue Date: August 27, 2021

Last Day to Appeal: September 10, 2021

NOTE: The issuance of this SEPA Determination does not constitute final project approval. The applicant must comply with all other applicable requirements of the City of Tacoma Departments and other agencies with jurisdiction prior to receiving construction permits.

cc: Applicant

- South End Neighborhood Council, senco253@gmail.com
- Washington Department of Ecology, SEPA Register
- Tacoma-Pierce County Health Department, SEPA, SEPA@tpchd.org
- Tacoma City Council, District 5 Staff
- Community and Economic Development, Shari Hart, Carol Wolfe
- Planning and Development Services, Peter Huffman, Elliott Barnett, Reuben McKnight
- Public Works, Traffic Engineering – Dan Hansen, Jennifer Kammerzell
- Washington State Office of Archaeology & Historic Preservation, Gretchen Kaehler, SEPA@dahp.wa.gov
- Pierce Transit – Tina Vaslet, tvasset@piercetransit.org
- Pierce County Assessor Treasurer, Darci Brandvold, dbrandv@co.pierce.wa.us
- Sandra Ford, dns@nventure.com
- April Smith, Larchmont Cares, larchmontcares@gmail.com

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the [SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS \(part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background [\[HELP\]](#)

1. Name of proposed project, if applicable:
8642 A Street Rezone, three total adjacent properties included.
2. Name of applicant:
Venita Brown

3. Address and phone number of applicant and contact person:
3110 Ruston way, Suite E, Tacoma WA 98402 (253) 272-4214
4. Date checklist prepared:
March 11, 2021
5. Agency requesting checklist:
City of Tacoma
6. Proposed timing or schedule (including phasing, if applicable):
After rezone is adopted and building permits are issued.
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
Yes, demolition of existing single-family residence and construction of multifamily housing units.
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.
A Street Traffic Assessment prepared by Heath & Associates, Inc, dated November 3, 2020.
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.
No pending applications for governmental approvals are known.
10. List any government approvals or permits that will be needed for your proposal, if known.
Boundary Line Adjustment, Rezone, Building Permit, Site Development Permit and associated utility permits.
11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)
The proposal is to rezone the subject properties from R-2 to R4L to provide higher density consistent with adjacent properties for multifamily dwelling units.
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, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.
The site includes 3 properties:

8642 A Street; Property #0320336042; 0.1923 acres; 8377 SF; NW Quarter, 33 Section, 20N Township, Range 3E
LEGAL DESCRIPTION: SECTION 33 TOWNSHIP 20 RANGE 03 QUARTER 24 L 1 OF S P 2009-02-02-5001 TOG/W EASE & RESTRICTIONS OF REC OUT OF 2-047 SEG 2009-0539 JU 2/9/09JU

8640 A Street, Property #0320336043; 0.1432 acres; 6236 SF; NW Quarter, 33 Section, 20N Township, Range 3E
LEGAL DESCRIPTION: SECTION 33 TOWNSHIP 20 RANGE 03 QUARTER 24 L 2 OF S P 2009-02-02-5001 TOG/W EASE & RESTRICTIONS OF REC OUT OF 2-047 SEG 2009-0539 JU 2/9/09JU

8638 A Street; Property #0320336044; 0.1151 Acres; 5015 SF; NW Quarter, 33 Section, 20N Township, Range 3E
LEGAL DESCRIPTION: SECTION 33 TOWNSHIP 20 RANGE 03 QUARTER 24 L 3 OF S P 2009-02-02-5001 TOG/W EASE & RESTRICTIONS OF REC OUT OF 2-047 SEG 2009-0539 JU 2/9/09JU

B. Environmental Elements [\[HELP\]](#)

1. **Earth** [\[help\]](#)

a. General description of the site:

(circle one): **Flat**, rolling, hilly, steep slopes, mountainous, other _____

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

The bottom of a small hill is located at the northwest corner of the site with minimal slope. The remainder of the site is relatively flat.

c. 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 agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

A soils report will be prepared as the project progresses.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

No, the site is relatively flat.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

Undetermined at this time as the site design is not final, but little or no fill is anticipated.

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

No, the site is relatively flat.

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

Undetermined at this time as the site design is not final, however the site will meet City of Tacoma minimum landscape and yard criteria for this zone.

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:
BMP will be pursued

2. Air [\[help\]](#)

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

During construction, trucks and machinery may generate minor, short term diesel exhaust emissions. Upon completion, the project will not contribute any unusual or uncommon emissions into the air.

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

No

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

Trucks and equipment will be inspected to ensure any emission control devices installed by the manufacturer are properly functional. All construction machinery will be in good mechanical condition to minimize exhaust fumes. Watering the ground as needed during construction will control dust particles. Vehicles that are not being used in construction activities will be shut off.

3. Water [\[help\]](#)

- a. Surface Water: [\[help\]](#)

- 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.

No. The majority of the site is determined as non-wetlands per City of Tacoma DART map (Development Assistance & Review Team). A small area is shown as a Category III Filled Area per permit WET2003-00006.

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

No

- 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.

Not Applicable, no wetlands located on the site.

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

No

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

No

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.

No

b. Ground Water: [\[help\]](#)

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

No

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.

Unknown at this time if any existing underground tanks are present.

Existing sewer and storm lines are located in A Street.

The maximum number of multifamily residences served per zoning ordinance will be 13.

c. Water runoff (including stormwater):

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.

There is no runoff leaving the site under current conditions. One residence currently occupies the site.

2) Could waste materials enter ground or surface waters? If so, generally describe.

No

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

The amount of impervious coverage will be increased on the site, but will be addressed onsite and not affect the surrounding vicinity.

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

Best Management Practices (BMP's) will be utilized.

4. Plants [\[help\]](#)

a. Check the 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
- Orchards, vineyards or other permanent crops.
- 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?
The majority of the property will be disturbed to demolish one existing residence and construct between 7 and 13 multifamily units.
- c. List threatened and endangered species known to be on or near the site.
There are no listed threatened or endangered plant species known to be within or near the site.
- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:
The site will be landscaped based on City of Tacoma landscape standards. The final design to be determined.
- e. List all noxious weeds and invasive species known to be on or near the site.
There are no noxious weed and invasive species known to be within or near the site.

5. Animals [\[help\]](#)

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:

birds: hawk, heron, eagle, **songbirds**, other: Crows, seagulls
 mammals: deer, bear, elk, beaver, other: Squirrels, mice and other common small animals typically found in the Pacific Northwest
 fish: bass, salmon, trout, herring, shellfish, other None

- b. List any threatened and endangered species known to be on or near the site.
There are no listed threatened or endangered animal species known to be within or near the site.
- c. Is the site part of a migration route? If so, explain.
There are no known migration routes.
- d. Proposed measures to preserve or enhance wildlife, if any:
None proposed

- e. List any invasive animal species known to be on or near the site.

There are no invasive animal species known to be within or near the site.

6. Energy and Natural Resources [\[help\]](#)

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Not yet determined, however heating units (and cooling if used) will meet the Washington State Energy Code requirements.

- b. Would your project affect the potential use of solar energy by adjacent properties?

If so, generally describe.

No, the height of proposed buildings will not cast shadows of any significance onto 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:

Not yet determined, however energy usage will meet the Washington State Energy Code requirements.

7. Environmental Health [\[help\]](#)

- 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.

No.

- 1) Describe any known or possible contamination at the site from present or past uses.

None known. The estimated Arsenic/Lead soil contamination level is under 20 ppm per City of Tacoma website.

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None known

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

None

- 4) Describe special emergency services that might be required.

None anticipated

- 5) Proposed measures to reduce or control environmental health hazards, if any:

Best Management Practices (BMP's) will be utilized if any health hazards are encountered.

- b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

There will be average traffic noise due to surrounding uses on adjacent streets. An elementary school is located across the street, some playground noise is anticipated. The site directly west of the property is a parking lot for a commercial building located on Pacific Avenue. The project is not in the Joint Base Lewis McChord flightpath noise zone. No other noises are anticipated.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Short term noise associated with construction would be typical during that time. Construction hours and noise levels would comply with Tacoma noise standards.

3) Proposed measures to reduce or control noise impacts, if any:

BMP's will be implemented to minimize noise levels to the greatest extent possible during construction.

8. Land and Shoreline Use [\[help\]](#)

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The site currently has a single-family residence on one of the three properties, the other two are vacant. The site is surrounded by other residences with an elementary school across the street.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

No

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No

c. Describe any structures on the site.

A wood frame 580 SF single-family 1-bedroom residence with a 576 SF detached garage, both in poor condition and built in 1939, (per Pierce County Assessor's website) currently occupy one of the three sites. The other two sites are vacant.

d. Will any structures be demolished? If so, what?

Yes, all structures will be demolished.

e. What is the current zoning classification of the site?

R-2 Single Family Dwelling District. The proposed project includes rezoning the properties to R-4-L Low Density Multiple Family Dwelling zone.

- f. What is the current comprehensive plan designation of the site?
Multifamily Low Density
- g. If applicable, what is the current shoreline master program designation of the site?
Not applicable, the site is not near any shorelines.
- h. Has any part of the site been classified as a critical area by the city or county? If so, specify.
No, per City of Tacoma parcel analysis website.
- i. Approximately how many people would reside or work in the completed project?
Based on the City of Tacoma Municipal Code, the rezone will allow a minimum of 7 multifamily units to a maximum of 13. Consequently, the anticipated number of people would be 7 minimum to 52 maximum (13 x 2-bed units with a family of 4).
- j. Approximately how many people would the completed project displace?
Potential residents of the existing single-family 1-bedroom home scheduled for demolition, anticipated maximum of 2.
- k. Proposed measures to avoid or reduce displacement impacts, if any:
None proposed.
- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:
The city is considering rezoning the property to the proposed use in the near future. The property directly adjacent on the north is currently zoned R-4-L.
- m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:
Not applicable, the site is neither agricultural or forest lands.

9. Housing [\[help\]](#)

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.
The plans have not been finalized, however between 7 to 13 units will be provided. The income level is anticipated to be middle range.
- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.
One single-family residence will be eliminated, of middle income.
- c. Proposed measures to reduce or control housing impacts, if any:
None proposed.

10. Aesthetics [\[help\]](#)

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?
The Tacoma Municipal code allows a maximum height of 35', no structures will exceed that height. The materials have not yet been determined, but will likely be indicative of typical wood frame residential construction.
- b. What views in the immediate vicinity would be altered or obstructed?
There are no views, the site and adjacent areas are relatively flat except for a small hill located north of the site.
- b. Proposed measures to reduce or control aesthetic impacts, if any:
The development is intended to be aesthetically pleasing.

11. Light and Glare [\[help\]](#)

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?
Lighting typical of residential dwellings. There will be no light pollution onto adjacent properties.
- b. Could light or glare from the finished project be a safety hazard or interfere with views?
No.
- c. What existing off-site sources of light or glare may affect your proposal?
Lighting from the elementary school across the street may be noticeable when the school has after-hour events, but not anticipated to be detrimental to residents.
- d. Proposed measures to reduce or control light and glare impacts, if any:
All exterior light fixtures will meet City of Tacoma standards for reducing night-time glare and light pollution.

12. Recreation [\[help\]](#)

- a. What designated and informal recreational opportunities are in the immediate vicinity?
Larchmont Elementary School is across A Street, east of the site. A track, field and playground are available.
- b. Would the proposed project displace any existing recreational uses? If so, describe.
No, the site currently has a single-family residence, no recreational uses.
- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:
None existing or proposed.

13. Historic and cultural preservation [\[help\]](#)

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

The existing residence and garage are over 45 years old but are not listed as historical per City of Tacoma parcel analysis website.

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

None known. No professional studies were conducted on the site.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

City of Tacoma GIS maps were reviewed.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

None anticipated.

14. Transportation [\[help\]](#)

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

The site is located on A Street, opposite the intersection with East 88th Street, which is a T-shaped intersection. The site is comprised of three separate lots, one behind each other, with only one lot on A Street. City of Tacoma Traffic Development requires the site driveway to be located at the southeast corner of the site, in lieu of the northeast, where current easements exist for access to the lots behind the street facing lot.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

The nearest bus stop is on Pacific Avenue near South 84th Street; the walking distance to the stop is approximately 1500 feet. There is a closer stop as the crow flies at 86th and Pacific Avenue, but there is not a direct route to it through the block.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

The site zoning, if rezoned, requires 2 parking stalls per unit for multifamily housing. With a housing minimum per zoning of 7 units and a maximum of 13 units the minimum number of parking stalls would be 14 and the maximum 26. This exceeds the single family garage currently located on site.

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

Any cuts made to A Street fronting the property will require restoration according to city policy. The city's Environmental Services Department will be redeveloping A Street fronting the property with a Low Impact Development (LID) Design. Once

the adjacent capital project is complete, there will be a street cut moratorium on A Street for 5 years.

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

No

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

A Street Traffic Assessment prepared by Heath & Associates, Inc, dated November 3, 2020 is attached.

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No, there are no nearby agricultural or forest lands, the site is located in a residential neighborhood of a city.

- h. Proposed measures to reduce or control transportation impacts, if any:

None proposed.

...

15. Public Services [\[help\]](#)

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

The project will slightly increase the number of residents in the neighborhood, but only be approximatley 26 maximum, which will not significantly impact public services.

- b. Proposed measures to reduce or control direct impacts on public services, if any.

None proposed.

16. Utilities [\[help\]](#)

- a. Circle utilities currently available at the site:

electricity, natural gas, **water, refuse service, telephone, sanitary sewer**, septic system, other _____

- 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.

Not yet determined as the plans have not been finalized.

C. Signature [\[HELP\]](#)

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: *Felicity McDougall*

Name of signee Felicity McDougall

Position and Agency/Organization Project Support/Graves + Associates

Date Submitted: 03/05/2021

D. Supplemental sheet for nonproject actions [\[HELP\]](#)

(IT IS NOT NECESSARY to use this sheet for project 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, 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?

Proposed measures to avoid or reduce such increases are:

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

3. How would the proposal be likely to deplete energy or natural resources?

Proposed measures to protect or conserve energy and natural resources are:

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?

Proposed measures to protect such resources or to avoid or reduce impacts are:

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?

Proposed measures to avoid or reduce shoreline and land use impacts are:

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Proposed measures to reduce or respond to such demand(s) are:

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

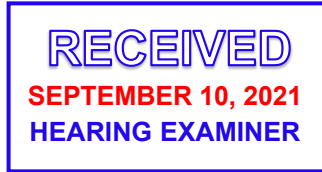


Exhibit C-4



GRAVES + ASSOCIATES

ARCHITECTURE | INTERIORS | PROJECT MANAGEMENT

March 31, 2021

City of Tacoma
Patty Costa, Project Coordinator
Planning and Development Services
747 Market St., 3rd Floor
Tacoma WA 98402

*Regarding: Record Number PRE20-0212
8642, 8640 & 8638 A Street Rezone*

Dear Ms. Costa,

Attached is an application for rezone regarding the above referenced properties, parcel numbers 0320336042, 0320336043, and 0320336044, respectively.

The 3 parcels are currently zoned R2. This application is to rezone to R4L to support the development of a minimum of 7 residential units onto one combined lot.

It is our understanding that the City of Tacoma is planning a neighborhood-wide rezone to revise the existing R2 zoning designations in the area to either R3 or R4L. This application expedites the process specifically for these three lots.

Please note, the comments received in the 1st Review Comment Memo were incorporated in the revised site plan, attached.

At this time, we would like to pursue an application for a site-specific rezone, with the belief that the application will be supported by City staff.

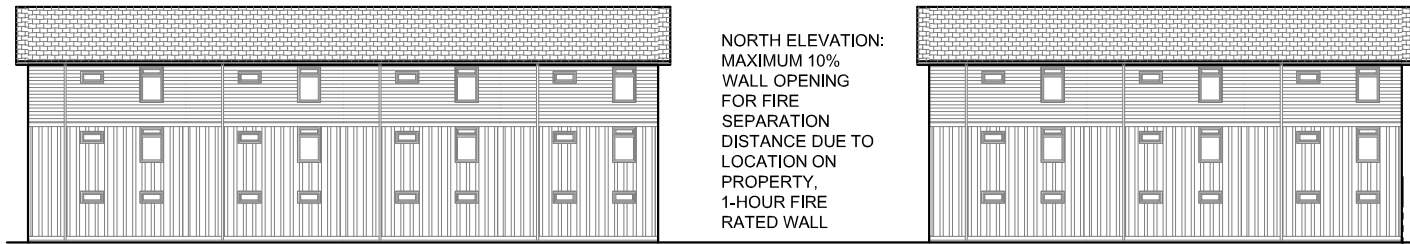
Included in this Application

- *8642 A Street Rezone_2040_3-31-21: Proposed Site Plan including Floor Plans and Exterior Elevations, dated March 31, 2021. Applicable Tacoma Municipal Code sections are included.*
- *8642 A Street_SEPA_2040_3-5-21: SEPA Environmental Checklist*
- *8642 A Street_Free Consent Form_2040_3-31-21*
- *A Street Trip Assessment 4-1-2021: By Heath & Associates, Inc.*
- *2020-09-11 Preapplication Package: Request for site feedback for initial site plan and elevations*
- *1st Review Comment Memo – PRE20-0212 - A Street Rezone Townhomes: From City of Tacoma dated September 11, 2020*
- *Application Fees for Rezone and SEPA*

Thank you in advance for your time.

Sincerely,

Felicity McDougall
Graves + Associates, PLLC



NORTH ELEVATION

SCALE: 1/32" = 1'-0"
(11x17 SHEET)



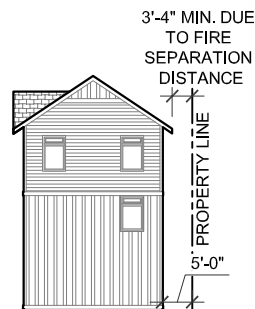
SOUTH ELEVATION

SCALE: 1/32" = 1'-0"
(11x17 SHEET)



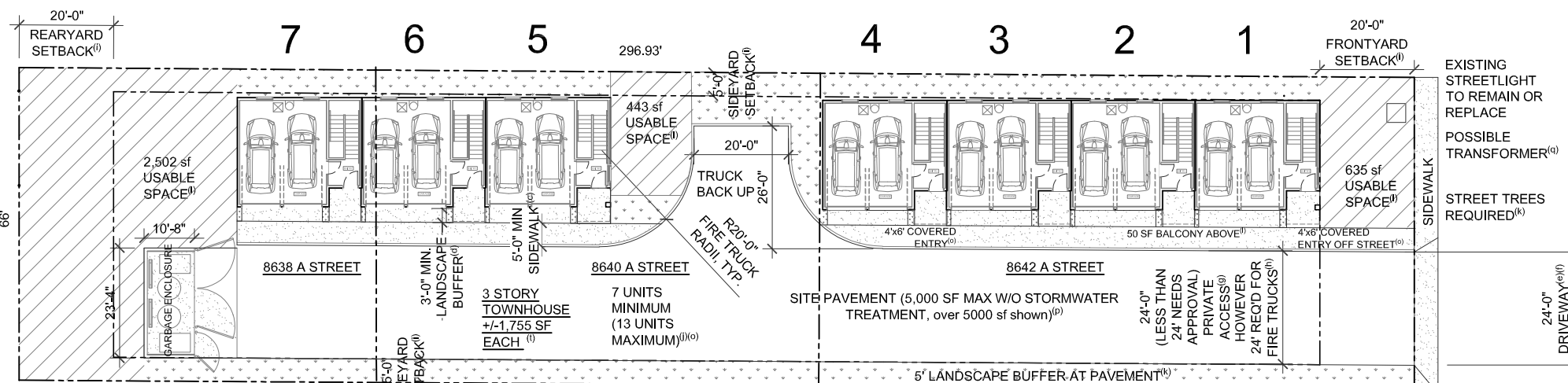
EAST ELEVATION

SCALE: 1/32" = 1'-0"
(11x17 SHEET)



WEST ELEVATION

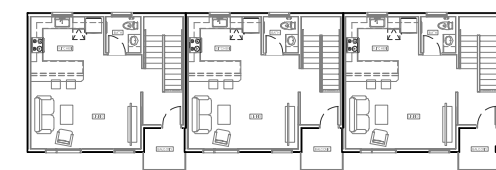
SCALE: 1/32" = 1'-0"
(11x17 SHEET)



SITE PLAN/ FLOOR 1

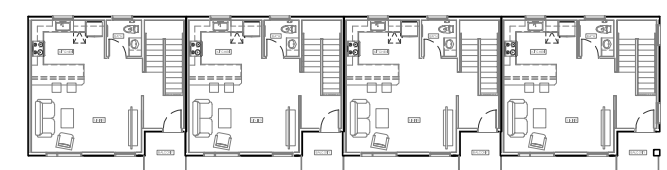
SCALE: 1/32" = 1'-0"
(11x17 SHEET)

USABLE SPACE⁽¹⁾: 2,502+443+635+(7x50) = 3,930 SF (3,926 sf min; 1,374 COMMON SPACE, REMAINDER CAN BE COMMON OR PRIVATE, 35% CAN BE LANDSCAPING, 1,374 SF)



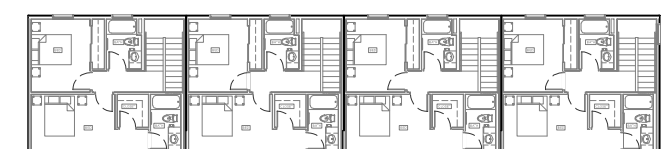
FLOOR 2

SCALE: 1/32" = 1'-0"
(11x17 SHEET)



FLOOR 3

SCALE: 1/32" = 1'-0"
(11x17 SHEET)



TACOMA MUNICIPAL CODE

- (a) TMC 13.06.090.C.3.h TABLE 1; MINIMUM PARKING: 2 STALLS PER 2 & 3 FAMILY UNITS, 1 STALL PER TOWN HOUSE, TANDEM PARKING ALLOWED PER FOOTNOTE 2. TMC 13.06.090.C.15.a(6)(a) MIN STALL SIZE 16.5'X8.5'
- (b) TMC 13.06.090.C.15.b.2: MINIMUM 20' PARKING ACCESS AISLE
- (c) TMC 13.06.090.F.4.a & b & f(2)(a): WALKWAY REQUIRED CONNECTING STREET TO MAIN BUILDING ENTRANCE. MIN' 5' FEET WIDE IF MORE THAN 4 RESIDENTIAL UNITS
- (d) TMC 13.06.090.F.4.f(2)(d): INTERNAL PATHWAYS IN MULTI-BUILDING RESIDENTIAL DEVELOPMENTS SEPARATED FROM STRUCTURES WITH 3' WIDE LANDSCAPE STRIP OR DECORATIVE WALL TREATMENT
- (e) TMC 13.06.090.C.9.g: 20' DRIVEWAY MIN. WIDTH FOR MULTIPLE 2- & 3-FAMILY RESIDENCES & TOWNHOUSES, HOWEVER PRIVATE DRIVE IS 24' WIDE, TO BE COORDINATED WITH CITY
- (f) TACOMA RIGHT OF WAY MANUAL: PER CITY OF TACOMA PRE-APP COMMENTS, LOCATE DRIVEWAY AT SOUTHERN EDGE OF PROPERTY NEAREST INTERSECTION OF EAST 88TH STREET
- (g) TACOMA RIGHT OF WAY MANUAL TABLE 4-6: 24' MINIMUM WIDTH PRIVATE ACCESS, MAY BE REDUCED TO 20' WIDTH WITH ENGINEER APPROVAL
- (h) FIRE DEPARTMENT ACCESS: AN APPROVED TURN AROUND REQUIRED FOR DEAD-END STREETS OR PRIVATE ACCESSWAY OVER 150' LONG UNLESS STRUCTURES SPRINKLERED AND APPROVED BY FIRE DEPARTMENT, 24' WIDE
- (i) TMC 13.06.020.F.6: ZONE R4L MINIMUM SETBACKS:
FRONTYARD: 20'
SIDEYARD: 5'
BACKYARD: 20'
- (j) TMC 13.06.020.E.4.F.1.f ZONE R4L MINIMUM LOT AREA FOR MULTIFAMILY:
6,000 SF FOR FIRST 4 UNITS + 1500 SF FOR EACH ADDITIONAL UNIT
19,628 (SITE AREA) - 6,000 = 13,628; 13,628 SF / 1,500 SF = 9; 4 + 9 = 13 UNITS MAXIMUM
TMC 13.06.020.F.4 DISTRICT R4L MINIMUM DENSITY:
14 UNITS PER ACRE. 19,628 SF SITE / 43,560 SF PER ACRE = 0.45 ACRES
0.45 ACRES X 14 UNITS MIN PER ACRE = 6.3 = 7 UNITS MINIMUM
- (k) TMC 13.06.090.B MULTIFAMILY DEVELOPMENT LANDSCAPE
13.06.090.B.4.d(2): OVERALL SITE LANDSCAPING IN R DISTRICTS: 5% OF SITE NOT COVERED WITH STRUCTURES, LOCATED ANYWHERE ON SITE (NOTE: FRONT, BACK & SIDEYARD SETBACKS COMPRISE ±4,700 SF, OR ±24% OF SITE
13.06.090.B.4.E(3)(a) & (b) LANDSCAPE PERIMETER CANNOT BE INTERRUPTED BY PAVING, 5' BUFFER REQUIRED WHERE SITE LESS THAN 150' DEEP
STREET TREES REQUIRED
(l) TMC 13.06.020.F.7.e & f MINIMUM YARD SPACE
MINIMUM 20% OF LOT AREA REQUIRED USABLE SPACE: 19,628 (SITE AREA) x 0.2 = 3,926 SF
MINIMUM 35% OF USABLE SPACE REQUIRED COMMON SPACE: 3,926 x 0.35 = 1,374 SF
REMAINDER CAN BE COMMON OR PRIVATE: 3,926 - 1,374 = 2,552 SF
PRIVATE YARD SPACE MINIMUM DIMENSION 15', MAY BE PATIOS OR BALCONIES, MIN 50 SF, MIN 5' DIM.
UP TO 35% OF USABLE YARD SPACE CAN BE LANDSCAPING
- (m) TMC 13.06.020.F.8: 30% OF LOT REQUIRED TREE CANOPY:
19,628 (SITE AREA) x 0.3 = 5,888 SF TREE CANOPY AREA:
LARGE TREE = 1000 SF; MEDIUM TREE = 500 SF; SMALL TREE = 300 SF; FOR EXAMPLE 5,888 SF COULD BE 3 LARGE (3,000) + 4 MEDIUM (2,000) + 3 SMALL (900) = 5,900. STREET TREES CAN COUNT TOWARDS TOTAL
- (o) TMC 13.06.100.E SINGLE, TWO AND THREE FAMILY DWELLING STANDARDS:
-PRIMARY ORIENTATION TO FACE THE STREET
-MINIMUM 4'x6' COVERED ENTRY
-MINIMUM 15% OF STREET FACING FACADE TRANSPARENT
-GARAGE FACE OR SIDE WALL NO MORE THAN 50% OF STREET FACING FACADE
-SIDE GARAGE WALLS VISIBLE FROM STREET TO INCLUDE WINDOWS TO APPEAR AS HABITABLE SPACE
- (p) CITY OF TACOMA STORMWATER MANAGEMENT VOLUME 1, CHAPTER 3, SECTION 3.4 REQUIREMENT #6: IF MORE THAN 5000 SF OF POLLUTION GENERATING HARD SURFACE ON AND OFF SITE THEN STORM WATER TREATMENT FACILITIES REQUIRED
- (q) 4'x4' TRANSFORMER WITH 8' CLEARANCE TO COMBUSTIBLE BUILDING MAY BE REQUIRED
- (r) TMC 13.06.090.B.4.g(5)(b) PARKING LOT LANDSCAPING: NO MORE THAN 8 STALLS WITHOUT A TREE
- (s) TMC 13.06.090.C.7.C(3)(A) & (B) MULTIFAMILY DEVELOPMENT PARKING: ALL ONSITE PARKING TO BE AT REAR OF BUILDINGS. ACCESS FROM THE FRONT ALLOWED IF NO OTHER ACCESS AVAILABLE. DRIVEWAY AND PARKING AREAS CAN NOT EXCEED 50% OF THE TOTAL FRONT YARD
- (t) 13.06.020.F.5 ZONE R4L MAXIMUM BUILDING HEIGHT: 35', CONSEQUENTLY 3 STORIES MAXIMUM HEIGHT

**PROPOSED SITE PLAN
A STREET REZONE
GRAVES + ASSOCIATES
3/30/21**

RECEIVED
SEPTEMBER 10, 2021
HEARING EXAMINER

Exhibit C-5

From: dns@nventure.com
To: [Schultz, Shirley](#)
Subject: 8642 A Street, Parcels: 0320336042, 0320336043, and 0320336044.
Date: Friday, August 6, 2021 12:42:55 PM

Dear Shirley Schultz,
Principal Planner
Planning and Development Services:

My name is Sandra Ford, I live close to the proposed sight in question of rezoning for LU21-0109 – SEPA and Rezone 8642 A Street.

Project Description: Rezone 3 Parcels, approx. 19,628 square feet, from R2 to R4L for development of up to thirteen units of multifamily housing.

Location: Address: 8642 A Street, Parcels: 0320336042, 0320336043, and 0320336044.

My concern is, additional apartment units has long term impacts, More garbage, waste water, drinking water and an increase demand for other City Services. (Police and Fire) Can our exciting infrastructure handle this growing demand?

We have a developed plan from 1994, a South End Neighborhood Action Plan. The neighborhood would like to see a Community Center/Safe Streets meeting Rooms. City Council member Chris Beale brought this to light over two years ago pre Covid. All the Vacant land is being taken over by Developers! We have no means of meeting the needs of the South End/ East side Community. We get pushed aside and our Voice is not being heard! We have real needs in our neighborhood. We do pay our fair share of Taxes.

I feel there is more opportunities to redevelop and reuse vacant buildings in Down Town Tacoma.

There is undeveloped land and Vacant Buildings that can be reinvented to meet the needs for additional housing, help house the homeless and the growing community needs for Affordable housing. Developers are not in the business of building affordable housing.

Redeveloping of the vacant buildings downtown would be the best usage of those buildings than seeing them boarded up, sitting vacant, or going in to disrepair to become eyesores for Downtown Tacoma.

The City Planers office should take another look to see what is really necessary to meet the needs of it's citizens who live and work downtown.

Thank you
Sandra Ford
Concerned Citizen

From: [Larchmont Cares](#)
To: [Schultz, Shirley](#)
Cc: [SENCo](#); [Ely, Kristin](#); [Magoon, Jana](#)
Subject: Re: Interim NCS Response: RE: City of Tacoma Washington Land Use Public Notices Update
Date: Tuesday, July 27, 2021 8:52:49 AM

Thanks Shirley. We are going to be discussing this at our Safe Streets Meeting on Wednesday, however personally I have some concerns about this project given the location. From what I can find online there will be no traffic mitigation made along with this project correct? With the amount of traffic currently in the neighborhood it is extremely dangerous for any kids trying to cross 84th street. There is a crosswalk, however it's right over a hill when going East from Pacific and cars do not see kids until the last minute. There is no light, or a flashing light that can be activated there to allow the kids to cross safely. This is an issue we have been working on for awhile and now adding this much additional traffic to the area is extremely concerning. A st is highly used now and often with cars speeding down that road making things dangerous for children trying to get to school, especially a stretch where there is no sidewalk for kids to use. This development will be right at the T in the road and during drop off & pick up for the kids at Larchmont elementary this intersection is extremely busy. By adding this much traffic trying to turn out of the proposed development is sure to cause some traffic issues. There are no other multifamily developments in the area that are not located on a major road. This development will also greatly increase the traffic using the dangerous intersection of 84th & McKinley where we are having many accidents happen currently.

I understand the owner wanting to make a greater profit off this piece of land, but it does not fit in the neighborhood and makes our neighborhood more dangerous with the amount of new traffic that it will bring when not being mitigated.

Can traffic mitigation be required for this project?

Thanks,
 April Smith
 Larchmont Safe Streets Leader

On Tue, Jul 27, 2021 at 8:31 AM Schultz, Shirley <SSchultz@cityoftacoma.org> wrote:

One quick thing to clarify (Jana pointed out, thank you!) is that this is not the same as the Home in Tacoma project. That's a city-wide application of zoning changes. This proposal is a site-specific rezone requested by the property owner. Ultimately the decision will be made by the City Council, but the process and review criteria are different for this type of rezone.

- Shirley

From: SENCo <senco253@gmail.com>
Sent: Tuesday, July 27, 2021 8:23 AM
To: Schultz, Shirley <SSchultz@cityoftacoma.org>
Cc: Ely, Kristin <kely@cityoftacoma.org>; Larchmont Cares <larchmontcares@gmail.com>; Magoon, Jana <IMAGOON@cityoftacoma.org>
Subject: Re: Interim NCS Response: RE: City of Tacoma Washington Land Use Public Notices Update

Good Morning Shirley,

Thank you for your response. I think we were all waiting for someone to jump in, lol.

April, please feel free to ask your questions here and please see the additional information in Shirley's email.

Thank you everyone!

On Tue, Jul 27, 2021 at 8:04 AM Schultz, Shirley <SSchultz@cityoftacoma.org> wrote:

CONTACTS

For general inquiries or questions about permitting or process, please contact a permit specialist at (253) 591-5030 or permits@cityoftacoma.org. You can also contact the assigned project coordinator directly with their information below. For questions regarding specific review comments or interpretation of code, please contact the appropriate review staff.

Project Coordinator:

Other Reviewers

Residential Review: Craig Kuntz ckuntz@cityoftacoma.org 253-405-2068

Professional Engineer: Alicia Floyd afloyd@cityoftacoma.org 253-320-1189

Plans Examiner: Lucas Shadduck Ishadduc@cityoftacoma.org 253-380-7786

Principal Planner: Shirley Schultz shirley.schultz@cityoftacoma.org 253-345-0879

Traffic Review: Vicki Marsten vmarsten@cityoftacoma.org 253-591-5556

Site Commercial Review: Lyle Hauenstein Ihauenstein@cityoftacoma.org 253-594-7843

Water Review: Heather Croston hcroston@cityoftacoma.org 253-331-3830

Fire Review: Chris Seaman cseaman@cityoftacoma.org 253-591-5503

Principal Planner: Lisa Spadoni Ispadoni@cityoftacoma.org 253-377-3310

Chief Surveyor: Gary Allen gallen@cityoftacoma.org 253-591-5772

Power Review: Jeff Rusler jrusler@cityoftacoma.org 253-502-8309

Traffic Review: Jennifer Kammerzell jkammerzell@cityoftacoma.org 253-591-5511

Reviewers who have Approved and/or Approved w/Comments

Real Property Review: Teague Pasco tpasco@cityoftacoma.org 253-591-5570

Real Property Review: Ronda Cornforth rcornfor@cityoftacoma.org 253-591-5052

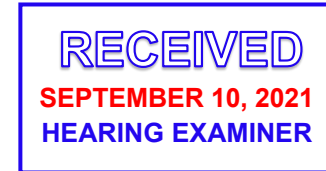


Exhibit C-6

GENERAL COMMENTS

Comment

Reviewer
Lyle Hauenstein

06/03/2021 Proposed solid waste would have to be pulled out for service for automated containers and enclosures would have to meet requirements, see below:

AUTOMATED CONTAINERS

Automated containers (300-gallon plastic barrels) are collected from the right side of the truck which has an outside wheel turning radius of approximately 36.5 feet and an inside turning radius of approximately 22.5 feet. A minimum overhead height clearance of 20 feet is required to safely service this container. Enclosures for 300-gallon plastic containers shall have a minimum inside opening width of 10-feet and a minimum inside depth of 7-feet for one container. In addition, for two or more containers, a 3-foot clearance between the enclosure wall and container is required as well as a 2-foot clearance between containers. If gated, the gates must swing 180-degrees and must be able to be pinned in the open position.

FRONT-LOAD CONTAINERS

Front-load containers are collected from the front of the truck which has an outside wheel turning radius of approximately 46.5 feet and an inside turning radius of approximately 32.5 feet. This truck is approximately 36 feet long and must line up directly in front of the container. Enclosures for front-load containers shall have a minimum inside opening width of 12-feet and a minimum inside depth of 10-feet for one container. For two or more containers, a 3-foot clearance between the enclosure wall and container is required as well as a 2-foot clearance between containers. If gated, the gates must swing 180-degrees and must be able to be pinned in the open position. Front-load containers are available in 2-, 3-, 4-, 6- and 8-yard sizes.

Inspection by SWM staff is required for occupancy. Contact Lyle Hauenstein at (253) 594-7843 for final inspection. DL/SW

6/8/2021 Per notes from PRE20-0212 by Karla Kluge, Senior Environmental Specialist:

The wetlands that "were" on site were filled and mitigation was provided under permit WET2003-00006 (40000013511). Thus, no critical areas on site.

6/9/21 - Tacoma Fire does not object to the rezone. The applicant is advised that future construction would require compliance with the adopted Fire Code at the time of building permit submittal. The applicant is also advised that under current Fire Code will require a hydrant to be installed at the turnaround shown as well as fire sprinkler systems within the residential structures.

Lisa Spadoni

Chris Seaman

Tacoma Water has no objections to the rezone. Customer is advised that they will have to meet all of Tacoma Water's requirements for future permits.

Tacoma Water Crews complete all work on Tacoma Water facilities.

An existing 3/4" service with a 5/8" meter

8" water main in A St.

Calculated pressure is approximately 80 psi.

Please take the calculated pressure into consideration during your design process.

The Uniform Plumbing Code requires that a pressure-reducing valve (PRV) be installed on the customer's property side service line if pressure exceeds 80 PSI.

The existing water meter is not large enough to support the new building.

The existing water services shall be utilized or disconnected from the water main by Tacoma Water at the owners' expense.

If new water services or modification of existing water services are required, they will be sized and installed by Tacoma Water after payment of the Service Construction Charge, and the Water Main Charge, and the System Development Charge.

Contact Chris Hicks at (253) 396-3057 office, (253) 377-6040 cell, chicks@cityoftacoma.org for:

For commercial sizing and pricing

New fire service sizing and pricing. (New fire services will be sized by fire consultant)

New services install timeline:

2 weeks to complete estimating

Up to 10 weeks to install service once payment is received.

Customer is required to obtain private utility easements for any property-side water pipes leading from the City meter to the building on any portion(s) existing on adjacent parcels prior to water service purchase.

New water services and meters will be placed directly in front of each parcel.

New water services and meters will be placed outside of paved areas and sidewalks.

If a new fire hydrant is required at a location with an existing water main, the hydrant will be installed by Tacoma Water after payment of construction charge. Contact Chris Hicks at (253) 396-3057 office, (253) 377-6040 cell, chicks@cityoftacoma.org for pricing.

If existing water facilities need to be relocated or adjusted, they will be relocated by Tacoma Water at the developer's expense. Contact Chris Hicks at (253) 396-3057 office, (253) 377-6040 cell, chicks@cityoftacoma.org for pricing.

Tacoma Water facilities must remain accessible at all times. Any damage to Tacoma Water facilities will be repaired by Tacoma Water crews at the expense of the developer.

Landscaping:

No structures, retaining walls, fences, trees are permitted within 5 feet of water facilities. Light landscaping with grass and/or small shrubbery is permitted.

General utility clearances:

For utilities other than sanitary sewer, the proposed facilities shall have a minimum horizontal separation of five (5) feet and vertical separation of twelve

(12) inches from Tacoma Water facilities.

For aerial utilities, Tacoma Water requires a minimum of 20 feet above our water facilities.

Sanitary sewer mains and side sewers shall maintain a minimum horizontal separation of ten (10) feet from all water mains and water services. When extraordinary circumstances dictate the minimum horizontal separation is not achievable, the methods of protecting water facilities shall be in accordance with the most current State of Washington, Department of Ecology "Criteria For Sewage Works Design". Vertical separation of eighteen (18) inches from Tacoma Water facilities.

6-17-21 Geotechnical review advisory comments:

- 1) No steep slopes or geohazards are identified with City mapping systems.
- 2) Geotechnical report will likely be required at time of building permit submittal to verify soil conditions meeting foundation design requirements.

Craig Kuntz

06/17/21 -

See Dan Hansen comments for joint traffic/site comment related to required ADA ramps at A street and E 88th Street .

See uploaded memo

Alicia Floyd

Future construction shall comply with the adopted Building Code(s) at the time of building permit application acceptance.

Jennifer Kammerzell

0

Lucas Shadduck

Land Use will not trigger the In-Lieu Assessment but be advised that development will trigger the In-Lieu requirement and will be calculated based on future plan submittals.

Heather Croston

6/25/21 RPS Comments

Ronda Cornforth

RPS has no objection to the rezone.

Teague Pasco

Advisory comment:

Short plat will have to be amended to conform to current site plan (ingress/egress/utilities easement has changed location, as well as Tacoma Power easement).

Short Plat 200902025001 (unofficial copy) placed in documents for reference.

7/13/21

Tacoma Power has no issue with the rezone.

Jeff Rusler



DATE: July 27, 2020
TO: Shirley Schultz, Planning and Development Services Department
FROM: Jennifer Kammerzell, Public Works Department
SUBJECT: 8642 A Street Traffic Comments (LU21-0109)

The City's Engineering Division has reviewed the proposal to rezone parcels 0320336042, 0320336043, and 0320336044. The three (3) parcels are currently zoned R2. This application is to rezone to R4L to allow for the development of up to thirteen (13) residential units on one combined lot.

After consideration of the applicant's revised Traffic Impact Analysis (TIA) conducted by Heath & Associates, Inc. (dated 4-1-21), the City has determined that the applicant and representative have conducted a reasonable analysis of the probably traffic conditions. Based on the new trips generated and site layout, the City has concluded that the development be required to provide accommodations to provide access to the nearby school and future high-capacity transit route.

The following comments and mitigating actions are consistent with the Transportation Master Plan Goals and Policies to "prioritize the movement of people and goods via modes that have the least environmental impact and greatest contribution to livability in order to build a balanced transportation network that provides mobility options, accessibility, and economic vitality for all across all neighborhoods" including policies 2.3 Improve Safety, 2.4 Promote Health, 2.6 Safer Routes to Schools, 3.1 Complete Streets/Layered Network, 3.2 Green Hierarchy, 3.6 Street System Design, 3.7 Special Needs of Transportation Users, 3.9 Pedestrian Facilities, and 3.10 Bicycle Facilities.

1. Access/Driveways

- All driveways shall be located to minimize conflicts with intersection traffic, per TMC 10.14 Driveways. This will require the driveway to be centered on the intersection.

2. Pedestrian/Bicycle Access

- The Tacoma Right-of-Way Design Manual states that to promote connectivity, roadways shall connect with nearby existing roadways except in cases when topography, land ownership, or other factors make this infeasible. In cases when it is not feasible to connect roadways but it is feasible to establish a nonmotorized pathway then the pathway shall be constructed, which includes a pedestrian connection from A Street to Pacific Avenue for the residents.
- In order to provide access to Larchmont Elementary School and the bike boulevard. Directional curb ramps must be provided at the intersection of A St & E 86th St. One directional curb ramp must be provided at the NW corner of the intersection. Two directional curb ramps must be provided at a reconstructed NE corner of the intersection. One temporary asphalt receiving ramp must be provided at the SW corner of the intersection.

If you have any questions or need clarification, please feel free to contact me at jkammerzell@cityoftacoma.org or (253) 591-5511.

SEPA Comment Letter

August 20, 2021

Record ID: SR0263284

ATTN SHIRLEY SCHULTZ
CITY OF TACOMA
747 MARKET ST RM 345
TACOMA WA 98402
SHIRLEY.SCHULTZ@CITYOFTACOMA.ORG

RE: SEPA Review, LU21-0109 8642 A Street Rezone

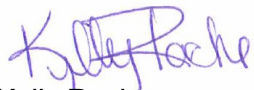
Dear Shirley Schultz:

The Tacoma-Pierce County Health Department's Environmental Health Program received the above mentioned checklist on July 08, 2021 and has reviewed your proposal.

There are no comments at this time to the proposal as presented.

Thank you for the opportunity to respond.

Sincerely,



Kelly Racke
Environmental Health Specialist II
Environmental Health Division



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

PO Box 47775 • Olympia, Washington 98504-7775 • (360) 407-6300
711 for Washington Relay Service • Persons with a speech disability can call 877-833-6341

August 26, 2021

Shirley Schultz, Principal Planner
City of Tacoma
Planning & Development Services Department
747 Market Street, Room 345
Tacoma, WA 98402

Dear Shirley Schultz:

Thank you for the opportunity to comment on the optional determination of nonsignificance/notice of application for the 8642 A Street Rezone Project (LU21-0109) located at 8642 A Street as proposed by Graves & Associates for Trung Do. The Department of Ecology (Ecology) reviewed the environmental checklist and has the following comment(s):

HAZARDOUS WASTE & TOXICS REDUCTION: Tara Davis (360) 407-6275

Demolition

The applicant proposes to demolish an existing structure(s). In addition to any required asbestos abatement procedures, the applicant should ensure that any other potentially dangerous or hazardous materials present, such as PCB-containing lamp ballasts, fluorescent lamps, and wall thermostats containing mercury, are removed prior to demolition. Also, be aware that PCBs are increasingly being found in caulking and paint. It is important that these materials and wastes are removed and appropriately managed prior to demolition. It is equally important that demolition debris is also safely managed, especially if it contains painted wood or concrete, treated wood, or other possibly dangerous materials.

Please review the “Dangerous Waste Rules for Demolition, Construction, and Renovation Wastes,” on Ecology’s website at: <https://ecology.wa.gov/Regulations-Permits/Guidance-technical-assistance/Dangerous-waste-guidance/Common-dangerous-waste/Construction-and-demolition>. The applicant may also contact Robert Rieck with Ecology’s Hazardous Waste and Toxics Reduction program (HWTR) at (360) 407-6751 for more information about safely handling dangerous wastes and demolition debris

New construction

Construction waste is usually left over from construction work sites. New construction creates dangerous waste from treated wood, paint, solvents, glue, roofing tars, and other

materials. These must be designated and disposed of properly under the Dangerous Waste Regulations. Choose less hazardous materials and find safer alternatives, when possible.

SOLID WASTE MANAGEMENT: Derek Rockett (360) 407-6287

The applicant proposes to demolish an existing structure(s). In addition to any required asbestos abatement procedures, the applicant should ensure that any other potentially dangerous or hazardous materials present are removed prior to demolition. It is important that these materials and wastes are removed and appropriately managed prior to demolition. It is equally important that demolition debris is also safely managed, especially if it contains painted wood or concrete, treated wood, or other possibly dangerous materials. Please review the “Dangerous Waste Rules for Demolition, Construction, and Renovation Wastes,” on Ecology’s website at: Construction & Demolition Guidance. All removed debris resulting from this project must be disposed of at an approved site. All grading and filling of land must utilize only clean fill. All other materials may be considered solid waste and permit approval may be required from your local jurisdictional health department prior to filling. Contact the local jurisdictional health department for proper management of these materials.

TOXICS CLEANUP: Sandy Smith (360) 407-7269

If contamination is suspected, discovered, or occurs during demolition of existing structures or construction of multi-family housing, testing of the potentially contaminated media must be conducted. If soil or groundwater contamination is readily apparent, or is revealed by testing, the Department of Ecology must be notified. To notify Ecology, contact the Environmental Report Tracking System Coordinator at the Southwest Regional Office at (360) 407-6300. For assistance and information about subsequent cleanup and to identify the type of testing that will be required, contact Sandy Smith with the Toxics Cleanup Program at the Southwest Regional Office at (360) 407-7269.

Ecology’s comments are based upon information provided by the lead agency. As such, they may not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

If you have any questions or would like to respond to these comments, please contact the appropriate reviewing staff listed above.

Department of Ecology
Southwest Regional Office

(GMP:202103679)

cc: Tara Davis, HWTR
Derek Rockett, SWM
Sandy Smith, TCP

LU21-0109 Rezone 8642 A Street

Applicable Zoning Regulations

Note: The following is excerpted from TMC13, and is meant to serve as a record of code requirements that may apply to the proposed development. Development proposals will be reviewed at the time of permit submittal. (In addition, illustrations have been removed.)

13.05.030 Zoning and Land Use Regulatory Code Amendments.

A. General Provisions.¹

1. Whenever this chapter has been, or is hereafter, amended to include in a different district, property formerly included within classified district boundaries of another district, such property shall be deemed to thereupon be deleted from such former district boundaries.

2. Unless specifically classified otherwise, zoning district boundaries shall be considered to extend to the centerline of rights-of-way. Right-of-way, which has had prior approval for vacation pursuant to Chapter 9.22 or which is hereafter approved for vacation, shall be deemed to be added to the district boundaries of the property which the vacated right-of-way abuts. In instances where a vacated right-of-way is bordered on one side by a district which is different from the district on the other side, the right-of-way shall be deemed to be added apportionately to the respective districts.

...

C. Site Specific Zoning Reclassifications.²

a. Application submittal.

Application for rezone of property shall be submitted to Planning and Development Services. The application shall be processed in accordance with the provisions of Chapter 13.05. Final action on the application shall take place within 180 days of submission.

b. Criteria for rezone of property.

An applicant seeking a change in zoning classification must demonstrate consistency with all of the following criteria:

(1) That the change of zoning classification is generally consistent with the applicable land use intensity designation of the property, policies, and other pertinent provisions of the Comprehensive Plan.

(2) That substantial changes in conditions have occurred affecting the use and development of the property that would indicate the requested change of zoning is appropriate. If it is established that a rezone is required to directly implement an express provision or recommendation set forth in the Comprehensive Plan, it is unnecessary to demonstrate changed conditions supporting the requested rezone.

(3) That the change of the zoning classification is consistent with the district establishment statement for the zoning classification being requested, as set forth in this chapter.

(4) That the change of the zoning classification will not result in a substantial change to an area-wide rezone action taken by the City Council in the two years preceding the filing of the rezone application. Any application for rezone that was pending, and for which the Hearing Examiner's hearing was held prior to the adoption date of an area-wide rezone, is vested as of the date the application was filed and is exempt from meeting this criteria.

(5) That the change of zoning classification bears a substantial relationship to the public health, safety, morals, or general welfare.

¹ Code Reviser's note: Relocated from Subsection 13.06.650.C. through I. per Ord. 28613.

² Code Reviser's note: Relocated from 13.06.650, "Application for rezone of property", per Ord. 28613. Prior legislation: Ord. 28336 Exs. B, C; passed Dec. 1, 2015; Ord. 28109 Ex. O; passed Dec. 4, 2012; Ord. 27995 Ex. D; passed Jun. 14, 2011; Ord. 27893 Ex. A; passed Jun. 15, 2010; Ord. 27818 Ex. A; passed Jul. 28, 2009; Ord. 27079 § 51; passed Apr. 29, 2003; Ord. 26947 § 54; passed Apr. 23, 2002; Ord. 26933 § 1; passed Mar. 5, 2002.

13.06.020 Residential Districts.³

A. Applicability.

The following tables compose the land use regulations for all districts of Section 13.06.020. All portions of 13.06.020 apply to all new development of any land use variety, including additions, and remodels, in all districts in Section 13.06.020, unless explicit exceptions or modifications are noted. The requirements of Section 13.06.020.A through Section 13.06.020.C are not eligible for variances. When portions of this section are in conflict with other portions of Chapter 13.06, the more restrictive shall apply. For individually designated properties listed on the Tacoma Register of Historic Places, and for contributing buildings within Historic Special Review Districts, where there is a conflict between the regulations of this chapter and historic guidelines and standards, the historic guidelines and standards shall prevail pursuant to TMC 13.05.040.

B. Purpose.

The specific purposes of the Residential Districts are to:

1. Implement the goals and policies of the City's Comprehensive Plan.
2. Implement the Growth Management Act's goals and county-wide and multi-county planning policies.
3. Provide a fair and equitable distribution of a variety of housing types and living areas throughout the City's neighborhoods.
4. Protect and enhance established neighborhoods, and ensure that new development is in harmony with neighborhood scale and character.
5. Provide for predictability in expectations for development projects.
6. Allow for creative designs while ensuring desired community design objectives are met.
7. Strengthen the viability of residential areas by eliminating incompatible land uses, protecting natural physical features, promoting quality design, and encouraging repair and rehabilitation of existing residential structures.
8. Allow for the enhancement of residential neighborhoods with parks, open space, schools, religious institutions and other uses as deemed compatible with the overall residential character.
9. Throughout the Zoning Code, references are made to "R-Districts" and "Residentially Zoned" properties. Both of these references mean any district within the R-series, i.e., the R-1 through R-5 Districts listed within this 13.06.020 series.

C. Districts established.

1. The following districts are intended primarily for residential land uses, as well as other uses such as daycares, parks, schools, churches and other uses which serve the neighborhood and have been deemed compatible with residential character.

7. R-4-L Low-Density Multiple-Family Dwelling District.

This district is intended primarily for low-density multiple-family housing, mobile home parks, retirement homes and group living facilities. It is similar to the R-4 Multiple-Family Dwelling District, but more restrictive site development standards are intended to minimize adverse impacts of permitted and conditional uses on adjoining land. The district is characterized by amenities and services associated with single- and two-family residential districts, and it is located generally along major transportation corridors and between higher and lower intensity uses.

E. District use restrictions.

1. The following use table designates all permitted, limited, and prohibited uses in the districts listed. Use classifications not listed in this section are prohibited, unless permitted via Section 13.05.080.
2. Within the JBLM Airport Compatibility Overlay District, the land use and development standards of this section are modified as specified in TMC 13.06.070.F, which shall prevail in the case of any conflict.

³ Code Reviser's note: Relocated from 13.06.100 per Ord. 28613.

3. Use table abbreviations.

P = Permitted use in this district.
TU = Temporary Uses allowed in this district subject to specified provisions and consistent with the criteria and procedures of Section 13.06.635.
CU = Conditional use in this district. Requires conditional use permit, consistent with the criteria and procedures of Section 13.05.010.A.
N = Prohibited use in this district.

4. District use table. (see next page for table)

Uses ³	R-4-L	Additional Regulations ^{1,3}
Accessory uses and buildings	P	Subject to additional requirements contained in Section 13.06.020.F
Dwelling, single-family detached	P	No lot shall contain more than one dwelling unless specifically approved to do so through a Planned Residential District, Cottage Housing or other City review process.
Dwelling, two-family	P	Subject to additional requirements contained in Section 13.06.100.
Dwelling, three-family	P	Subject to additional requirements contained in Section 13.06.100.
Dwelling, multiple-family	P	
Dwelling, townhouse	P	Subject to additional requirements contained in Section 13.06.020.G. In R-2, R-2SRD and HMR-SRD Districts townhouse development requires issuance of a conditional use permit.
Dwelling, accessory (ADU)	P	ADUs are only allowed in association with single-family development. Subject to additional requirements contained in Section 13.06.150.

F. District development standards.

	R-4-L
1. Minimum Lot Area (in square feet, unless otherwise noted)	
a. Purpose.	
b. Single-family detached dwellings – Standard Lots	5,000
c. Single-family detached dwellings – Small Lots (Level 1)	2,500
d. Two-family dwellings	4,250
e. Three-family dwellings	5,500
f. Multiple-family dwellings	6,000 sq. ft. plus 1,500 sq. ft. for each unit in excess of four
g. Townhouse dwellings	1,500
h. Mobile home/trailer court	3.5 acres, provided at least 3,500 sq. ft. is provided for each mobile home
j. Single-family Small Lots – Exceptions to Standard Minimum Lot Area Requirements: Reductions to minimum detached single-family dwelling lot area requirements, as shown	

	R-4-L
<p>above, may be allowed pursuant to Section 13.06.020.K. Lots smaller than the Minimum Lot Area for Standard Lots must meet the applicable Design Standards of Section 13.06.020.K.</p> <p>Single-family Small lot development must be oriented such that the lot frontage and the front façade of the house face the street.</p> <p>Small lot exceptions are not applicable to pipestem lots.</p>	
2. Lot Measurements (in feet)	
a. Purpose.	
b. Minimum Average Lot Width – Standard Lots	50
c. Single-family Small Lots – Minimum Average Lot Width	25
d. Minimum Lot Frontage	25
<p>The minimum lot frontage requirement does not apply to townhouse dwellings.</p> <p>Pipestem lots which only serve one single-family dwelling are not required to meet the minimum lot frontage requirements, provided the access easement or lot extension to such pipestem lot has a minimum width of 10 feet.</p>	
3. Building Coverage (total building coverage / lot area x 100 = percentage)	
a. Purpose.	
b. Maximum building coverage, percent of lot	50
<p>c. Bonus: Corner Lot: May add an additional 10% of the lot area to the total lot area for the purpose of calculating the maximum building coverage allowance.</p> <p>Alley: Lots with an alley may count 50% of the abutting alley as lot area for calculating the maximum allowable building coverage.</p>	
d. Exceptions:	
<p>Usable Yard Space that is covered, but not enclosed, shall not count towards the maximum building coverage.</p> <p>Detached Accessory Dwelling units and small-lot single family: Building coverage limitations do not apply to Detached ADUs, small-lot single family, or cottage housing.</p>	
4. Minimum Density (units per gross acre)	
a. Purpose.	
b. Standard	14
5. Max. Height Limits (in feet)	
a. Purpose.	
b. Main Buildings	35
c. Accessory Buildings	15-feet
6. 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</p>	

		R-4-L
<p>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.</p> <p>Certain conditional uses may require different minimum setbacks. See Section 13.05.010.A</p>		
a. Minimum Front Setback, except where Build-to Area is required		20
<p>c. Townhouse Dwelling Minimum Front Setback: 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 13.06.020.G</p>		
<p>d. Vehicular Doors Facing the Front Or Corner Street Property Line: Vehicular doors that face the front or corner street property line, where such property line abuts a public street or private road, shall be setback a minimum of 20 feet from the front or corner street property line or private road easement.</p>		
g. Minimum Side Setback (Interior Lots)		5
j. Minimum Rear Setback		20
7. Minimum Usable Yard Space		
a. Purpose.		
<p>b. Single Family Dwelling: All single family dwellings shall provide a contiguous rear or side usable yard space equivalent to at least 10% of the lot size. This usable yard space shall be subject to the following limitations:</p> <ul style="list-style-type: none"> • Have no dimension less than 15-feet, except for lots that are less than 3500 SF, where the minimum dimension shall be no less than 12 feet; • Not include structures, parking, alley or driveway spaces or required critical areas and buffers; • Not be located in the front yard, with the exception of front porches, which may be counted towards the overall yard space requirement where meeting the design standards in e.1 below. <p>For through lots, the required yard space may be located within the “functional rear yard” (see Subsection 13.06.020.F.5.a for additional information about “functional rear yards”)</p>		
<p>c. Duplex/Triplex In the R-1, R-2, R-2SRD and HMR-SRD districts, duplex and triplex developments shall provide usable yard space in accordance with the standards for single family dwellings, above. In the R-3, R-4-L, R-4 and R-5 Districts, duplex and triplex development shall provide at least 400 square feet of yard space for each dwelling unit. Private and common yard space must meet the design requirements specified in e. below.</p>		
<p>d. Townhouse At least 300 square feet of private yard space and 100 square feet of common yard space is required for each townhouse. Private and common yard space must meet the design requirements specified in e. below.</p>		

	R-4-L
<p>e. Multi-family At least 20% of the lot area is required to be usable yard space. A minimum of 35% of the yard space shall be provided in common. The remainder can be provided as private or common yard space. Private and common yard space must meet the design requirements specified in e. below</p>	
<p>f. Usable Yard Space Design</p> <p>(1) Private Yard Space. To qualify, private yard space must meet the following standards:</p> <ul style="list-style-type: none"> • Have no dimension less than 15-feet, except where lots are less than 3500 total SF, in which case the minimum single dimension of outdoor usable yard space shall be no less than 12 feet. • Private usable yard space shall be direct and immediately accessible from the dwelling unit or a bedroom. • Private usable yard space may be provided as balconies, porches, decks, patios or yards. To qualify as yard space, such spaces shall be at least 50 square feet, with no dimension less than five feet. <p>(2) Common Yard Space. This includes landscaped courtyards or decks, front porches, community gardens with pathways, children’s play areas, or other multi-purpose outdoor recreational and/or green spaces. Requirements for (and limitations on) common yard spaces include the following:</p> <ul style="list-style-type: none"> • No dimension shall be less than fifteen feet in width. • Spaces shall be visible from multiple dwelling units and positioned near pedestrian activity. • Spaces shall feature paths, landscaping, seating, lighting and other pedestrian amenities to make the area more functional and enjoyable. • Individual entries shall be provided onto common yard space from adjacent ground floor residential units, where applicable. • Spaces should be oriented to receive direct sunlight for part of the day, facing east, west, or (preferably) south, when possible. • Common yard space shall be open to the sky, except for clear atrium roofs and shared porches. A maximum of 25% of the common yard space may be covered but not enclosed. • Shared porches qualify as common yard space provided no dimension is less than eight feet. <p>(3) Interior recreational space (for multi-family development only). Interior recreational space includes swimming pools, fitness centers, and other recreation spaces that are located within the primary structure or as an accessory structure. Interior recreational spaces may be used to meet up to 35% of the overall yard space requirement.</p> <p>(4) Rooftop decks may be used to meet the yard space requirements. To qualify, rooftop decks must meet the following standards:</p> <ul style="list-style-type: none"> • No more than 50% of the rooftop deck may be used to meet private yard space requirements. • Must include amenities such as seating areas and landscaping. • Must feature appropriate hard surfacing to encourage active use. • Must include lighting for residents’ safety. • No dimension shall be less than 15 feet in width. <p>(5) Landscaping. Up to 35% of the usable yard space may be comprised of landscaping, including groundcover and shrubs.</p> <p>(6) Vehicular access areas shall not count as yard space.</p>	

	R-4-L
<p>g. Yard Space Exceptions</p> <p>(1) Critical Area Exception:</p> <ul style="list-style-type: none"> • When the lot contains identified critical areas and/or buffers, said critical areas and/or buffer area shall be excluded from the lot size calculation for determining the required usable yard space required on site. • For usable yard space required on a per unit basis, critical areas and/or buffer areas may be counted towards the landscaping allowance. <p>(2) Proximity to Active Public Recreation: When the site is located within a quarter mile accessible walking distance of a public park or school that has attractive, well-maintained outdoor recreation facilities regularly available to the public on a long-term basis, the common yard space requirement may be waived, reducing the overall required usable yard space to 13 percent of the lot area for multi-family development and 300 total square feet for townhouses.</p>	
8. Tree Canopy Coverage	
a. Purpose.	
b. Tree Canopy, percentage of lot area	30
<p>c. Calculating Tree Canopy Tree Canopy is measured as a percentage of the overall lot area. Example: 6,000 square foot lot in the R-3 District would require a tree canopy of 1800 square feet (6000 x .3 = 1800). The Urban Forest Manual classifies trees as small, medium, and large based on the overall tree factor, which also weighs growth rate. In meeting the tree canopy requirement planted trees will receive the following canopy credit:</p> <ul style="list-style-type: none"> • Small Trees: 300 sq. ft. • Medium Trees: 500 sq. ft. • Large Trees: 1000 sq. ft. <p>1800 square feet of tree canopy could be met as a combination of one large, one medium, and one small tree, or any other combination that meets or exceeds the overall canopy requirement.</p> <p>The canopy requirement may include the trees located on the lot or from street trees planted in the abutting right-of-way that overhang the lot. Tree canopy provided on the lot as a result of other landscaping requirements of this Chapter may be used to fulfill this requirement.</p>	
d. Other standards and flexibility Trees planted to meet this requirement are subject to the standards in Section 13.06.090.B landscaping requirements applicable to all required landscaping. Trees may be located within private or common usable yard space. Tree retention credits from Section 13.06.090.B may be applied.	
e. Enforcement Violations of the provisions of this section are subject to Code Enforcement, per TMC 13.05.150.	

I. References to common requirements.

- 13.01 Definitions.
- 13.05.010 For Land use permits, including conditional use and variance criteria.

- 13.06.010 General provisions (contains certain common provisions applicable to all districts, such as general limitations and exceptions regarding height limits, yards, setbacks and lot area, as well as nonconforming uses/parcels/structures.)
- 13.06.070 Overlay districts (these districts may modify allowed uses and/or the development regulations of the underlying zoning district.)
- 13.06.080 For Home occupations and Short-term rentals.
- 13.06.090.B Landscaping standards.
- 13.06.090.C Off-street parking areas.
- 13.06.090.D Loading spaces.
- 13.06.090.F Pedestrian and bicycle support standards.
- 13.06.090.H Transit support facilities.
- 13.06.090.I Signs standards.
- 13.06.100 Building design standards.

13.06.090 Site Development Standards.

B. Landscaping standards.⁴

1. Applicability.

a. Unless specifically exempted, landscaping shall be provided consistent with this section for all new development, including structures and/or parking lots, as well as alterations to existing development, and street improvements, as outlined below. Vegetated Low Impact Development Best Management Practices (LID BMPs) designed in accordance with the City of Tacoma Stormwater Management Manual may be counted as landscaping. Trees and landscaping provided as required under this section, may also be counted towards compliance with tree canopy and usable yard space standards.

b. Alterations.

e. Street trees.

Street trees are required per the thresholds identified above, unless exempted. In addition, street trees are required with:

- (1) Construction of new permanent roadways, excluding residential Local Improvement Districts; alterations to the width of existing permanent roadways; construction of new sidewalk; and replacement of more than 50% of an existing sidewalk along a site’s frontage (when 50 linear feet or more is being constructed). In the case of sidewalk replacement, street trees shall be required proportionate to the linear footage of sidewalks replaced.
- (2) If street trees are required in the applicable zone, then existing street trees shall be preserved in healthy, thriving, and safe condition per the tree installation, maintenance, and preservation requirements of this section and the technical specifications of the UFM. If required street trees are improperly pruned, damaged, or removed, they shall be replaced per the provisions of this section.

2. Purpose.

To contribute to the aesthetic environment of the City; enhance livability and foster economic development by providing for an attractive urban setting; provide green spaces that can support the urban citywide tree canopy; wildlife, such as birds, in the urban environment; help reduce storm water runoff; filter pollution; buffer visual impacts of development; and, contribute to the planting, maintenance, and preservation of a stable and sustainable urban forest.

⁴ Code Reviser’s note: Relocated from 13.06.502 per Ord. 28613. Prior legislation: Ord. 28613 Ex. E; passed Sept. 24, 2019; Ord. 28518 Exs. 2, 6; passed Jun. 26, 2018; Ord. 28511 Ex. B; passed May 15, 2018; Ord. 28376 Exs. B, E; passed Aug. 16, 2016; Ord. 28336 Ex. C; passed Dec. 1, 2015; Repealed and reenacted by Ord. 28230 Ex. D; passed Jul. 22, 2014; Ord. 28180 Ex. D; passed Oct. 15, 2013; Ord. 28109 Ex. O; passed Dec. 4, 2012; Ord. 27995 Ex. d; passed Jun. 14, 2011; Ord. 27893 Ex. A; passed Jun. 15, 2010; Ord. 27818 Ex. A; passed Jul. 28, 2009; Ord. 27771 Ex. C; passed Dec. 9, 2008; Ord. 27296 § 21; passed Nov. 16, 2004; Ord. 27278 § 2; passed Oct. 26, 2004; Ord. 27079 § 33; passed Apr. 29, 2003; Ord. 26947 § 52; passed Apr. 23, 2002; Ord. 26933 § 1; passed Mar. 5, 2002.

3. General Landscaping Requirements.

4. District landscaping requirements.⁵

a. Applicability.

(1) The landscaping standards of this table apply to new development and substantial alterations, as stipulated above. LID BMPs may be used to fulfill all or a portion of landscaping requirements, where the vegetation within the LID BMP is compatible to the requirements.

(2) Exemptions:

(a) Single, two and three-family and townhouse developments are exempt from all landscaping requirements, with the exceptions that street trees are required in X Districts, and in all districts in association with a full plat or short plat with 5-9 lots, and per Small Lot standards of Section 13.06.020.K.

(b) Passive open space areas are exempt from all landscaping requirements (however development activities on such sites may trigger landscaping requirements).

(c) Park and recreation uses are exempt from the Overall Site, Site Perimeter and Buffer requirements of this section.

b. Purpose.

The standards of this section are intended to implement the goals of the Comprehensive Plan and the intent of this section.

c. The following standards contain both numerical and distribution requirements for trees. In each case, whichever requirement would generate the larger number shall control and be the required number of trees.

d. Overall Site Landscaping.

(1) Purpose.

Overall Site Landscaping is intended to ensure that a minimum amount of landscaping is provided with development.

(2) Overall Site Landscaping Minimums.

This requirement may be provided anywhere on the site. The amount is determined as a percentage of the site which is not covered with structures. It may be satisfied by landscaping provided to meet other requirements.

- Residential Districts: 5 percent

(3) Planting requirements.

When Required, Overall Site Landscaping shall consist of a mixture of trees, shrubs and groundcover plants, as follows:

- At least one Small Tree per 200 square feet; one Medium Tree per 300 sf; or one Large Tree per 400 sf of required overall site landscaped area.
- Shrubs and groundcover to completely cover the remaining area within 3 years.

e. Site Perimeter Landscaping:

(1) Purpose.

Site Perimeter Landscaping is intended to ensure that areas abutting public rights-of-way, and not developed with structures, be attractive, and provide the environmental benefits of vegetation.

(2) Exceptions.

Site Perimeter Landscaping is not required in Industrial or X Districts.

⁵ Code Reviser's note: Relocated from Table TMC 13.06.502.E., "Landscaping requirement applicable to Residential, Commercial, Industrial, and Mixed-Use Districts", per Ord. 28613.

(3) General Standards.

- (a) When applicable, a Site Perimeter is required around the entire perimeter of the site. Perimeter strips may be broken for primary structures, vehicle and pedestrian access crossings, and to allow limited access to and use of utility services located in alleys, but not by accessory structures, paved areas, outdoor storage or other development.
- (b) A minimum 7-foot wide site perimeter strip shall be provided on sides without abutting street trees. The required perimeter strip shall be reduced to 5 feet for parcels of 150 feet or less in depth.
- (c) A minimum 5-foot wide site perimeter strip shall be provided on sides with abutting street trees.

(4) Planting Requirements.

The perimeter strip shall be covered with a mixture of trees, shrubs, and groundcover plants, as follows:

- (a) At least one Small Tree per 200 sf; one Medium Tree per 300 sf; or one Large Tree per 400 sf of required landscaped area.
- (b) Trees planted shall be generally evenly distributed over the site.
- (c) Place trees to create a canopy in desired locations without obstructing necessary view corridors.
- (d) Shrubs and groundcover to completely cover the remaining area within 3 years.

f. Street trees:

(1) Purpose.

Street trees are intended to provide multiple benefits including aesthetics, traffic calming, environmental, shading, visual buffering and noise separation from streets.

(2) Exceptions.

In the PMI District, street trees are required with new development, alterations, and street improvements as specified in Section B., above, for development on the following gateway corridors: Marine View Drive, E. 11th Street west of Portland Avenue, Portland Avenue (south of E. 11th Street), and Port of Tacoma Road (south of E. 11th Street). In other locations within the PMI District, street trees are only required for street and sidewalk improvements as specified in Section B, above.

(3) Planting Requirements.

- (a) Four Small Trees; three Medium Trees; or, Two Large Trees per 100 linear feet of site frontage.
- (b) Street trees should generally be evenly spaced to create or maintain a rhythmic pattern, but can be provided with variations in spacing and/or grouped to accommodate driveways, building entrances, traffic signs, or other streetscape features, or if such variations are demonstrated to better achieve the intent.
- (c) Street trees shall, when possible, be planted within the right-of-way adjacent to the curb and between the pedestrian lane/sidewalk and curb. When this is not possible or a different location would better achieve the intent, street trees may be located elsewhere within the right-of-way, including behind the sidewalk, in street medians, parking strips or bulbouts. If neither of these preferred locations is possible, such as when existing infrastructure prevents trees from being planted within the right-of-way, trees located within 10 feet of the right-of-way may be counted as street trees.

(4) Street Trees in Downtown Districts.⁶

C. Off-street parking areas.⁷

1. Applicability.

⁶ Code Reviser's note: Relocated from 13.06A.070.C.3 per Ord. 28613.

⁷ Code Reviser's note: Relocated from 13.06.510 per Ord. 28613. Prior legislation: Ord. 28613 Ex. E; passed Sept. 24, 2019; Ord. 28518 Exs. 1, 6; passed Jun. 26, 2018; Ord. 28511 Ex. B; passed May 15, 2018; Ord. 28376 Ex. B; passed Aug. 16, 2016; Ord. 28336 Exs. B, C; passed Dec. 1, 2015; Ord. 28230 Ex. D; passed Jul. 22, 2014; Ord. 28157 Ex. F; passed Jun. 25, 2013; Ord. 28109 Ex. O; passed Dec. 4, 2012; Ord. 28088 Ex. A; passed Sept. 25, 2012; Ord. 28077 Ex. C; passed Jun. 12, 2012; Ord. 27995 Ex. D; passed Jun. 14, 2011; Ord. 27893 Ex. A; passed Jun. 15,

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.

2. 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.

3. 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.

h. The following parking quantity standards apply to the Zoning Districts established in 13.06.020 Residential Districts, 13.06.030 Commercial Districts, and 13.06.060 Industrial Districts.

TABLE 1 – Required Off-Street Parking Spaces^{9, 14}		
Use	Unit	Required parking spaces
		Min.
Residential		
Single-family detached dwelling, Adult family home, Staffed residential home ^{1, 2, 12}	Dwelling.	2.00
Two-family dwelling in all districts ^{1, 2, 12}	Dwelling.	2.00
Townhouse dwelling in all districts ^{1, 2, 12}	Dwelling.	1.00
Three-family dwelling in all districts ^{1, 2, 12}	Dwelling.	2.00
Multiple-family dwelling ^{1, 2, 12, 16}		
Located in R-3, R-4-L, T, HMR-SRD, and PRD Districts ¹²	Dwelling.	1.50
Located in R-4, C-1, C-2, HM, and M-1 Districts ¹²	Dwelling.	1.25
Located in R-5 District ¹²	Dwelling.	1.00
Mixed-Use Center District	See TABLE 2 (next table).	
Retirement homes, apartment hotels, residential hotels, residential clubs, fraternities, sororities, and group living quarters of a university or private club ¹	Guest room, suite, or dwelling.	Same as for multiple-family.

2010: Ord. 27818 Ex. A; passed Jul. 28, 2009: Ord. 27813 Ex. D; passed Jun. 30, 2009: Ord. 27771 Ex. C; passed Dec. 9, 2008: Ord. 27644 Ex. A; passed Sept. 18, 2007: Ord. 27539 § 16; passed Oct. 31, 2006: Ord. 27432 § 9; passed Nov. 15, 2005: Ord. 27296 § 22; passed Nov. 16, 2004: Ord. 27245 § 12; passed Jun. 22, 2004: Ord. 27079 § 35; passed Apr. 29, 2003: Ord. 26966 § 14; passed Jul. 16, 2002: Ord. 26933 § 1; passed Mar. 5, 2002.

TABLE 1 – Required Off-Street Parking Spaces^{9, 14}

Residential in DR, DCC, DMU, and WR Districts	See Section 13.06.050 Downtown.	
---	------------------------------------	--

7. Development Standards – X-Districts and Multi-family Residential.

a. Applicability.

The following standards apply to all X-Districts and multi-family residential development, except where otherwise noted.

b. Purpose.

The size and placement of vehicle parking areas and access are regulated in order to enhance the appearance of neighborhoods, to break up monotonous street frontages with active uses, and to create a well-defined public realm.

c. Off-street Parking Location:

(1) NCX, RCX, NRX, and URX Districts

(a) Parking shall be located to the rear, side, within, or under a structure, or on a separate lot.

(b) Surface parking located to the side of a structure shall not exceed a maximum of 60 feet in width for paved vehicular area along designated pedestrian street frontages.

(2) CCX, UCX, HMX and CIX Districts

(a) Parking may be located on any side provided maximum setback requirements are met.

(3) Multi-Family Development Parking

(a) In multi-family residential developments with multiple buildings, off-street surface parking and circulation areas shall, to the extent practicable, be located on the sides and rear portions of the development site. In X-Districts, areas between buildings and along street frontages shall be used to fulfill yard space requirements (see Section 13.06.100).

(b) Non-X-Districts: In multi-family residential developments all on-site 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 or not practicably limited only to the rear and sides (such as for institutional and other large uses), subject to determination by the City Engineer, then vehicular access to the front may be developed. However, in all cases such access and parking shall be limited to the minimum necessary and in no case shall driveway and/or parking areas exceed the following:

- Surface parking and access thereto shall not occupy more than 50% of the front yard and corner street side yard street frontages and more than 80 feet in continuous street level frontage.
- Surface parking located to the side of a structure meeting the maximum setback shall not exceed a maximum of 60 feet in width for paved vehicular area.
- Surface parking shall not be located between a structure meeting the “build-to area” maximum setbacks and the pedestrian street right-of-way.

d. Loading Spaces.

In NCX and RCX Districts, off-street loading spaces for retail sales and service uses shall only be required in shopping centers.

9. Development Standards – Driveways.

a. Applicability.

b. Purpose.

Driveways shall be located and developed in a manner that recognizes the overall goals for promoting pedestrian activity over vehicle orientation. They shall be limited in size and number and located in the preference order described below:

c. General Standards.

(1) New driveways in Mixed-Use Center Districts are subject to review and approval by the City Engineer pursuant to Chapter 10.14, taking into account safe traffic flow, existing and planned transit operations, the objectives and requirements of this chapter, and the efficient functioning of the development.

(2) In addition to these standards, the driveway standards contained in Chapter 10.14 shall apply. When portions of Chapter 10.14 or this chapter are in conflict, the more restrictive shall apply.

d. Exceptions may be allowed by the City Traffic Engineer for public safety or if strict application of these standards would prohibit vehicular access to a development, pursuant to Chapter 10.14.

e. Any proposed exception to the standards and/or requirements for driveways in Chapter 10.14 or this chapter shall be forwarded to Pierce Transit for review and comment.

f. Location and frequency standards.

(1) Driveways shall meet the location requirements of TMC 10.14.050.

(2) Pedestrian streets.

(a) Driveways shall be no closer than 150 feet to another driveway as measured from centerlines on designated pedestrian streets.

(b) The centerline of a driveway shall be no closer than 50 feet to a designated pedestrian street corner.

(3) The total width of all driveways on a street for any one parcel shall not exceed 50 percent of the frontage of that parcel along the street, and shall not be more than two in number except as allowed under TMC 10.14.050.B.6.e.

g. Drive way width.

(1) Except as otherwise provided by TMC 10.14.050, the width of any driveway shall not exceed 30 feet and shall not be less than 10 feet.

(2) For two and three-family and townhouse dwellings, driveway approach widths on streets are limited to 14 feet when serving one unit and 20 feet in width when serving multiple units.

(3) All driveways for other than single-family residences and duplexes shall be a minimum of 20 feet in width.

(4) The maximum driveway approach width shall be 25 feet on designated pedestrian streets and 30 feet on all other streets.

(5) The radius of all driveway returns shall be a minimum of 10 feet, except on non-arterial streets for single-family residences or duplexes, which shall have a minimum radius of five feet.

(6) In all cases, the driveway approach width limitations indicated are exclusive of the radii of the returns (see graphic below). The measurement of the driveway approach width shall be made parallel to the center line of the street.

13. Other limitations on parking areas.

a. Where the principal use is changed and additional parking space is required as a result, it is unlawful and a violation of this chapter to begin or maintain such altered use until such time as the required off-street parking provisions of this chapter are complied with.

b. Where the minimum number of required off-street parking spaces has been provided to serve a use, such parking area shall not be subsequently reduced in the number of parking spaces provided.

c. Where off-street parking areas are developed and operated as a business and where a parking fee is charged, the parking area shall be located only in a commercial or industrial district.

14. Vehicle access and parking for all single, two and three dwelling residential uses and townhouses, and all non-residential development in R-Districts.

- a. All on-site 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.
- b. If access is not practicably available to the rear yard or not practicably limited only to the rear and sides (such as for institutional and other large uses), subject to determination by the City Engineer, then vehicular access to the front may be developed.
- c. However, in all cases such access and parking shall be limited to the minimum necessary and in no case shall driveway and/or parking areas exceed a total of 50 percent of the front yard or 50 percent of a corner street side yard.
- d. In the case of Small Lots, see the additional provisions of Section 13.06.145.

F. Pedestrian and bicycle support standards.⁸

1. General Applicability.

a. The pedestrian and bicycle support standards fully apply to all new development and alterations that, within a two-year period, exceed 50 percent of the value of existing development or structures, as determined by the Building Code, unless specifically exempted herein.

2. Exceptions.

c. Residential or Mixed-Use.

Residential structures of four dwelling units or fewer only need to comply with the standards of Subsection B, below. Mixed-use structures shall comply with all of the standards.

3. Purpose.

The design standards of this section are required to implement the transportation, urban design, livability and public health goals of the Comprehensive Plan of the City of Tacoma.

4. Bicycle and Pedestrian Connections.

Purpose: Pedestrian and bicycle standards encourage a safe, direct, attractive, and usable multimodal circulation system in all developments as well as connections between abutting streets and buildings on the development site, and between buildings and other activities within the site.

a. Interior Access Roads.

Interior access roads in multi-building developments shall be designed to provide safe, comfortable, and attractive multi-modal travel and shall include features such as planting strips and street trees, sidewalks on one or both sides, and perpendicular or parallel parking on one or both sides.

b. Connection between streets and entrances.

There must be a connection between one main entrance of each building on the site and the adjacent street. The route may not be more than 20 feet longer or 120 percent of the straight line distance, whichever is less. Where there is more than one street frontage, an additional connection, which does not have to be a straight line connection, is required between each of the other streets and a pedestrian entrance of each building.

d. Route directness.

Connections to streets shall be designed and located to facilitate direct travel to all abutting public sidewalks, bus stops, transit stations/centers, schools, public bicycle facilities, trails, or shared-use paths in proximity of the development site. Walkways shall be located to provide the shortest practical route from the public sidewalk or walkway network to customer and/or public building entrances.

e. Internal pedestrian system.

⁸ Code Reviser's note: Relocated from 13.06.512 per Ord. 28613. Prior legislation: Ord. 28511 Ex. B; passed May 15, 2018: Ord. 28376 Ex. B; passed Aug. 16, 2016: Ord. 28336 Ex. C; passed Dec. 1, 2015: Ord. 28230 Ex. D; passed Jul. 22, 2014: Ord. 27995 Ex. D; passed Jun. 14, 2011: Ord. 27893 Ex. A; passed Jun. 15, 2010: Ord. 27818 Ex. A; passed Jul. 28, 2009: Ord. 27245 § 13; passed Jun. 22, 2004: Ord. 27079 § 37; passed Apr. 29, 2003: Ord. 26933 § 1; passed Mar. 5, 2002.

(1) On sites larger than 10,000 square feet, and with multiple buildings or uses, an internal pedestrian connection system must be provided. The system must connect all main entrances on the site that are more than 20 feet from the street, and provide connections to other areas of the site, such as parking areas, bicycle parking, recreational areas, common outdoor areas, pedestrian amenities and adjacent sidewalks.

(2) On sites with two or more street frontages 300 feet or more in length, and with multiple buildings or uses, a through-block connection is required providing a continuous pedestrian pathway between the abutting street frontages.

(3) On sites requiring three or more pedestrian connections pursuant to Section B.2, above, and with multiple buildings or uses, the most centrally located connection shall be an enhanced through-block connection that provides a continuous pedestrian pathway between the abutting street frontages.

f. Facility Design.

(1) Lighting and landscaping. For walkways that are longer than 25 feet, trees shall be provided adjacent to the walkways at a rate equivalent to the linear requirements for street trees in 13.06.090.B, and pedestrian-scaled lighting shall be provided at a ratio of 2 per 100 feet. Trees shall be planted a minimum of 10 feet from pedestrian light standards or parking lot light standards.

(2) Size and materials.

(a) Required walkways must be hard-surfaced and at least five feet wide, excluding vehicular overhang, except for walkways accessing less than four residential dwelling units, where the minimum width shall be four feet. When more than one walkway is required, at least one walkway must be 10 feet wide. Permeable pavement surfaces are encouraged where feasible.

(b) Where the system crosses driveways, parking areas, and loading areas, the system must be clearly identifiable, through the use of elevation changes, speed bumps, a different paving material, or other similar method. Striping does not meet this requirement. Elevation changes and speed bumps must be at least four inches high.

(c) Where the system is parallel and adjacent to an auto travel lane, the system must be a raised path or be separated from the auto travel lane by a raised curb, bollards, landscaping or other physical barrier. If a raised path is used it must be at least four inches high and the ends of the raised portions must be equipped with curb ramps. Bollard spacing must be no further apart than five feet on center.

(d) Internal pathways in multi-building residential developments shall be separated from structures at least three feet by landscaping, except where adjacent to usable yard spaces or other design treatments are included on or adjacent to the wall that add visual interest at the pedestrian scale. Examples include the use of a trellis with vine plants, sculptural, mosaic, bas-relief artwork, or other decorative wall treatments.

(3) Bicycle facilities. At least one driveway and travel lane on site shall be designed to accommodate bicycles in accordance with the Public Works Design Manual. Where a ten-foot walkway is provided, it may be used as a shared-use path for both pedestrians and bicyclists. The route shall include signage to direct bicyclists to on-site bicycle parking facilities.

13.06.100 Building design standards.⁹

C. Multi-family Residential Minimum Design Standards.

1. General applicability.

The design standards of this section are required to implement the urban design goals of the Comprehensive Plan of the City of Tacoma. The building design standards apply to all new development as outlined below, except as follows:

⁹ Code Reviser's note: Relocated from 13.06.501 per Ord. 28613.

a. Standards. Each item of this section shall be addressed individually. Exceptions and exemptions noted for specific development situations apply only to the item noted.

e. Residential and/or mixed-use.

(1) Single, two, and three-family dwellings are subject only to the design standards in Subsection E. Townhouses are subject only to the design standards in Subsection F. For other residential uses, such as mixed-use buildings and multi-family dwellings of 4 units or more, the standards herein apply unless otherwise noted.

(2) Single-family dwellings legally established prior to August 1, 2011 are exempt from these standards. However, remodels and additions to such single-family dwellings shall not increase the level of nonconformity.

2. Zoning District Applicability.

The following requirements apply to multi-family residential developments in all districts, except, see Section 13.06.100.B Mixed-Use District Minimum Design Standards for X-District requirements, 13.06.100.D for Downtown Minimum Design Standards, and multi-family residential development with commercial ground floor uses are subject to the requirements of 13.06.100.A Commercial District Minimum Design Standards.

3. Pedestrian Orientation Standards.

Purpose: These requirements are intended to enhance pedestrian mobility and safety by providing increased circulation, decreasing walking distances required to enter large developments, and providing walkways partially shielded from rain and/or snow.	
a. Entrances	(2) Weather protection is required for all multi-family building entries. For private entries, required weather protection must be at least 3 feet deep along the width of the entry. For common building entries, the required weather protection shall be 5 feet.

4. Mass Reduction Standards.

Purpose: The following standards are intended to help reduce the apparent mass of structures and achieve a more human scale environment by providing physical breaks in the building volume that reduce large, flat, geometrical planes on any given building elevation.	
a. Size to choice ratio for b below	(1) Buildings under 7,000 square feet of floor area are not required to provide mass reduction. (2) Buildings from 7,000 square feet of floor area to 30,000 square feet of floor area shall provide at least one mass reduction feature. (3) Buildings over 30,000 square feet of floor area shall provide at least two mass reduction features.

5. Roofline Standards.

Purpose: The following standards are intended to ensure that roofline is addressed as an integral part of building design to avoid flat, unadorned rooflines that can result in an industrial appearing, monotonous skyline. Roofline features are also intended to further reduce apparent building volume and further enhance features associated with residential and human scale development.	
a. Roofline Choices (All buildings shall use one or more of the roofline options)	(1) Sloped roof. Use of a roof form with a pitch no flatter than 5/12. Rounded, gambrel, and/or mansard forms may be averaged. (2) Modulated roof. Use of features, which are a minimum of 2 feet in height, such as a terracing parapet, multiple peaks, jogged ridge lines, dormers, etc., with a maximum of 100 feet uninterrupted roofline between roof modulation elements. Modulation elements shall equal a minimum of at least 15 percent of the roofline on each elevation. The maximum shall be 50 feet of uninterrupted roofline along the eave between roof modulation elements in C-1 Districts and on sides facing residential uses or districts. Roof forms with a pitch flatter than 5/12 are permitted with this option; provided, the appropriate modulation is incorporated. (3) Corniced roof. A cornice of two parts with the top projecting at least 6 inches from the face of the building and at least 2 inches further from the face of the building than the

	<p>bottom part of the cornice. The height of the cornice shall be at least 12 inches high for buildings 10 feet or less in height; 18 inches for buildings greater than 10 feet and less than 30 feet in height; and 24 inches for buildings 30 feet and greater in height. Cornices shall not project over property lines, except where permitted on property lines abutting public right-of-way.</p>
--	--

6. Windows and Openings.

<p>Purpose: These requirements are intended to increase public visibility for public safety, to provide visual interest to pedestrians that helps to encourage pedestrian mobility, to provide a visual connection between the living area of the residence and the street, and to provide architectural detailing and variety to building elevations on each story.</p>	
b. Transparency	<p>Vertical façade surfaces facing a street shall incorporate transparent doors and windows equal to at least 15% of all vertical façade surfaces. Vertical façade surfaces facing alleys, courtyards, plazas, and surface parking lots shall incorporate transparent doors and windows equal to at least 10% of all vertical façade surfaces. Rough openings are used to calculate this requirement. Windows in garage doors do not count toward meeting this standard, but windows in garage walls do count toward meeting this standard.</p>
c. Window and Trim detailing	<p>Building façades shall employ techniques to recess or project individual windows or groupings of windows above the ground floor at least two inches from the surrounding façade or incorporate window trim at least four inches wide surrounding the windows. Windows on façades that face the rear property line or alleys are exempt from this standard.</p>

7. Façade Surface Standards.

<p>Purpose: The following standards are intended to help reduce the apparent mass of structures and achieve a more human scale environment by providing visual breaks at more frequent intervals to the building volume that reduce large, flat, geometrical planes on any given building elevation, especially at the first story. The choices are also intended to encourage variety in the selection of façade materials and/or treatment and to encourage more active consideration of the surrounding setting.</p>	
a. Building face orientation	<p>All dwellings shall maintain primary orientation to an adjacent street or right-of-way and not toward the alley or rear of the site, unless otherwise determined by the Director. The building elevation facing the street or right-of-way shall not contain elements commonly associated with a rear elevation appearance, such as loading docks, utility meters, and/or dumpsters.</p>
b. All residential buildings shall include at least three of the following articulation features at intervals of no more than 30 feet along all façades facing a street, common open space, or common parking areas. Buildings that have 60 feet or less of frontage on the street or façade width facing the common open space or common parking area are	<ol style="list-style-type: none"> (1) Repeating distinctive window patterns at intervals less than the required interval. (2) Vertical building modulation. Minimum depth and width of modulation is 2 feet and 4 feet, respectively, if tied to a change in building material/siding style and/or roofline modulation. Otherwise, minimum depth and width of modulation is 2 and 15 feet, respectively. Balconies may not be used to meet modulation option unless they are recessed or projected from the façade at least 18 inches. (3) Horizontal modulation (upper level step-backs). To qualify for this measure, the minimum horizontal modulation shall be 5 feet and the treatment must be used in increments at no greater than the articulation interval or provided along more than 75 percent of the façade. (4) Roofline modulation. (5) Vertical articulation of the façade. This refers to design treatments that provide a clear delineation of the building’s top, middle and bottom. <ol style="list-style-type: none"> (a) Top features may include a sloped roofline or strong cornice line as defined in Section 13.06.501.D.4. For façades utilizing upper level stepbacks, the “top” design treatment may be applied to the top of the front vertical plane of the building or the top of the

<p>exempt from this standard. Buildings that employ brick as the siding material on a majority of the subject façade are required to only provide two of the articulation features instead of three.</p>	<p>building where it is set back from the building's front vertical wall (provided the top of the building is visible from the centerline of the adjacent street).</p> <p>(b) Middle features: provide consistent articulation of middle floors with windows, balconies, exterior materials, modulation, and detailing.</p> <p>(c) Bottom: provide a distinctive ground floor or lower floors design that contrasts with other floors through the use of both contrasting window design/configuration and contrasting exterior materials.</p> <p>(d) Façade reduction elements including balconies and bay windows may project into street rights-of-way, where allowed by the Public Works Department, but not into alley rights-of-way.</p>
<p>c. Blank wall limitation</p>	<p>(1) Unscreened, flat, blank walls on the first story more than 25 feet in width are prohibited facing a public street and/or highway right-of-way, residential zone, or parking lot. These walls shall use modulation, windows, openings, landscaping, or architectural relief such as visibly different textured material to achieve the required visual break. The visual break shall be at least 1 foot in width. Items provided for other requirements may satisfy this requirement as appropriate. Stored or displayed merchandise, pipes, conduit, utility boxes, air vents, and/or similar equipment do not count toward this requirement.</p>

8. Rooftop Utilities.

<p>Purpose: The following standards are intended to minimize visibility of utilities, mechanical equipment, and service areas to mitigate visual impact on residential privacy, public views, and general community aesthetics.</p>	
	<p>All rooftop mechanical equipment for new construction shall be screened with an architectural element such as a high parapet, a stepped or sloped roof form or an equivalent architectural feature which is at least as high as the equipment being screened. Fencing is not acceptable. The intent of the screening is to make the rooftop equipment minimally visible from public rights-of-way within 125 feet of the building, provided said rights-of-way are below the roof level of the building. In those instances where the rights-of-way within 125 feet of the building are above the roof level of the building, the mechanical equipment should be the same color as the roof to make the equipment less visible. Limited flexibility in this standard is allowed to ensure that the function of the HVAC equipment is not compromised by the screening requirement.</p>

E. Single, Two and Three-Family Dwelling Minimum Design Standards.

1. Applicability.

The following requirements apply to all single, two, and three-family dwellings in X-Districts, and to all two and three-family dwellings in all districts.

2. Purpose.

The following standards are intended to promote pedestrian access, compatibility with residential neighborhoods, building orientation to the street, and to minimize the impacts of vehicular access.

3. Main building orientation.

All dwellings shall maintain primary orientation to the adjacent street or right-of-way and not toward the alley or rear of the site, unless otherwise determined by the Director. The building elevation facing the street or right-of-way shall not contain elements commonly associated with a rear elevation appearance.

4. Entries.

Covered entries are required for each common entry or individual dwelling unit entry with minimum dimensions of 4 feet by 6 feet.

5. Windows and openings.

At least 15 percent of the street-facing façades (all vertical surfaces facing the street) shall be comprised of transparent windows and/or doors. Rough openings are used to calculate this requirement.

6. Garage design standards.

a. Vehicular access and garages for all units shall be placed off of the alley, where suitable access, such as an abutting right-of-way that is or can be developed, is available.

b. For garages that include vehicular doors facing the front or corner street property line, the building or portion of the building with such doors shall be setback at least 20 feet from the front or corner street property line or private road easement.

c. The garage face or side wall shall occupy no more than 50 percent of the length of a ground-level façade facing a street.

d. Where the garage faces the side, but is visible from the frontage, the garage shall incorporate a window on the front-facing façade so that it appears to be a habitable portion of the building. The window size and design must be compatible with the windows on habitable portions of the dwelling.

e. Driveway approaches shall also be consistent with the standards in Section 13.06.090.C.

7. Corner duplexes.

Duplexes located on corner lots shall be designed with pedestrian entries located on opposite street frontages so that the structure appears to be a single-family dwelling from each street, or with a single shared entrance that presents the appearance of one single-family house. Where no alley is available for vehicular access, separate driveways for each unit may be placed on opposite streets.

8. Articulation.

Duplexes and triplexes shall be articulated to either look like two or three distinct dwelling units from the street or to look like one single-family dwelling. Specifically:

a. Buildings articulated to look like distinct dwelling units shall include individual covered entries plus one of the following:

(1) Roofline modulation to distinguish one unit from another (or the appearance of separate units) as viewed from the street; or

(2) Vertical building modulation to help distinguish between the different units in the building. The minimum depth and width of modulation shall be 2 and 4 feet, respectively, if tied to a change in building material/siding style. Otherwise, the minimum depth and width of modulation shall be 10 and 15 feet, respectively.

b. Buildings designed to look like one large single-family dwelling shall feature only one entrance visible from the street. This could be a common entrance for all units, or the entrances for additional units could be provided at the side or rear of the building.

9. Façade variety.

Single-family detached dwellings shall not use front façades that are duplicative with adjacent single-family detached dwellings. In order to qualify as a different façade elevation, dwellings shall have different roofline configurations and different entry/porch designs. Simple reverse configurations of the same façade elevation on adjacent lots are not sufficient to meet this requirement. In addition, a minimum of two of the following alternatives shall be utilized:

a. Different window opening locations and designs,

b. One and two-story dwellings,

c. Different exterior finish materials and finishes, or

d. Different garage location, configuration and design.

10. Utilities.

a. Utility meters, electrical conduit, and other service utility apparatus shall be located and/or designed to minimize their visibility from the street. If such elements are mounted in a location visible from the street, common open space, or shared auto courtyards, they shall be screened with vegetation or by architectural features.

b. Service, loading, and garbage areas. Developments shall provide a designated area for service elements (refuse and disposal). Such elements shall be sited along the alley, where available. Such elements shall not be located along the street frontage. Where there is no alley available, service elements shall be located to minimize the negative visual, noise, odor, and physical impacts and shall be screened from view from the street and sidewalk.

City of Tacoma Right-of-Way Design Manual
SECTION 6 Access

The frequency and location of access points creates traffic conflict points, which increases traffic congestion and the likelihood of crashes. This section addresses access design to improve traffic safety, provide access for land development, maintain roadway capacity, and reduce travel times.

6.1 Functional Classification and Connectivity

Roadway layout shall be based primarily on the safety, efficiency of traffic flow, and functional use of the roadway. Roadways of all classifications shall be planned to provide for connectivity of existing and proposed streets in relation to adjoining parcels and possible future connections as approved by the Public Works Department. The City Engineer will classify all new roadways during the design process.

Arterial roadways are intended for the efficient movement of people and goods, and have the highest level of access control. Collector arterials generally connect commercial, industrial, and residential projects to other collectors. These roadways have a moderate level of access control. Residential streets shall interconnect with each other and with collectors and have a minimum level of access control. Roadway classifications can be found in the Transportation Master Plan and TMC 11.05. Courts and alleys are intended to provide local access; with encouraged use of alleys in residential neighborhoods.

New developments shall provide new roadways and connections which support interconnectivity including pedestrian accessibility to bus stops and non-motorized routes. Grid connections, connections to adjacent parcels, shared access, and new roadways shown in the Transportation Master Plan are examples of ways the City requires interconnectivity of the roadway network. Connections between similarly zoned properties shall be provided. Internal accessways shall provide stubs to adjacent parcels and reciprocal access agreements. Roadway connections shall be extended to and through property lines.

TABLE 3. Comprehensive Plan Future Land Use Designations and Corresponding Zoning

COMPREHENSIVE PLAN FUTURE LAND USE DESIGNATIONS	CORRESPONDING ZONING
<p>Single Family Residential</p> <p>Qualities associated with single-family residential designations that are desirable include: low noise levels, limited traffic, large setbacks, private yards, small scale buildings, and low-density development. Community facilities, such as parks, schools, day cares, and religious facilities are also desirable components of residential neighborhoods. Limited allowances for other types of residential development are also provided for in the single family designation with additional review to ensure compatibility with the desired, overarching single-family character. In some instances, such as the HMR-SRD, areas designated for single family residential development have an historic mix of residential densities and housing types which should be maintained while allowing for continued expansion of housing options consistent with the single family designation.</p> <p><i>Target Development Density: 6–12 dwelling units/net acre</i></p>	<p>R-1 Single-Family Dwelling District</p> <p>R-2 Single-Family Dwelling District</p> <p>R-2SRD Residential Special Review District</p> <p>HMR-SRD Historic Mixed Residential Special Review District</p>
<p>Multi-Family (low-density)</p> <p>This district enjoys many of the same qualities as single-family neighborhoods such as low traffic volumes and noise, larger setbacks, and small-scale development, while allowing for multi-family uses and increased density along with community facilities and institutions. The Multi-Family (low-density) district can often act as a transition between the single-family designation and the greater density and higher intensity uses that can be found in the Multi-Family (high density designation) or commercial or mixed-use designations. This designation is more transit-supportive than the Single Family Residential areas and is appropriate along transit routes and within walking distance of transit station areas.</p> <p><i>Target Development Density: 14–36 dwelling units/net acre</i></p>	<p>R-3 Two-Family Dwelling District</p> <p>R-4L Low-Density Multiple-Family Dwelling District</p>
<p>Multi-Family (high-density)</p> <p>This designation allows for a wide range of residential housing types at medium and higher density levels, along with community facilities and institutions, and some limited commercial uses and mixed-use buildings. It is characterized by taller buildings, higher traffic volumes, reduced setbacks, limited private yard space, and greater noise levels. These areas are generally found in the central city and along major transportation corridors where there is increased access to public transportation and to employment centers.</p> <p><i>Target Development Density: 45–75 dwelling units/net acre</i></p>	<p>R-4 Multiple-Family Dwelling District</p> <p>R-5 Multiple-Family Dwelling District</p>

COMPREHENSIVE PLAN FUTURE LAND USE DESIGNATIONS

CORRESPONDING ZONING

Shoreline

S1–S14 Shoreline Zoning Districts

The city’s shoreline areas provide great social, ecological, recreational, cultural, economic and aesthetic value, both at the local and regional level. It is the community’s intent to use the full potential of these areas in a manner that is both ordered and diversified, supports the community’s ability to enjoy the water and the unique setting it creates, and which integrates water and shoreline uses while achieving a net gain of ecological functions. In addition, these areas are intended to balance the overarching goals outlined in the State Shoreline Management Act:

- To ensure an adequate land supply for water-dependent uses;
- To promote and enhance the public’s opportunities to access and enjoy the water; and
- To protect and preserve natural resources.

This designation includes areas that support deepwater port and industrial sites, habitat for a variety of fish and wildlife, archaeological and historical sites, open space, recreation and community activities, and some commercial and residential development. Recognizing the limited nature of this important resource, use and development of the shoreline areas must be carefully planned and regulated to ensure that these values are maintained over time.

The Shoreline Master Program has been developed to provide additional and more detailed policy direction regarding the city’s shoreline areas, along with specific zoning and development standards. The Shoreline Master Program utilizes a system of “environment designations” which further guide the character, intensity and use of individual shoreline segments. These classifications include Natural, Shoreline Residential, Urban Conservancy, High Intensity, Aquatic, and Downtown Waterfront and are based on the existing development patterns, natural capabilities and goals and aspirations of the community for its shoreline areas.

Policy UF–1.4 Direct the majority of growth and change to centers, corridors, and transit station areas, allowing the continuation of the general scale and characteristics of Tacoma’s residential areas.

Policy UF–1.5 Strive for a built environment designed to provide a safe, healthful, and attractive environment for people of all ages and abilities.

Policy UF–1.6 Support energy-efficient, resource-efficient, and sustainable development and transportation patterns through land use and transportation planning.

Policy UF–1.7 Integrate nature and use appropriate green infrastructure throughout Tacoma.

Policy UF–1.8 Recognize the importance of the city's established street grid pattern, block sizes, and intersection density in supporting multi-modal transportation, quality urban design, and 20-minute neighborhoods. Whenever practicable, the established grid pattern should be preserved and enhanced to achieve the city's goals for urban form, and design and development.

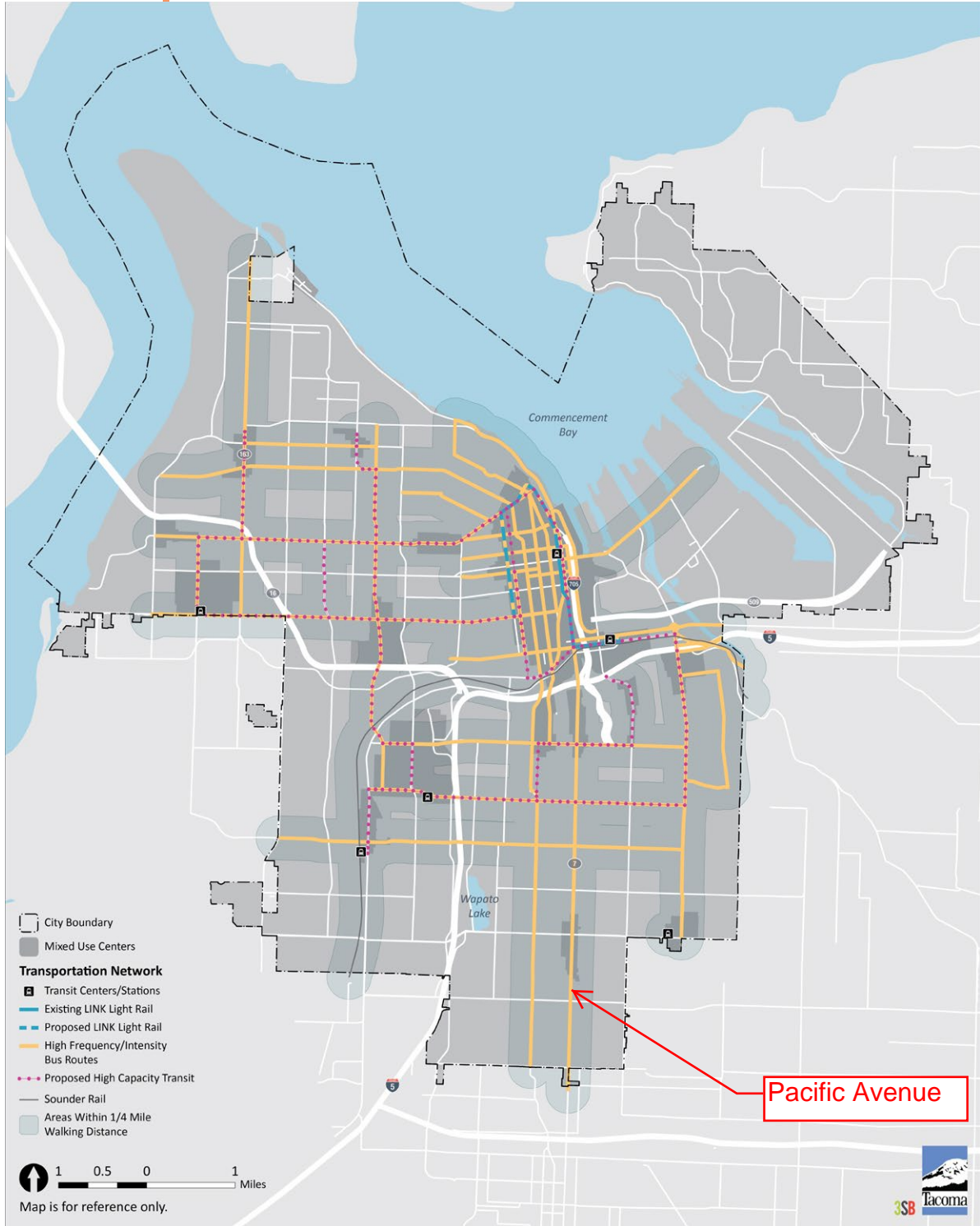


FIGURE 6. Transit Network

.....

GOAL UF-9 Promote future residential and employment growth in coordination with transit infrastructure and service investments.

Policy UF-9.1 Encourage transit-oriented development and transit-supportive concentrations of jobs and housing, and multimodal connections, at and adjacent to high-frequency and high-capacity transit stations.

Policy UF-9.2 Integrate transit stations into surrounding communities and enhance pedestrian and bicycle connections to provide safe access to key destinations beyond the station area.

Policy UF-9.3 Design transit areas to improve pedestrian, bicycle, and personal safety within the station and the station area.

Policy UF-9.4 Encourage transit stations in centers to provide high density concentrations of housing and commercial uses that maximize the ability of residents to live close to both high-quality transit and commercial services.

Policy UF-9.5 Encourage concentrations of jobs and employment-focused land uses in and around stations in employment areas.

Policy UF-9.6 Enhance connections between major destinations and transit facilities and strengthen the role of these stations as places of focused activity.

Policy UF-9.7 Encourage concentrations of mixed-income residential development and supportive commercial services close to high capacity transit stations that are not located in a center.

**TYPES OF
DESIGNATED
CORRIDORS:**

*Avenue
Main Street
Transit Priority
Urban Residential
Freight Corridor
Bicycle Boulevard*

GREAT STREETS:

The American Planning Association celebrates places of exemplary character, quality, and planning. Places are selected annually and represent the gold standard in terms of having a true sense of place, cultural and historical interest, community involvement, and a vision for tomorrow.

Great Streets are selected based on street form and composition, character and personality and environment and sustainability.

More information can be found at this link: <https://www.planning.org/greatplaces/streets/characteristics.htm>.

CORRIDORS

Corridors, like centers, are areas where Tacoma will grow and change over the next 25 years. They are busy, active streets with redevelopment potential. They are close to neighborhoods and are places with transit, stores, housing and employers. They need to be planned, designed and improved to be places that benefit and become successful additions to surrounding neighborhoods. The largest places of focused activity and density along these corridors are designated as centers. Corridors are not intended to be long commercial strips or a single land use pattern, but to achieve a range of land use types and densities that vary along the corridor (see Figure 7, Corridors).

Where Chapter 7: the *Transportation Master Plan* establishes a transportation hierarchy for the system as well as for individual corridors, the following policies direct the design of corridors to consider the direct integration of land use and transportation and the role of public rights-of-way in creating interesting, vibrant and unique places. Along the corridors, the designated mixed-use centers should have the highest degree of design quality and amenities for pedestrians, residents, and retail use.

.....

GOAL UF-10 Establish designated corridors as thriving places that support and connect Tacoma's centers.

Policy UF-10.1 Enhance the design and transportation function of Centers, Corridors, Transit Station Areas, and Signature Trails.

Policy UF-10.2 Evaluate adjacent land uses to help inform street classifications in framing, shaping and activating the public space of streets.

Policy UF-10.3 Integrate both the placemaking and transportation functions when designing and managing streets by encouraging design, development, and operation of streets to enhance opportunities for them to serve as places for community interaction, environmental function, open space, recreation, and other community purposes.

Policy UF-10.4 Encourage the design and alignment of corridors to respond to topography and natural features, and to maintain public views of prominent landmarks and buildings that serve as visual focal points within streets or that terminate at the end of streets.

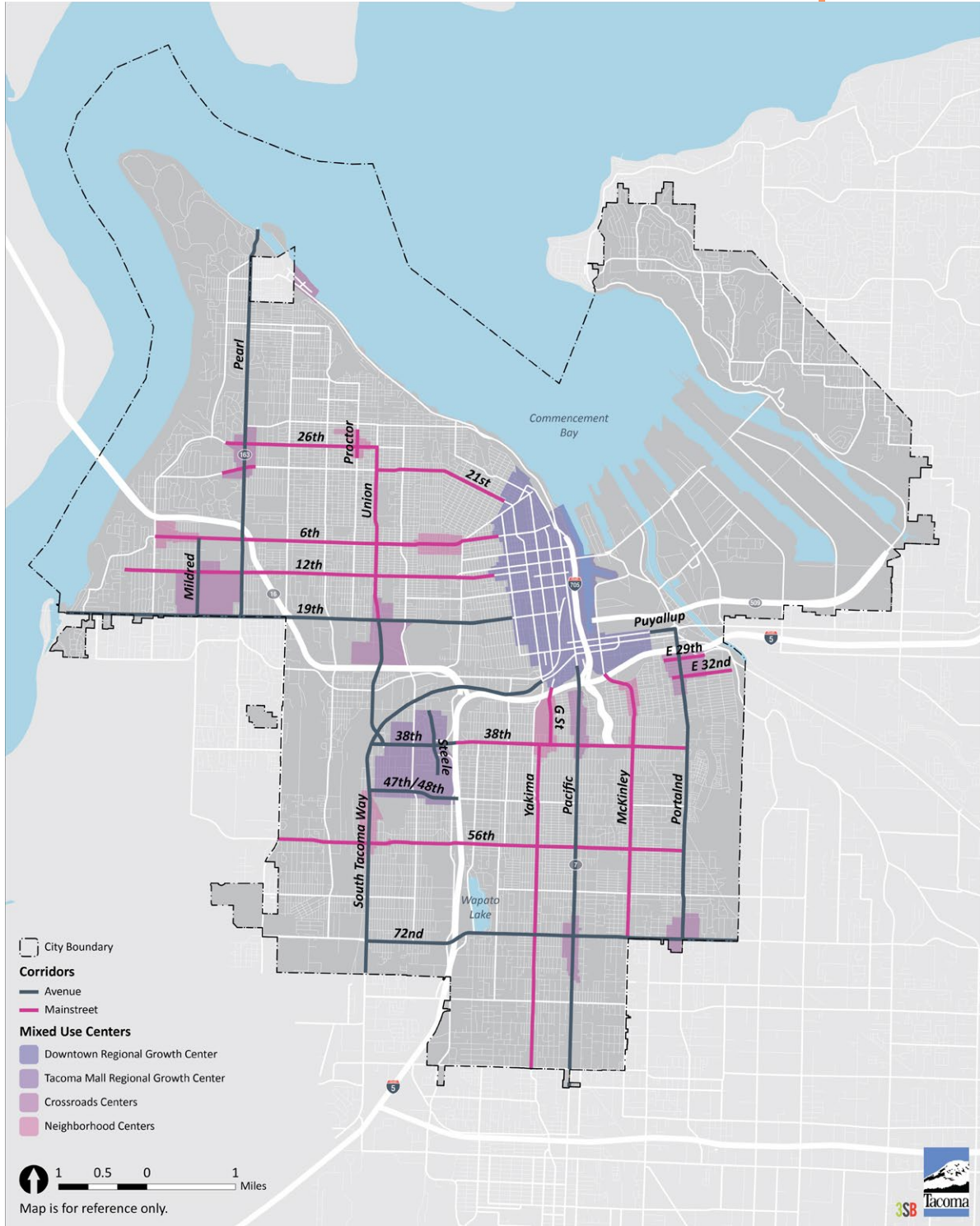


FIGURE 7. Corridors



Pacific Avenue, a principal north-south street, in the UWT/Museum District

Avenue

Avenues are the city's busiest, widest and most prominent streets. They provide major connections among centers, the rest of the City and the region. They support the movement of people and goods across the city, with high levels of traffic and, in some cases, pedestrian activity. Avenues provide opportunities for growth and transit-supportive densities of housing, commerce, and employment. **Development along Avenues is intended to provide middle range housing densities and choices, with buildings up to 45 feet in height, except in the centers.** Abundant trees and high-quality landscaping beautify Avenues and offset the impacts of their large paved areas. These corridors exemplify the benefits of green infrastructure by cleaning and soaking up stormwater runoff and minimizing urban heat island effects, while also being enjoyable places to live, work and gather. Avenues are safe for all types of transportation. Avenue policies apply to the roadway, the public realm of the street and the buildings that line the Avenue.

Policy UF-10.5 Enhance Avenues as distinctive places with transit-supportive densities of housing and employment, and high-quality transit service and pedestrian and bicycle facilities that are models of ecologically-sensitive urban design.

Policy UF-10.6 Encourage public street and sidewalk improvements along Avenues to support the vitality of business districts, create distinctive places, provide a safe and attractive pedestrian environment, and contribute to creating quality living environments for residents.

Policy UF-10.7 Improve Avenues as key mobility corridors of citywide importance that accommodate all modes of transportation within their right-of-way or on nearby parallel routes.

Policy UF-10.8 Maintain freight mobility, freight access, and freight capacity on Avenues that are also Freight Corridors.

Main Street

Main Streets are typically narrower than Avenues and connect neighborhoods with each other and to other parts of the city. They have

*Residential Infill which
Supports the Surrounding
Neighborhood*



Cottage housing



Duplex



Courtyard apartments

RESIDENTIAL AREAS

There will be development and change, even in relatively stable lower density residential areas. These policies encourage designs and development that continue the existing development pattern. They also address design and development in lower density residential areas outside of centers and corridors, and call for new residential infill to be designed and located to support the overall health and vitality of the City's neighborhoods.

GOAL DD-4 Enhance human and environmental health in neighborhood design and development. Seek to protect safety and livability, support local access to healthy food, limit negative impacts on water and air quality, reduce carbon emissions, encourage active and sustainable design, and integrate nature and the built environment.

Policy DD-4.1 Preserve and enhance the quality, character and function of Tacoma's residential neighborhoods.

Policy DD-4.2 Encourage more housing choices to accommodate a wider diversity of family sizes, incomes, and ages. Allow adaptive reuse of existing buildings and the creation of accessory dwelling units to serve the changing needs of a household over time.

Policy DD-4.3 Encourage residential infill development that complements the general scale, character, and natural landscape features of neighborhoods. Consider building forms, scale, street frontage relationships, setbacks, open space patterns, and landscaping. Allow a range of architectural styles and expression, and respect existing entitlements.

Policy DD-4.4 Support resource efficient and healthy residential design and development (see also Goal DD-7 and supporting policies).

Policy DD-4.5 Provide sufficient rights-of-way, street improvements, access control, circulation routes, off-street parking and safe bicycle paths and pedestrian walkways for residential developments.

Policy DD-4.6 Promote the site layout of residential development where residential buildings face the street and parking and vehicular access is provided to the rear or side of buildings. Where multifamily developments are allowed in established neighborhoods, the layout of such

developments should respect the established pattern of development, except where a change in context is desired per the goals and policies of the Comprehensive Plan.

Policy DD–4.7 Emphasize the natural physical qualities of the neighborhood (for example, trees, marine view, and natural features) and the site in locating and developing residential areas, provided such development can be built without adversely impacting the natural areas. Where possible, development should be configured to utilize existing natural features as an amenity to the development.

Policy DD–4.8 Provide on-site open space for all types of residential uses. Specifically:

- a. For single family uses and duplexes, this includes private rear yard areas and landscaped front yards.
- b. For triplexes and townhouses, this includes landscaped yard space, patios, balconies, rooftop decks, porches, and/or common open spaces.
- c. For multifamily uses, this includes balconies, patios, rooftop decks, and/or shared common open space.

Policy DD–4.9 Promote multifamily residential building design that is compatible with the existing patterns of the area. Building design should incorporate:

- a. Façade articulation that reduces the perceived scale of the building and adds visual interest.
- b. For infill residential in established neighborhoods, encourage the use of similar façade articulation and detailing as existing structures.
- c. Covered entries visible from the street and/or common open space.
- d. Utilize building materials that are durable and provide visual interest.

Policy DD–4.10 Utilize landscaping elements to improve the livability of residential developments, block unwanted views, enhance environmental conditions, provide compatibility with existing and/or desired character of the area, and upgrade the overall visual appearance of the development.

Policy DD–4.11 Encourage the diversity of design in multi-unit residential developments. Examples include provisions for a diversity of façade treatments and architectural styles that can add visual interest and diversity to the neighborhood.



On-site open spaces for residential uses, including landscaped front yards and porches, common courtyards, balconies, and common play areas



Artist Elizabeth Conner installing colorful spheres on Pacific Avenue and in rain gardens

Policy DD-4.12 Encourage the inclusion of affordable spaces for artists and creative entrepreneurs such as artist live-work and/or work-live units, studio work spaces, or assembly/performance spaces in multifamily projects through incentives.

DESIGN + DEVELOPMENT OF CENTERS + CORRIDORS

Centers and corridors are places where large numbers of people live, work, and visit. Careful attention to the design of centers and corridors is necessary to ensure that they become places where people want to live and gather, and where getting around by walking, biking, or wheelchair is an attractive choice. These policies also encourage the development of centers as places that reflect the character and cultures of the surrounding neighborhoods.

.....

GOAL DD-5 Ensure long-term resilience in the design of buildings, streets and open spaces, including the ability to adjust to changing demographics, climate, and economy, and withstand and recover from natural disasters.

Policy DD-5.1 Focus services and higher-density housing in the core of centers to support a critical mass of demand for commercial services and more walkable access for customers.

Policy DD-5.2 Encourage development in centers and corridors to include amenities that create a pedestrian-oriented environment and provide places for people to sit, spend time, and gather.

Policy DD-5.3 Promote building and site designs that enhance the pedestrian experience in centers and corridors, with windows, entrances, pathways, and other features that provide connections to the street environment.

Policy DD-5.4 Encourage development in centers and corridors that is responsive to street space width, allowing taller buildings on wider streets.

Policy DD-5.5 Provide frequent street connections and crossings in and within walking distance of centers and corridors.

Policy DD-5.6 Site and design new developments with safe, convenient, connected and attractive pedestrian access. Specifically:

- a. Locate and orient buildings towards the street for pedestrian convenience and enhance the spatial definition of the street.
- b. Provide safe walkways and pedestrian areas that are visible, well-lit, accessible, conveniently located, and buffered from vehicular traffic.
- c. Provide attractive and well-maintained landscaping with amenities, including street furniture and public art, along pedestrian routes.
- d. Design pedestrian routes with sufficient widths to accommodate the anticipated long term pedestrian activity.
- e. Design buildings along pedestrian routes with attractive and interesting façades including plenty of transparent window areas, weather protection elements, and ground level detailing.
- f. Design large developments with an internal pedestrian circulation system that provides attractive connections between buildings, through large parking areas, connections to the street, and linkages to surrounding properties and neighborhoods, where possible.
- g. Encourage the development of gathering spaces such as pedestrian malls and plazas in commercial areas to enhance the pedestrian experience and sense of community.
- h. Encourage developments to provide spaces for creative activity, such as artist studios, creative retail, performance and more.
- i. Designated pedestrian streets warrant the greatest attention to pedestrian needs and interest in terms of sidewalk widths, adjacent building transparency, weather protection, and adjacent façade detailing.

Policy DD-5.7 Encourage developments to provide bicycle facilities, including paths, parking, employee showers, and changing areas.

Policy DD-5.8 Improve the livability of places and streets with high motor vehicle volumes. Encourage landscaped front setbacks, street trees, and other design approaches to buffer residents from street traffic.

Policy DD-8.7 Focus should be given to projects located in areas where community safety is an issue and on spaces associated with private development that are intended for use by the general public.

Policy DD-8.8 Promote the voluntary integration of Crime Prevention Through Environmental Design (CPTED) principles for new development and substantial improvements to existing projects, particularly for multifamily housing and projects that attract large numbers of people.

TRANSITIONS + OFF-SITE IMPACTS

These policies address transitions between areas of differing types of activity and scale of development, such as where centers and corridors interface with adjacent lower-intensity residential zones. These policies also address the consideration and mitigation of offsite impacts from development.

.....

GOAL DD-9 Support development patterns that result in compatible and graceful transitions between differing densities, intensities and activities.

Policy DD-9.1 Create transitions in building scale in locations where higher-density and intensity development is adjacent to lower scale and intensity zoning. Ensure that new high-density and large-scale infill development adjacent to single dwelling zones incorporates design elements that soften transitions in scale and strive to protect light and privacy for adjacent residents.

Policy DD-9.2 Improve the interface between non-residential activities and residential areas, in areas where commercial or employment areas are adjacent to residential zoned land.

Policy DD-9.3 Use land use and other regulations to limit and mitigate impacts, such as odor, noise, glare, air pollutants, and vibration that the use or development of a site may have on adjacent residential or institutional uses, and on significant fish and wildlife habitat areas.

Policy DD-9.4 Minimize the impacts of auto-oriented uses, vehicle areas, drive-through areas, signage, and exterior display and storage areas on adjacent residential areas.

CPTED is a multi-disciplinary approach to reducing the incidence and fear of crime through environmental design. CPTED principles of design consider a range of site design techniques including lighting, landscaping, fencing, windows, entryways, and creating a sense of ownership and community ownership.

*Examples of Different
Housing Types*



Detached ADU



Craftsman-Style duplex



Small lot homes



Cottage housing

.....

GOAL H-1 Promote access to high-quality affordable housing that accommodates Tacomans' needs, preferences, and financial capabilities in terms of different types, tenures, density, sizes, costs, and locations.

Policy H-1.1 Maintain sufficient residential development capacity to accommodate Tacoma's housing targets.

Policy H-1.2 Strive to capture at least 35 percent of Urban Pierce County's residential growth.

Policy H-1.3 Encourage new and innovative housing types that meet the evolving needs of Tacoma households and expand housing choices in all neighborhoods. These housing types include single family dwelling units; multi-dwelling units; small units; accessory dwelling units; pre-fabricated homes such as manufactured, modular; co-housing and clustered housing.

Policy H-1.4 Promote the maintenance and improvement of the existing housing stock and encourage the adaptation of the existing housing stock to accommodate the changing variety of household types.

Policy H-1.5 Apply zoning in and around centers that allows for and supports a diversity of housing types.

Policy H-1.6 Allow and support a robust and diverse supply of affordable, accessible housing to meet the needs of older adults and people with disabilities, especially in centers and other places which are in close proximity to services and transit.

Policy H-1.7 Consider land use incentives (e.g. density or development bonuses, lot size reductions, transfer of development rights, height or bulk bonuses, fee waivers, accelerated permitting, parking requirement reductions, and tax incentives) in appropriate locations to facilitate the development of new housing units.

OPPORTUNITY is a situation or condition that places individuals in a position to be more likely to succeed and excel. High opportunity indicators include: high-performing schools, availability of sustainable employment and living wage jobs, stable neighborhoods, transportation availability and mobility, and a healthy and safe environment.

Kirwan Institute for the Study of Race and Ethnicity

with housing in moderate and high opportunity neighborhoods tending to be expensive compared to more affordable housing in areas that offer fewer opportunities.

The following policies support efforts to provide equitable access to locational opportunities in Tacoma.

.....

GOAL H-3 Promote safe, healthy housing that provides convenient access to jobs and to goods and services that meet daily needs. This housing is connected to the rest of the city and region by safe, convenient, affordable multimodal transportation.

Policy H-3.1 Meet the housing needs of under-served and under-represented populations living in high poverty areas by coordinating plans and investments with housing programs.

Policy H-3.2 Locate higher density housing, including units that are affordable and accessible, in and around designated centers to take advantage of the access to transportation, jobs, open spaces, schools, and various services and amenities.

Policy H-3.3 Promote transit supportive densities along designated corridors that connect centers, including duplex, triplex, cottage housing, and townhouses.

Policy H-3.4 Strive to accommodate 80% of the City’s housing targets within and around designated centers.

Policy H-3.5 Improve equitable access to active transportation, jobs, open spaces, high-quality schools, and supportive services and amenities in areas with high concentrations of under-served populations and an existing supply of affordable housing.

Policy H-3.6 Locate new affordable housing in areas that are opportunity rich in terms of access to active transportation, jobs, open spaces, high-quality schools, and supportive services and amenities.

Policy H-3.7 Provide incentives (e.g. density or development bonuses, lot size reductions, transfer of development rights, height or bulk bonuses, fee waivers, accelerated permitting, parking requirement reductions, and

Policy EN–1.8 Ensure adequate resources to manage Tacoma’s environmental assets and to educate the public about the benefits of Tacoma’s natural resources.

Policy EN–1.9 Develop hazard mitigation plans that reduce exposure of Tacoma citizens to future disasters or hazards (e.g., flooding, earthquakes, winds).

Policy EN–1.10 Work with partner agencies to encourage informational and educational programs and activities dealing with the protection of wildlife such as the Backyard Wildlife Sanctuary program established by the state’s Department of Fish and Wildlife.

Stewardship + Coordinated Management

Policy EN–1.11 Coordinate and partner with federal, state, regional and local governmental jurisdictions and the public to manage the City’s environmental assets.

Policy EN–1.12 Coordinate plans and investments with other jurisdictions, air and water quality regulators, watershed councils, soil conservation organizations and community organizations and groups to maximize the benefits and cost-effectiveness of watershed environmental efforts and investments.

Policy EN–1.13 Coordinate transportation and stormwater system planning in areas with unimproved or substandard rights of way to improve water quality, prevent localized flooding, enhance pedestrian safety and neighborhood livability.

Policy EN–1.14 Continue to partner with other public and non-profit organizations to inform citizens of the stewardship needs of Tacoma’s environmental assets, and to develop, offer and support restoration training opportunities and practical information resources.

Policy EN–1.15 Work with partners and encourage community members to restore Tacoma’s environmental assets.

Policy EN–1.16 Coordinate with state and federal public agencies and tribal governments when reviewing permits to ensure streamlined permit review and avoid redundant regulatory requirements.



Discovery pond, at the Tacoma Nature Center, is a natural play area for children designed to inspire creative play and environmental learning

VOLUNTEER STEWARDSHIP PROGRAMS

Existing volunteer stewardship programs include those established by the Metro Parks Tacoma (CHIP-in!), Citizens for a Healthy Bay (Adopt-A-Wildlife Area program, Stormwater Education program, and Citizen Keeper program), City of Tacoma Adopt-A-Spot and Make-A-Splash Grant programs, Puget Sound’s depave program, and Washington State Department of Transportation Adopt-A-Highway program.

WHAT ARE THE CLIMATE CHANGE RISKS TACOMA COULD FACE?

Several recent studies have concluded that rising levels of greenhouse gases in the atmosphere (e.g., carbon dioxide, methane, and nitrous oxide) have warmed the earth. These studies also conclude that increases in greenhouse gases are causing rising sea levels; melting snow and ice; and more extreme storms, rainfall, and floods. Changes in temperature and precipitation patterns are projected to have wide-ranging impacts on the Puget Sound region in the coming decades. Anticipated climate change impacts in Tacoma include more extreme precipitation events (i.e., wetter winters and drier summers), an increased risk of mudslides, and greater flood risk in the Green and Puyallup Rivers (Dalton et al. 2014, Snover et al. 2013). Meanwhile, changing amounts and timing of streamflow due to glacial retreat, reduced snowpack, and earlier snowmelt in the Cascades could affect Tacoma's municipal water supply. Sea level rise and storm surge may result in greater coastal flooding, erosion and destabilization of shoreline bluffs. An anticipated 4.3 to 5.8 degree Fahrenheit increase in average temperature by mid-century will be accompanied by more frequent and prolonged summer heat events, contributing to increased wildfire risk as well as increased building cooling costs, and posing risks to the health of elderly residents and other particularly vulnerable individuals (Mote et al. 2013).

Best Available Science

Policy EN-1.17 Assess and periodically review the best available science for managing critical areas and natural resources and utilize the development of plans and regulations while also taking into consideration Tacoma's obligation to meet urban-level densities under the Growth Management Act.

Policy EN-1.18 Evaluate climate data and consider climate risks in the development of regulations, plans and programs.

Policy EN-1.19 Evaluate trends in watershed and environmental health using current and historical data and information to guide improvements in the effectiveness of City plans, regulations and infrastructure investments.

Natural Resource Inventory + Land Acquisition

Policy EN-1.20 Maintain an up-to-date inventory of environmental assets by identifying the location and evaluating the relative quantity and quality of environmental assets.

Policy EN-1.21 Encourage the identification and characterization of all contaminated sites which adversely affect the City's shoreline areas, surface waters, groundwater and soils.

PROTECT TACOMA’S ENVIRONMENTAL ASSETS IN DEVELOPMENT SITUATIONS

The following policies provide guidance for land use regulations that address natural resources where new development is proposed. This will help ensure that the potential adverse impacts of development are well understood and avoided where practicable. These policies also call for an evaluation of design alternatives to minimize impacts, and mitigation approaches that fully mitigate unavoidable impacts. Preventing or minimizing environmental degradation will be more successful and cost-effective than addressing problems as they increase in severity. Figure 10 on the following page shows environmental assets citywide.

GOAL EN-3 Ensure that all Tacomans have access to clean air and water, can experience nature in their daily lives and benefit from development that is designed to lessen the impacts of natural hazards and environmental contamination and degradation, now and in the future.

Avoiding or Minimizing Impacts

Policy EN-3.1 Ensure that the City achieves no-net-loss of ecological functions over time.

Policy EN-3.2 Evaluate the potential adverse impacts of proposed development on Tacoma’s environmental assets, their functions and the ecosystem services they provide.

Policy EN-3.3 Require that developments avoid and minimize adverse impacts, to the maximum extent feasible, to existing natural resources, critical areas and shorelines through site design prior to providing mitigation to compensate for project impacts.

WHAT ARE CRITICAL AREAS?

Critical areas in Tacoma include marine habitats, freshwater rivers, streams and lakes, wetlands, aquifer recharge areas, frequently flooded areas, geologic hazardous areas, and fish and wildlife habitat areas. To see if you live, work or own a business near an identified critical area, see the City’s Critical Areas Map at the end of this chapter. The City regulates development in or near critical areas through their Critical Areas Ordinance.



1.3 Active Transportation Regional Coordination

Coordinate the planning, construction, and operation of facilities and shared-use paths for active travelers with other agencies where key corridors extend outside of Tacoma into neighboring jurisdictions, including but not limited to: extension of the Historic Water Flume Line Trail, Pipeline Trail, Tacoma Dome to Sumner Trail, and the Trail to Mountain Corridor.

1.4 Partner with Transit

Integrate land use and transportation planning, promote transit-oriented or transit-supportive development (TOD) and multimodal transit access, and ultimately improve the reliability, availability, and convenience of bus, streetcar, and light rail transit options for all users and modes through partnerships with public transit agencies, local and regional government, and other regional agencies to leverage resources.

1.5 Emergency Response

Maintain emergency vehicle access throughout Tacoma's transportation network by including emergency service providers in review of roadway planning and design efforts.

1.6 Enforcement

Enhance safety for all road users through increased traffic education and enforcement on city streets, trails, walkways, and bikeways with the involvement of the Tacoma Police Department.



2. COMMUNITY PRESERVATION

GOAL

Protect natural, as well as neighborhood, assets to create and connect places where people can live, work, and play in a safe and healthy environment.

POLICY INTENT

Transportation facilities and infrastructure inherently affect the natural environment and character of neighborhoods. As such, Tacoma recognizes the importance of evaluating transportation projects using objective criteria to reflect community standards (including environmental justice and health equity considerations) and align with project analysis for regional and federal grant funding. The environmental justice approach strives to avoid decisions that can have a disproportionate adverse effect on the environmental and human health of traditionally underserved neighborhoods and vulnerable populations compared to the population as a whole.

These populations may be based on status of religion, color, national origin or ancestry, political affiliation, sex, gender identity, sexual orientation, age, familial status, income, English proficiency, honorably discharged veteran or military status, or the presence of any sensory, mental or physical handicap, as laid out in Council Resolution 38950. The possible adverse effects of transportation projects may include, but are not limited to, disruptions in community cohesion, restricted access or mobility, safety concerns, higher exposures to hazardous materials, raised noise levels, and increased water and air pollution (Source: Puget Sound Regional Council's Transportation 2040 Plan, May 29, 2009).



Tacoma will endeavor to improve safety by following the Washington State Department of Transportation's (WSDOT) most current highway safety plan, applying traffic-calming measures, and implementing efforts in a comprehensive manner to safeguard against shifting traffic problems from one neighborhood to another. The policies below can help improve livability in residential settings by protecting neighborhoods from the potential negative effects of a well-connected street grid, encouraging the landscaping and beautification of transportation facilities, and improving health and safety for all.

POLICIES

2.1 Community Coordination

Assess the effect of potential transportation projects on gathering places or destinations such as schools, community centers, businesses, neighborhoods, and other community bodies by consulting with stakeholders and leaders that represent them. Mitigate these effects when possible.

2.2 Urban Design

Support the appearance and form of the City through consideration of aesthetics, beautification, and safety in designing and locating transportation facilities. The Generalized Land Use Element provides more detail on design standards.

2.3 Improve Safety

Strive to reduce traffic deaths and serious injuries in Tacoma to zero by 2030 as part of the State of Washington's traffic safety efforts using education, enforcement, engineering, emergency medical services, and leadership / policy. Emphasize providing safety along routes used to access schools, including pursuing grants to fund improvements.

2.4 Promote Health

Improve the health of Tacoma's residents and local ecology by implementing a transportation network that reduces auto mode share, increases the number of active travelers and transit riders of all ages and abilities, and improves safety in all neighborhoods. Work with the Tacoma-Pierce County Health Department and other agencies to promote active lifestyles through educational programs and safe and accessible routes for active travelers of all ages and abilities in all neighborhoods.

2.5 Traffic Calming Measures

Protect neighborhoods from the potential negative effects of a well-connected street grid, such as high volumes, high speeds, and pedestrian/vehicle conflicts using design approaches that still allow access for emergency response vehicles and public transit. These approaches may include medians, streetscapes, bulb-outs, traffic circles, traffic control devices, bicycle facilities, road diets, on-street parking, and other accepted measures.

2.6 Safer Routes to School

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

3. MULTIMODAL SYSTEM

GOAL

Prioritize the movement of people and goods via modes that have the least environmental impact and greatest contribution to livability in order to build a balanced transportation network that provides mobility options, accessibility, and economic vitality for all across all neighborhoods.



City of Tacoma TRANSPORTATION MASTER PLAN

POLICY INTENT

The City's Bicycle and Pedestrian Technical Advisory Group undertook a significant effort in producing the award-winning Mobility Master Plan (MoMaP) in 2009. While the TMP will replace MoMaP upon adoption, MoMaP guided multimodal investments for several years and much of that effort shapes this plan. Additional materials from MoMaP that provide further detail on active transportation can be found in **Appendix C**.

An efficient multimodal system accommodates the needs for the safe and efficient movement of people and goods. Effective transportation system management measures should be utilized to support safe and efficient travel for all users. This includes skateboards, roller skates and scooters. Tacoma recognizes that transportation needs and travel choices may change over time as new alternatives become available. Additionally, the City acknowledges that goods movement is critical to Tacoma's economic development and well-being.

By including environmental justice and health equity considerations in transportation planning, Tacoma considers how multimodal projects can be developed and sited to promote safety, support public transit, reduce motor vehicle use, minimize intermodal conflicts, enhance freight mobility, and accommodate the mobility needs of Tacoma residents and visitors, especially those from traditionally underserved neighborhoods or vulnerable populations.

POLICIES

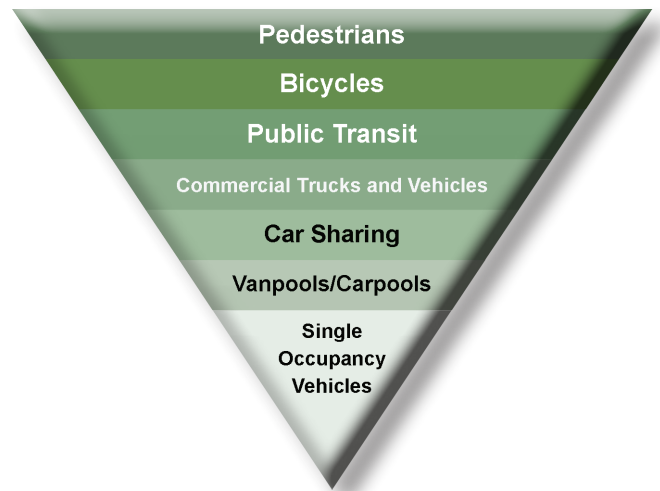
3.1 Complete Streets / Layered Network

Develop and maintain a safe, accessible, and clean transportation network that accommodates all users, whether moving by an active mode, transit, truck, or car, while recognizing that not all streets provide the same quality of travel experience. Apply the Layered Network adopted as a part of the TMP in the planning and design for new construction,

reconstruction, and major transportation improvement projects on all streets. The Layered Network and Complete Streets principles shall also be used to create over time a system of streets that meets user needs while recognizing the function and context of each street by evaluating potential transportation projects and amending or revising design manuals, regulations, standards, and programs as appropriate.

3.2 Green Hierarchy

Elevate active travelers and public transit riders in the planning and design of streets using the Green Transportation Hierarchy.



Source: Mobility Master Plan, 2009

3.3 Mode Split Target

Achieve the Climate Action Plan (CAP) goal of reducing GHGs from transportation sources by increasing the non-single occupant vehicle mode split by 2035, and continue gains thereafter. Mode split targets will be based on all trips in addition to commute trips, established for all modes, and set at lower single occupancy vehicle (SOV) levels for regional growth centers (RGCs) than the rest of the City. To the extent that data is available to track mode split in Tacoma's mixed use centers (MUCs), the MUC targets should also be set at higher non-SOV levels than citywide.



3.4 Level of Service Standards

The City will build the transportation system as defined in the TMP at a rate equal or ahead of the pace of development during the planning horizon and will also address existing deficiencies. This system completeness level of service standard is measured against the proportion of the transportation network that is constructed, and will be accompanied by performance measures that track the transportation system's progress toward meeting the policy goals set forth in this document.

3.5 Concurrency

Ensure that the transportation network adequately serves existing and projected land use growth allocations by performing periodic review and monitoring (every 2-4 years). If adequate service levels are not maintained, pursue improvements to the transportation systems, mitigations of impacts, or modifications to the land use assumptions, where appropriate.

3.6 Street System Design

Facilitate transit and active transportation connections by encouraging street system design in a rectangular grid pattern with smaller block sizes, frequent interconnections, and clear wayfinding; strongly discourage cul-de-sacs or dead end streets and only allow them in new locations if a short multi-use path will connect the dead end to another street.



3.7 Special Needs of Transportation Users

Recognize and accommodate the special transportation needs of the elderly, children, and persons with disabilities in all aspects of transportation planning, programming, and implementation. Satisfy the community's desire for a high level of accommodation for persons with disabilities using local, state, or federal design standards.

3.8 Equity in Transportation

Support the transportation needs of traditionally underserved neighborhoods and vulnerable populations, as listed under Goal 2, through investment in equitable modes of transportation and equal spending throughout the City, in addition to potential catch-up investment for areas in need as necessary.

3.9 Pedestrian Facilities

Make all streets in Tacoma safe for walking and traveling with assistive devices using context sensitive designs for sidewalks, crosswalks, trails, and other pedestrian walkways or facilities. Pedestrian priority areas, transit corridors, recreational trails, streets experiencing frequent collisions involving pedestrians or other pedestrian safety problems, and streets connecting pedestrian-oriented land uses shall receive high quality pedestrian facilities and amenities that meet standards set by the United States Access Board as funding is available. See the MoMaP Update in Appendix C for more detail.

3.10 Bicycle Facilities

Complete and maintain a safe bicycling system that connects all parts of Tacoma and accommodates all types of bicyclists. Achieve the highest level Bicycle Friendly Community status as designated by the League of American Bicyclists, or an equivalent designation. See the MoMaP Update in Appendix C for more detail.



POLICIES CONTINUED

3.11 Trails

Improve access to trails for all areas of Tacoma and connections to neighboring jurisdictions for both transportation and recreational purposes by filling gaps in both the trail network and the pedestrian and bicycle networks. See the MoMaP Update in Appendix C for more detail on trails in Tacoma.

3.12 Transit Operational Efficiency

Support efficient transit operations through street and transit stop designs on transit priority streets that comply with standards and include transit-supportive elements for bus, streetcar, and light rail transit. See page 83 for potential transit-supportive elements.

3.13 Encourage Transit Ridership

Encourage transit ridership by implementing pedestrian improvements near transit stops, conducting outreach to employers, and working with public transit agencies to identify strategies to improve the frequency and ridership of transit service, including bus, streetcar, and light rail, between high density residential areas and employment centers. These strategies would include locating transit stops / stations to maximize convenience of transfers between modes and / or connecting to other routes.

3.14 Create Streetcar Network

Create a Tacoma Streetcar network that moves and connects people efficiently and effectively throughout the City focusing on connections to regional destinations, mixed use centers, and local and regional transit centers and routes.

3.15 Inter-Modal Conflict

Address infrastructure gaps, inadequate design, safety hazards, and at-grade railroad crossing conflicts to increase safety, capacity, and timeliness of both over-land and rail freight, especially on identified heavy haul corridors using appropriate programs, regulations, and design standards. Design active transportation

facilities in manufacturing industrial centers in a manner that minimizes potential conflicts with trucks and trains to allow for the safe and efficient movement of both freight and people.

3.16 Moving Freight

Strengthen Tacoma as a primary hub for regional, Alaskan, military, and international goods movement and as a gateway to national and international markets by integrating the development and operation of air, trucking, rail, and maritime terminal facilities to enhance the freight transportation system and strengthen the City's economic base. Consider the needs for delivery and collection of goods at local businesses by truck.

3.17 Intelligent Transportation Systems

Boost the efficiency, improve the safety, and reduce the environmental impact of the multimodal transportation system by taking advantage of intelligent transportation systems (ITS) and other technological innovations. Incorporate ITS improvements into capital improvement projects and prioritize development of an ITS infrastructure plan.

3.18 Roadway Capacity

Support multimodal mobility by assessing roadway capacity on the basis of a facility's total people-carrying capacity and only increasing physical capacity when absolutely needed.

4. ENVIRONMENTAL, FISCAL STEWARDSHIP AND SOCIAL ACCOUNTABILITY

GOAL

Design an environmentally, socially, and fiscally sustainable transportation system that serves its users through strategic planning efforts, funding, and projects.



6. LAND USE AND TRANSPORTATION

GOAL

Build a transportation network that reinforces Tacoma's land use vision, Vision 2040 and the GMA.

POLICY INTENT

Land use type, intensity, and distribution, as a result of developments, greatly influences travel choices and decisions on placement and investments of transportation facilities. Because land use and transportation are fundamentally linked, it is important that transportation facilities be designed to meet both community desires and federal, state, regional, and local standards for functionality, safety, service, and efficiency.

Accommodating a large percentage of future growth through TOD and transit-supportive amenities will help create a safer, more comfortable pedestrian environment, encourage alternative transportation, promote active living, and enhance the quality of life of residents. The transportation system should also be designed to balance livability objectives with industrial activities, which are an important economic engine within the City. The Generalized Land Use Element provides further detail on relevant policies and strategies.

POLICIES

6.1 Land Use Considerations

Ensure reasonable access for all modes to places of employment, schools, libraries, parks, transit centers, civic buildings, and other attractions in Tacoma through development, expansion, or improvement of transportation facilities that are coordinated with existing and projected land use patterns and types of development. Similarly, development patterns and designs should account for their effects on the transportation system.

6.2 Land Use Patterns

Encourage land use patterns and developments, especially in MUCs, that support non-SOV travel, access to multimodal options and intermodal connectivity, opportunities to live close to work, and short trips easily made by walking or bicycling for recreation and commuting.

6.3 20-Minute Neighborhoods

Prioritize infrastructure improvements within and between 20-minute neighborhoods based around Tacoma's centers for growth and along identified corridors that connect residential areas to schools, local retail, business, and community services so residents can safely access more of the services they need close to home by active modes, public transit, and using assistive devices.

6.4 Support Mixed-Use Centers

Serve and support the existing MUCs and aid Tacoma in attracting new investments by giving high priority to those transportation facilities that serve these centers. Increase the livability of the MUCs by providing transportation choices and integrating amenities that create a safe and inviting environment for walking, bicycling, and taking public transit. Transportation facilities should include context-sensitive design that considers the unique needs of each neighborhood, such as on-street parking and public spaces.

6.5 Industrial Access

Recognizing the importance of the Port and other industrial uses to Tacoma's economic well-being, provide infrastructure and access to commercial, manufacturing and industrial centers.

6.6 Support Economic Bases

Give high priority to those transportation facilities that provide the greatest opportunity to serve and support the existing economic bases and will aid the City in attracting new investments.



6.7 Street Rights-of-Way

Preserve right-of-way needs for future transportation, recreation, streetscape, essential city service or other City-approved purposes. The City should safeguard the general public interest by inventorying, evaluating, and acquiring right-of-way in advance.

6.8 Transit-Oriented Development

Promote TOD or transit-supportive development and provide incentives for development that includes specific TOD features.

Elements of TOD generally include:

- A compact mix of land uses, including mixed-use, residential, and commercial development;
- Moderate to high density housing;
- Affordable housing for all income groups;
- Pedestrian orientation/connectivity;
- Convenient access to transportation choices, including transit, bicycle, and pedestrian facilities;
- Reduced size of surface parking facilities or minimum parking requirements; and
- High quality design.

6.9 Development Incentives

Further TOD, walkability, and/or bicycle facilities through supportive amenities and on-street infrastructure by providing height and density bonuses, relaxing parking minimums, and other incentives to developments that support these ends.

6.10 Parking Management

Manage parking pricing to seek balance among competing uses, be financially self-supporting, help attract investment, and meet the needs of both private and public users in Tacoma’s MUCs by expanding parking management and working with PTAG, businesses, employers, and other parking stakeholders to determine how to best

maximize the use of the right-of-way. Consider parking management strategies in residential areas as well to address the needs of local residents. Employ strategies to minimize the amount of land dedicated to parking, increase the amount of shared parking, and encourage alternative modes of transportation.

6.11 Land Uses that Support Streetcar Network

Develop a streetcar network that serves dense population nodes, aiding the greatest number of people possible. It should focus on concentrations of people, jobs, and activity. This streetcar network should be reviewed regularly so it corresponds with new land use designations, codes, growth, and development.

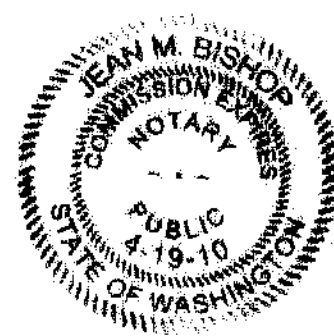
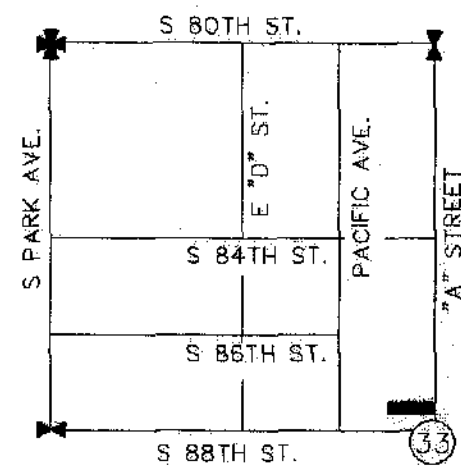
In addition to the policies above, the City is committed to providing a transportation system that is prepared in the event of a disaster. The City has completed an Emergency Management Plan, which includes key policies related to coordination with outside entities to maintain and restore the transportation system in the event of an emergency, the role of the City’s Emergency Control Center, and prioritizing the safety of roads, bridges, and railways.

The Layered Network

The goals and policies provide guidance for achieving Tacoma’s vision of strategically providing a multimodal transportation system that is safe, sustainable, and promotes healthy living. To meet this high bar, the TMP was built using a ‘layered network’ framework, which focuses on how the City’s transportation network can function, as a system, to meet the needs of all users. While the ‘layered network’ concept is a recommended practice of the Institute of Transportation Engineers, the development of Tacoma’s layered network has been informed by an emphasis on providing safety for all modes of travel, as well as key City policies, including the Green Transportation Hierarchy, Complete Streets Policy, and the City’s CAP.

VICINITY MAP

SCALE 4" = 1 MILE



THIS CITY OF TACOMA SHORT PLAT IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE OWNERS.

Karen Kolody
KAREN KOLODY

I HEREBY CERTIFY THAT THE ABOVE INDIVIDUAL(S) SIGNED AS A FREE AND VOLUNTARY ACT AND DEED FOR THE USES AND PURPOSES HEREIN MENTIONED.

GIVEN UNDER MY HAND AND SEAL THIS 28th DAY OF JANUARY 20 09

Jean M. Bishop
NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON, RESIDING AT TACOMA, WA

CITY OF TACOMA

SHORT PLAT NO. MPD2007-4000089724

SE 1/4, NW 1/4, SEC. 33, TWP. 20 N., RGE. 3 E. WM

ORIGINAL TRACT
ASSESSOR'S PARCEL NO(S): 0320332047

NOTICE:

IT IS ILLEGAL TO FURTHER SHORT PLAT LOTS, NO'S 1-3 DESCRIBED BELOW FOR A PERIOD OF FIVE YEARS, FROM THE DATE OF RECORDING OF THIS SHORT PLAT WITH THE PIERCE COUNTY AUDITOR, WITHOUT THE FILING OF A FINAL PLAT RE: RCW 58.17.060.

LAND USE ADMINISTRATOR

APPROVED IN COMPLIANCE WITH CHAPTER 13.04 OF THE OFFICIAL CODE OF THE CITY OF TACOMA.

Jam Moser 1-29-09
LAND USE ADMINISTRATOR

CITY TREASURER 1/28/09

I HEREBY CERTIFY THAT ALL DELINQUENT ASSESSMENTS HERETOFORE LEVIED AGAINST THE PROPERTY DESCRIBED HEREON, ACCORDING TO THE BOOKS AND RECORDS OF MY OFFICE, HAVE BEEN FULLY PAID AND DISCHARGED.

Kathy McCallister for Morgan Jackson
CITY TREASURER

APPROVED FOR RECORDING

Jan Jullith 01/29/09
CITY SURVEYOR

ASSESSOR-TREASURER

I HEREBY CERTIFY THAT ALL STATE AND COUNTY TAXES HERETOFORE LEVIED AGAINST THE PROPERTY DESCRIBED HEREON, ACCORDING TO THE BOOKS AND RECORDS OF MY OFFICE, HAVE BEEN FULLY PAID AND DISCHARGED.

Dale Washam 1-28-09
ASSESSOR-TREASURER

AUDITOR'S CERTIFICATE

FILED FOR RECORD THIS 2nd DAY OF February 2009 AT REQUEST OF:

AUDITOR'S FEE NO. 200902025001

Jan Shapiro by M. Mubenzi
AUDITOR

SURVEYOR'S CERTIFICATE

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF ALL STANDARDS AND STATUTES OF WAC CHAPTER 332-130 AT THE REQUEST OF

KAREN KOLODY ON JAN 27 20 09

Walter R. Bishop
WALTER R. BISHOP CERTIFICATE NO. 24214

THE APPROVAL OF THIS SHORT PLAT IS NOT A GUARANTEE THAT FUTURE PERMITS WILL BE GRANTED

ORIGINAL TRACT OWNER
KAREN KOLODY

3721 N MONROE ST.
TACOMA, WA 98407 PHONE (253) 272-6141

EXISTING ZONING R-2
SOURCE OF WATER CITY OF TACOMA

SEWER SYSTEM CITY OF TACOMA
TYPE OF ACCESS 60.0' CITY R/W

NO. OF SHORT PLATTED LOTS 3
DRAWING SCALE 1" = 30'

DRAWN BY DJB CHECKED BY WRB JOB NO. NA

DIVERSIFIED SURVEYING SERVICES, INC.

P.O. BOX 44958, TACOMA, WA 98448
(253) 537-3705 FAX(253) 531-2344

200902025001

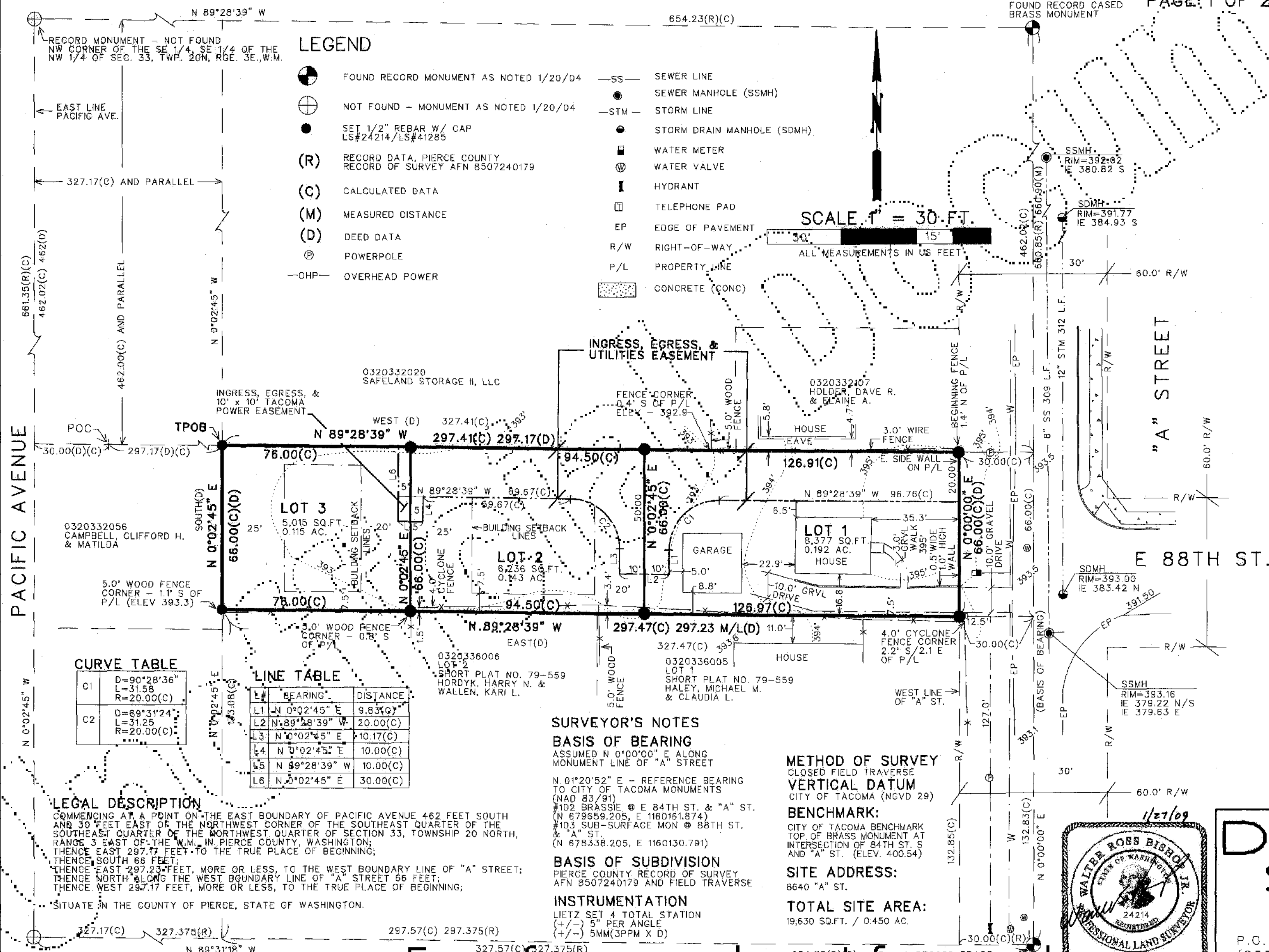
LEGEND

- FOUND RECORD MONUMENT AS NOTED 1/20/04
NOT FOUND - MONUMENT AS NOTED 1/20/04
SET 1/2" REBAR W/ CAP
RECORD DATA, PIERCE COUNTY
CALCULATED DATA
MEASURED DISTANCE
DEED DATA
POWERPOLE
OVERHEAD POWER
SEWER LINE
SEWER MANHOLE (SSMH)
STORM LINE
STORM DRAIN MANHOLE (SDMH)
WATER METER
WATER VALVE
HYDRANT
TELEPHONE PAD
EDGE OF PAVEMENT
RIGHT-OF-WAY
PROPERTY LINE
CONCRETE (CONC)

SCALE 1" = 30 FT.

ALL MEASUREMENTS IN US FEET

PAGE: 1 OF 2



CURVE TABLE

Table with 2 columns: Curve ID (C1, C2) and Curve Data (D, L, R).

LINE TABLE

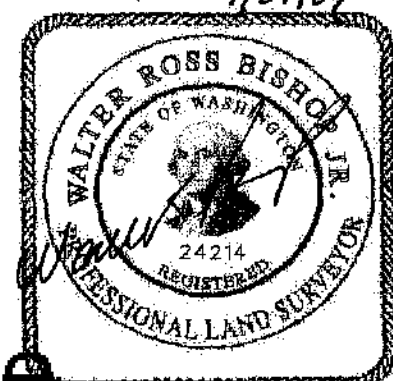
Table with 3 columns: Line ID (L1-L6), Bearing, and Distance.

LEGAL DESCRIPTION

COMMENCING AT A POINT ON THE EAST BOUNDARY OF PACIFIC AVENUE 462 FEET SOUTH AND 30 FEET EAST OF THE NORTHWEST CORNER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 33, TOWNSHIP 20 NORTH, RANGE 3 EAST OF THE W.M. IN PIERCE COUNTY, WASHINGTON;

SURVEYOR'S NOTES

BASIS OF BEARING
ASSUMED N 0°00'00" E ALONG MONUMENT LINE OF "A" STREET
METHOD OF SURVEY
CLOSED FIELD TRAVERSE
VERTICAL DATUM
CITY OF TACOMA (NGVD 29)
BENCHMARK:
CITY OF TACOMA BENCHMARK
TOP OF BRASS MONUMENT AT INTERSECTION OF 84TH ST. S AND "A" ST. (ELEV. 400.54)
SITE ADDRESS:
6640 "A" ST.
TOTAL SITE AREA:
19,630 SQ.FT. / 0.450 AC.



For reference only, not for re-sale.

RECEIVED
By Hearing Examiner's Office at 5:05 pm, Sep 10, 2021

STORM AND SANITARY SEWERS

- 1) ANY UTILITY CONSTRUCTION, RELOCATION, OR ADJUSTMENT COSTS SHALL BE AT THE APPLICANT'S EXPENSE.
- 2) EACH LOT SHALL BE INDEPENDENTLY CONNECTED TO THE CITY SANITARY SEWER AT THE BUILDING CONSTRUCTION STAGE. PERMITS FOR THIS WORK SHALL BE OBTAINED.
- 3) INFILTRATION OR DISPERSION OF STORMWATER MAY BE PERMITTED IF ALL REQUIREMENTS OF THE CITY OF TACOMA SURFACE WATER MANAGEMENT MANUAL ARE MET. A SOIL ANALYSIS MUST BE PREPARED BY A GEOTECHNICAL ENGINEER, GEOLOGIST OR OTHER QUALIFIED SOILS PROFESSIONAL AND SUBMITTED FOR REVIEW BY THE PUBLIC WORKS ENVIRONMENTAL SERVICES ENGINEERING DIVISION. DETENTION MAY BE USED TO IMPROVE THE FEASIBILITY OF INFILTRATION OR DISPERSION.
- 4) PROJECTS TOTALING 5,000 SQUARE FEET OR MORE OF EFFECTIVE POLLUTION-GENERATING IMPERVIOUS SURFACE WITHIN A THRESHOLD DISCHARGE AREA SHALL BE REQUIRED TO CONSTRUCT STORMWATER TREATMENT FACILITIES. COMMONLY USED STORMWATER TREATMENT FACILITIES INCLUDE CARTRIDGE FILTRATION, BIOFILTRATION, WET PONDS/Vaults, OR A COMBINATION OF SUCH DEVICES. DUE TO ANY NUMBER OF SITE-SPECIFIC CONDITIONS, THE SELECTION OF AN APPROPRIATE STORMWATER TREATMENT FACILITY IS THE RESPONSIBILITY OF THE PROJECT ENGINEER AND SHALL BE BASED ON VOLUME V, CHAPTER 2 OF THE CITY OF TACOMA SURFACE WATER MANAGEMENT MANUAL. POLLUTION-GENERATING IMPERVIOUS SURFACES CREATED AND/OR REPLACED OFFSITE AS A RESULT OF THIS PROJECT SHALL COUNT TOWARD THE POLLUTION-GENERATING IMPERVIOUS SURFACE TOTAL.
- 5) A CONCEPTUAL SURFACE PLAN DATED 8-21-08 WAS REVIEWED BY ENVIRONMENTAL SERVICES FOR STORM DRAINAGE UNDER CITY OF TACOMA SHORT PLAT NO. 40000089725. THIS DRAWING IS AVAILABLE FROM THE PUBLIC WORKS DEPARTMENT, 747 MARKET STREET, TACOMA, WA 98402.

BE ADVISED, THE SHORT PLAT DRAINAGE PLAN IS A CONCEPTUAL PLAN INTENDED FOR INFORMATIONAL PURPOSES ONLY TO ADVISE POTENTIAL BUYERS OF DRAINAGE REQUIREMENTS AND WHICH IS ONLY REVIEWED FOR STORM DRAINAGE. WILL NOT BE APPROVED FOR CONSTRUCTION. ADDITIONAL PERMITS AND APPROVALS, WHICH MAY INCLUDE A GRADING PLAN AND A WORK ORDER, ARE REQUIRED FOR WORK. FOR INFORMATION ON GRADING PERMITS, CONTACT THE BUILDING AND LAND USE DIVISION AT (253) 591-5030. FOR INFORMATION ON PRIVATE WORK ORDERS, CONTACT THE CONSTRUCTION DIVISION AT (253) 591-5760.

- 6) THIS PROJECT WILL CONTRIBUTE STORMWATER TO THE CITY'S REGIONAL DETENTION SYSTEM IN THE FLETT CREEK DRAINAGE BASIN, WHICH IS AT CAPACITY. THIS SHORT PLAT HAS BEEN DESIGNED WITH A PROPOSED MAXIMUM IMPERVIOUS SURFACE AREA OF 9,950 SQUARE FEET. IF THIS PROJECT TOTALS 10,000 SQUARE FEET OR MORE OF NEW EFFECTIVE IMPERVIOUS SURFACE IN A THRESHOLD DISCHARGE AREA WITHIN (5) YEARS OF THE APPROVAL DATE OF THIS SHORT PLAT, THE APPLICANT MUST MEET ONE OF THE FOLLOWING CRITERIA IN ACCORDANCE WITH THE CITY OF TACOMA SURFACE WATER MANAGEMENT MANUAL:

- * PREPARE A 1/4-MILE DOWNSTREAM HYDROLOGICAL ANALYSIS OF THE CITY STORM SYSTEM. IF THE ANALYSIS SHOWS THE SYSTEM HAS SUFFICIENT CAPACITY, AN IN-LIEU-OF-DETENTION FEE WILL BE OFFERED NEGATING THE REQUIREMENT FOR DETENTION. THE FEE COLLECTED WILL BE USED TO MAKE FUTURE IMPROVEMENTS TO SAID CITY'S REGIONAL FLETT CREEK DRAINAGE BASIN. THE APPLICANT MUST SIGN AN AGREEMENT REGARDING STORMWATER DETENTION AND PAY THE FEE BEFORE ISSUANCE OF BUILDING PERMITS; OR
- * PROVIDE ON-SITE DETENTION OF STORMWATER TO MATCH A FORESTED CONDITION; OR
- * PROVIDE ON-SITE DETENTION OF STORMWATER TO MATCH THE EXISTING SITE CONDITIONS, AND PAY THE IN-LIEU-OF-DETENTION FEE.

WARNING

THIS SHORT PLAT CONTAINS A PRIVATE STORM DRAINAGE SYSTEM. PRIVATE STORM DRAINAGE SYSTEMS ARE THE SOLE RESPONSIBILITY OF THE OWNERS, SUCCESSORS AND ASSIGNEES OF ALL LOTS BEING SERVED BY THE PRIVATE STORM DRAINAGE SYSTEM. RESPONSIBILITY INCLUDES, BUT IS NOT LIMITED TO CONSTRUCTING, MAINTAINING, AND ALLOWING CITY INSPECTION OF THE PRIVATE STORM DRAINAGE SYSTEM IN ACCORDANCE WITH A SEPARATELY RECORDED COVENANT AND EASEMENT DOCUMENT.

NO PERMANENT STRUCTURE(S) SHALL BE ERECTED WITHIN THE EASEMENT AREA(S). PERMANENT STRUCTURES SHALL MEAN ANY CONCRETE FOUNDATION, CONCRETE SLAB, WALL, ROCKERY, BUILDING, DECK, OVERHANGING STRUCTURES, FILL MATERIAL, RECREATIONAL SPORT COURTS, CARPORTS, PORTABLE SHEDS, PRIVATE UTILITIES, FENCES, OR OTHER SITE IMPROVEMENT THAT WILL UNREASONABLY INTERFERE WITH THE NEED TO ACCESS OR CONSTRUCT UTILITIES IN SAID EASEMENT(S). PERMANENT STRUCTURES SHALL NOT MEAN IMPROVEMENTS SUCH AS NORMAL LANDSCAPING, ASPHALT PAVING, GRAVEL OR OTHER SIMILAR SITE IMPROVEMENTS THAT DO NOT PREVENT THE ACCESS OF MEN, MATERIALS, AND MACHINERY ACROSS, ALONG, AND WITHIN THE SAID EASEMENT AREA(S).

COVENANT AND EASEMENT RECORDING NO. 20090202015

STREETS, DRIVEWAYS AND SIDEWALKS

- 1) CEMENT CONCRETE SIDEWALK SHALL BE CONSTRUCTED, ABUTTING THE SITE ALONG "A" STREET TO THE APPROVAL OF THE CITY ENGINEER.
- 2) A GRADED GRAVELED PEDESTRIAN WALKWAY, A MINIMUM OF (4) FEET IN WIDTH, SHALL BE CONSTRUCTED, SEPARATED FROM THE VEHICULAR DRIVING SURFACE, ON ONE SIDE OF THE ACCESS WAY FOR THE FULL LENGTH OF THE REQUIRED EASEMENT, TO THE APPROVAL OF THE CITY ENGINEER.
- 3) PER RCW 35.68-075, A WHEELCHAIR RAMP SHALL BE CONSTRUCTED ON THE WESTERN SIDE OF THE INTERSECTION OF "A" STREET AND EAST 88TH STREET, OPPOSITE THE EXISTING RAMP LOCATED AT THE NORTHEASTERN CORNER, TO THE APPROVAL OF THE CITY ENGINEER.
- 4) CEMENT CONCRETE CURB AND GUTTER SHALL BE CONSTRUCTED, ABUTTING THE SITE, ALONG "A" STREET AT AN ALIGNMENT TO BE DETERMINED BY AND TO THE APPROVAL OF THE CITY ENGINEER.
- 5) "A" STREET, ABUTTING THE SITE, SHALL BE IMPROVED TO A WIDTH OF 24 FEET AND SHALL INCLUDE NECESSARY DRAINAGE. THE MINIMUM ROADWAY SECTION SHALL BE 3 INCHES OF HOT MIX ASPHALT PG58-22, 2-1/2 INCHES OF CRUSHED SURFACING TOP COURSE, AND 5 INCHES OF CRUSHED SURFACING BASE COURSE. ANY ADDITIONAL UNSUITABLE FOUNDATION EXCAVATION MATERIAL MUST BE REMOVED AS DIRECTED BY THE CITY ENGINEER.
- 5) SOUTH "D" STREET, ABUTTING THE SITE, SHALL BE IMPROVED TO A WIDTH OF 24 FEET AND SHALL INCLUDE NECESSARY DRAINAGE. THE MINIMUM ROADWAY SECTION SHALL BE 3 INCHES OF HOT MIX ASPHALT PG58-22, 2-1/2 INCHES OF CRUSHED SURFACING TOP COURSE, AND 5 INCHES OF CRUSHED SURFACING BASE COURSE. ANY ADDITIONAL UNSUITABLE FOUNDATION EXCAVATION MATERIAL MUST BE REMOVED AS DIRECTED BY THE CITY ENGINEER.
- 6) A PRIVATE ACCESS WAY, MEETING THE REQUIREMENTS OF THE FIRE CODE AND THE SOLID WASTE DIVISION, SHALL BE DESIGNED AND CONSTRUCTED WITHIN A PRIVATE ACCESS EASEMENT, A MINIMUM OF (20) FEET IN WIDTH, TO EXTEND THE FULL LENGTH OF THE PROPOSED EASEMENT THE ACCESS WAY SHALL BE CONSTRUCTED WITH AN ASPHALT SURFACE TO A WIDTH OF (16) FEET TO THE APPROVAL OF THE CITY ENGINEER. THE PRIVATE ACCESS WAY SHALL INCLUDE ALL NECESSARY DRAINAGE. SOIL CONDITIONS MAY DICTATE THAT ADDITIONAL FOUNDATION MATERIALS ARE REQUIRED. IN ADDITION, THE TYPE, WIDTH, AND LOCATION OF ALL DRIVEWAY APPROACHES SERVING THE SITE(S) SHALL BE APPROVED BY THE CITY ENGINEER.
- 7) ALL STREET WORK SHALL BE ACCOMPLISHED VIA THE CITY'S WORK ORDER PROCESS. TO INITIATE A WORK ORDER, CONTACT THE PUBLIC WORKS CONSTRUCTION DIVISION AT (253) 591-5760.

TACOMA WATER

- 1) TMC 12.10.045 REQUIRES A SEPARATE WATER SERVICE AND METER FOR EACH PARCEL.
- 2) CUSTOMER IS ADVISED TO OBTAIN PRIVATE UTILITY EASEMENTS FOR ANY PROPERTY-SIDE WATER PIPES LEADING FROM THE CITY METER TO THE BUILDING ON ANY PORTION(S) EXISTING ON ADJACENT PARCELS.
- 3) CALCULATED STATIC PRESSURE AT THE NEAREST CITY WATER MAIN IS 73 PSI. FIRE SPRINKLING, CONTACT THE TACOMA WATER PERMIT COUNTER AT (253) 502-8247 FOR POLICIES RELATED TO COMBINATION FIRE/DOMESTIC WATER SERVICE CONNECTIONS.
- 4) NEW WATER SERVICES WILL BE INSTALLED BY TACOMA WATER AFTER PAYMENT OF THE SERVICE CONSTRUCTION CHARGE AND THE WATER MAIN CHARGE. NEW METERS WILL BE INSTALLED BY TACOMA WATER AFTER PAYMENT OF THE SYSTEM DEVELOPMENT CHARGE.
- 5) IF A NEW FIRE HYDRANT IS REQUIRED AT A LOCATION WITH AN EXISTING WATER MAIN, THE HYDRANT WILL BE INSTALLED BY TACOMA WATER AFTER PAYMENT OF AN INSTALLATION CHARGE.
- 6) IF EXISTING WATER FACILITIES NEED TO BE RELOCATED OR ADJUSTED DUE TO STREET IMPROVEMENTS FOR THIS PROPOSAL, THEY WILL BE RELOCATED BY TACOMA WATER AT THE OWNER'S EXPENSE.

TACOMA POWER

- 1) A UTILITY EASEMENT WILL BE REQUIRED FOR UNDERGROUND ELECTRIC SERVICE.

TACOMA SOLID WASTE UTILITY

- 1) ALL SOLID WASTE/RECYCLE COLLECTION WILL BE AT THE CURB ON "A" STREET AT LOCATIONS DESIGNATED BY SOLID WASTE MANAGEMENT STAFF. COLLECTION CREWS WILL NOT BE REQUIRED TO ACCESS PRIVATE DRIVE FOR THE PURPOSES OF COLLECTION OF SOLID WASTE MATERIALS.

GRADING AND EROSION CONTROL

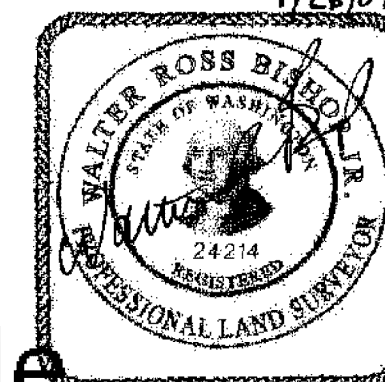
- 1) GRADING AND EROSION CONTROL PLANS SHALL BE SUBMITTED TO AND APPROVED BY THE CITY OF TACOMA BUILDING AND LAND USE SERVICES DIVISION PRIOR TO ANY GRADING IN EXCESS OF 50 CUBIC YARDS TAKING PLACE ON THE SITE. GRADING, EXCAVATION OR FILLING IN EXCESS OF 500 CUBIC YARDS WILL REQUIRE THE FILLING OF AN ENVIRONMENTAL CHECKLIST.
 - a) THE GRADING AND EROSION CONTROL PLANS SHALL INCLUDE, AT A MINIMUM, THE FOLLOWING PRIMARY MEASURES TO LIMIT THE ADVERSE IMPACTS OF THE PROJECT UPON THE OFF-SITE DRAINAGE SYSTEM:
 - 1) A PROPOSED CONSTRUCTION PHASING PLAN THAT WILL ENSURE EROSION CONTROL MEASURES WILL BE INSTALLED BEFORE (AND ADJUSTED AND MAINTAINED DURING) GRADING IS PERFORMED AND THAT GRADING OR ONLY AS NEEDED.
 - 2) MEASURES TO PROVIDE SETTLEMENT AND/OR FILTRATION OF SEDIMENT PRIOR TO DISCHARGE. THESE MEASURES MUST BE EITHER A SEDIMENT TRAP OR SEDIMENT POND, DEPENDING ON TRIBUTARY AREA, AUGMENTED BY OTHER MEASURES SUCH AS FILTER FABRIC FENCING FOR SMALL AREAS.
 - 3) REVEGETATION OF DISTURBED AREAS AS SOON AS PRACTICAL FOLLOWING GRADING.
- 2) SITE PREPARATION AND FOUNDATION DESIGNS SHALL BE PREPARED BY A PROFESSIONAL ENGINEER LICENSED BY THE STATE OF WASHINGTON FOR SUCH WORK IF REQUIRED AT THE TIME OF BUILDING PERMIT SUBMITTAL.

BUILDING AND LAND USE

- 1) PRIOR TO OBTAINING ANY FUTURE DEVELOPMENT PERMITS ON THESE PROPERTIES, THE PROPONENT SHALL CONTACT THE APPROPRIATE CITY DEPARTMENTS TO MAKE THE NECESSARY ARRANGEMENTS FOR ALL REQUIRED IMPROVEMENTS. THE REQUIRED APPROVALS SHALL BE ACQUIRED FROM THE APPROPRIATE DEPARTMENTS, INCLUDING, BUT NOT NECESSARILY LIMITED TO, TACOMA POWER 253-383-2471, TACOMA WATER 253-383-2471, AND PUBLIC WORKS 253-591-5030.
- 2) ANY FUTURE DEVELOPMENT OF THE LOTS SHALL BE CONSISTENT WITH THE "R-2" ONE-FAMILY DWELLING DISTRICT, AND OTHER APPLICABLE SECTIONS OF THE TACOMA MUNICIPAL CODE.

USUAL CONDITIONS

- 1) THE DECISION SET FORTH HEREIN IS BASED UPON REPRESENTATIONS MADE AND INFORMATION SUBMITTED, INCLUDING DEVELOPMENT PLANS AND PROPOSALS TO THE LAND USE ADMINISTRATOR. ANY SUBSTANTIAL CHANGE(S) OR DEVIATION(S) IN SUCH DEVELOPMENT PLANS, PROPOSALS, OR CONDITIONS OF APPROVAL IMPOSED SHALL BE SUBJECT TO THE APPROVAL OF THE LAND USE ADMINISTRATOR, AND MAY REQUIRE ADDITIONAL PERMITTING, PUBLIC NOTIFICATION AND COMMENT.
- 2) THE AUTHORIZATION(S) GRANTED HEREIN IS/ARE SUBJECT TO ALL APPLICABLE FEDERAL, STATE, AND LOCAL LAWS, REGULATIONS, AND ORDINANCES. COMPLIANCE WITH SUCH LAWS, REGULATIONS, AND ORDINANCES ARE CONDITIONS PRECEDENT TO THE APPROVALS GRANTED AND ARE CONTINUING REQUIREMENTS OF SUCH APPROVALS. BY ACCEPTING THIS/THESE APPROVALS, THE APPLICANT REPRESENTS THAT THE DEVELOPMENT AND ACTIVITY ALLOWED WILL COMPLY WITH SUCH LAWS, REGULATIONS, AND ORDINANCES. IF DURING THE TERM OF THE APPROVALS GRANTED, THE DEVELOPMENTS AND ACTIVITIES PERMITTED DO NOT COMPLY WITH SUCH LAWS, REGULATIONS, AND ORDINANCES, THE APPLICANT AGREES TO PROMPTLY BRING SUCH DEVELOPMENTS OR ACTIVITIES INTO COMPLIANCE.
- 3) THIS SHORT PLAT MUST BE RECORDED WITHIN (5) YEARS OF THE DATE OF THIS DECISION OR APPEAL DECISION. IF THE SHORT PLAT HAS NOT BEEN RECORDED WITHIN THIS PERIOD, THIS SHORT PLAT APPROVAL SHALL BECOME VOID.
- 4) ANY CONDITIONS OF APPROVAL WHICH ARE REQUIRED TO BE COMPLETED PRIOR TO RECORDING SHALL BE COMPLETED OR, IF APPROPRIATE, BONDED FOR PRIOR TO RECORDING.



DIVERSIFIED SURVEYING SERVICES, INC.
 P.O. BOX 44958, TACOMA, WA 98448
 (253) 537-3705 FAX(253) 531-2344

For reference only, not for re-sale.

200902025001

Original