



**Exhibit A**

# TACOMA WATERFRONT

## Public Access Alternatives Plan



# Public Access Alternatives Plan

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The City of Tacoma's Public Access Alternatives Plan (PAAL) is an implementation strategy associated with the Shoreline Master Program and Open Space Habitat and Recreation Elements of the Comprehensive Plan. The PAAL describes an overall vision and implementation strategy for the City's 46 miles of waterfront that will connect linear waterfront trail systems to City-wide and regional systems and enhance recreation opportunities for a multitude of uses and abilities. Past waterfront public access plans have been reviewed and incorporated herein to maintain continuity with the past while looking ahead to the future of Tacoma's waterfront and the needs of our community.

City of Tacoma  
Planning and Development Services Department  
Planning Services Division  
747 Market Street, Room 345  
Tacoma, WA 98402-3793  
(253) 591-5030  
[www.cityoftacoma.org/planning](http://www.cityoftacoma.org/planning)



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# 1.0 INTRODUCTION

## VISION

The City of Tacoma boasts a magnificent shoreline, offering a variety of waterfront experiences for people of all ages and abilities. With over 46 miles of shoreline, water and waterfront is one of the dominant characteristics of the City of Tacoma and its urban form, as well as a locus of economic activity and a driver of our City's quality of life.

While continuing to respect the past and the history of Tacoma's waterfront, the City looks towards the future and the tremendous potential and opportunity that lay ahead and the central role that the City's waterfront will play in the sustainability and quality of life of our community and the prospect of a thriving, resilient economy.

This plan articulates a strategy for developing an integrated, cohesive waterfront public access system that builds on past planning efforts and community aspirations. Despite the significant efforts and resources that have been devoted to the creation of this system by the City of Tacoma, the Foss Waterway Development Authority, Metro Parks and the Port of Tacoma, much of the public shoreline remains inaccessible to our citizens – cutoff

by roadways, railroad, steep slopes, or industrial operations – and as a result, priority shoreline trail systems remain incomplete.

This plan memorializes the vision of past planning documents while integrating them into a single, unified approach to public waterfront access. This is a long-term comprehensive strategy to establish a citywide network of trails, parks, and attractions that link different shoreline areas, from Tacoma Narrows to Commencement Bay, with connections inward to city neighborhoods and outward to regional trails.

Translating vision into reality will not be easy, but the benefits to the City will be great. Imagine a city in which youth can bicycle safely from his or her home across town to visit a friend; a city with an active mix of commercial, industrial and recreational uses as well as new neighborhoods along the shoreline; a city with a wide variety of parks and open spaces, connected so that they are, in sum, one big park; a city where citizens gain a first-hand appreciation for active marine industries and international trade; a city known for the environmental health of its shorelines. Imagine a city that is an attractive destination for cyclists and hikers from all over the region.

Recognizing the importance of past waterfront planning efforts, the sections below memorialize and incorporate herein the vision articulated in these community documents, including the Shoreline Trails Plan, Dome to Defiance Study, Ruston Way Plan and Thea Foss Waterway Design and Development Plan.

### **Shoreline Trails Plan - 1989**

The Shoreline Trails Plan envisions an urban pedestrian trail system lying within the shoreline districts, steep slopes and gulches, from the Thea Foss Waterway north to Ruston Way, through Point Defiance Park and south along the western shores of Tacoma.

The plan proposes a coordinated trail system that will tie individual trail segments together into a unified, urban pedestrian network. The trail system will provide an alternative means of travel to and from shoreline areas and neighborhoods. The trail segments will be linked together by connecting trails and, where this is not possible, by using nearby streets and sidewalks. The trail system is composed of a corridor trail, access trails, trailheads, trail access points, viewpoints, shoreline access points and destination locations.

### **Ruston Way Plan - 1981**

The waterfront areas of cities across the nation are again being recognized as valued resources. But this time not for their potential for industrial development but

rather as places for people to go and enjoy the water. Decaying urban waterfronts are being revitalized to provide recreational opportunities for city dwellers. They are being transformed into active, vital areas with new commercial and recreational developments that open up the waterfront to people.

The Ruston Way shoreline is easily reached making it a prime area for revitalization. Once a thriving industrial district, changing technological and economic considerations left the area virtually abandoned. Slowly, it is being rebuilt as private developers and public officials alike take advantage of its magnificent setting, panoramic views, wooded slopes and close proximity to neighborhoods. The Ruston Way shoreline has the potential to become a unique urban waterfront attraction and people-oriented area.

The need for close-in urban recreation areas is increasingly important as energy supplies diminish and the cost of traveling to more distant parks soars. Many people drive several hours to enjoy water-oriented recreation because no or limited opportunities are available close to home even though the city is located near the waterfront.

The Ruston Way waterfront of Tacoma is a public resource that can satisfy the water-oriented recreational needs of citizens and improve the livability of the city. The public developments proposed in this plan for the Ruston Way shoreline area will enhance the

natural areas, strengthen the historical significance, provide optimum public access to the water, maintain views and create opportunities for outdoor recreation and social interaction.

### **Dome to Defiance Study - 1988**

We would have a shoreside people-place 5 ½ miles long. No other waterfront in the Northwest would be as spectacular. This would not be all parks or all commercial development. The shoreside people-place would be a unique blend of mixed uses including industrial, commercial, residential and recreational. It would include both public and private areas. The identifying characteristic of this waterfront would be its urban quality close to the population centers. It would have public access and view access to the water the whole length of the shore. It would be easy to get to, it would link downtown, neighborhood areas, and our major in-town park. It would have a water transportation link to the rest of Puget Sound. It would be diverse and interesting, primarily an area for Tacoma and Pierce County residents, but it could also be a major magnet for tourists and other visitors.

### **Thea Foss Waterway Plan - 1994**

The Thea Foss Waterway represents a unique opportunity for the City of Tacoma to create an attractive focal place for the enjoyment of the inland waters of Puget Sound within an urban context. Developing a mix of uses along the Waterway will bring

the economic vitality needed to turn Thea Foss Waterway into a showcase for Tacoma.

The Waterway visually and physically connects surrounding districts. The Waterway's historic past and working waterfront, combined with new cultural, recreational, residential, office and retail uses, will create a lively, urban environment. A linear waterfront park will link together a variety of attractive, ground level public activities and uses accessible to all of Tacoma's citizens and to the region. Environmental cleanup and protection measures are being integrated into redevelopment, creating a safe, healthy, and sustainable environment.

The City envisions a mixed use community attuned to the intrinsic qualities of its water setting and inseparable from the city around it. It strives to attain the "ABC's" of development: *Access, Boating and Character*.

The Shoreline Master Program focuses on individual policies and development regulations to realize the Waterway's potential as an attractive setting for maritime industry, civic redevelopment, and water-oriented recreation. The Public Access Alternatives Plan identifies the specific public access projects and capital investments needed to activate the Foss Waterway as a recreational destination. Taken together, the total impact of these efforts will be much more than the sum of the individual actions themselves. They will create a Waterway that:

- Is an active, diversified destination attraction and focus for the City.
- Features a variety of integrated recreational, commercial, marine, industrial, and residential activities.
- Is well connected with neighboring districts, especially the downtown, Ruston Way, and Tacoma Dome areas.
- Is easily accessible for pedestrians, transit users, boaters, and visitors from throughout the region.
- Offers a wide variety of physical settings, landscaped parks, and pedestrian attractions that are unified by a consistent esplanade treatment along the shoreline edge.
- Is based on environmentally sound shoreline management with improved water quality and more ecologically productive shoreline habitats.

## PLAN AREA

Under Washington Administrative Code 173-26-221(4) public access is defined as “the ability of the general public to reach, touch, and enjoy the water's edge, to travel on the waters of the state, and to view the water and the shoreline from adjacent locations.” Therefore, this Plan takes a broad view of the projects that constitute public access and includes trail systems that, while not within shoreline jurisdiction, provide views of the shoreline or

connections to trail systems that facilitate direct access. The applicability of this plan, then, is not limited to those areas within 200’ of ordinary high water mark, nor a specific geographic boundary, but rather is based upon a system of access that may expand or contract over time as public process continues to refine the community vision for waterfront access.

The following subsections identify past waterfront public access planning documents and the plan area to which they applied. The public access projects identified in these plans have been integrated herein.

### Shoreline Trails Plan

The plan area boundary encompasses the shoreline areas of the Tacoma peninsula which includes the Foss Waterway and extends north along Commencement Bay to Point Defiance Park. From Point Defiance Park, the plan area boundary extends south along the Narrows to Titlow Park at Sixth Avenue and beyond to the City’s southern boundaries. The plan area boundary extends inland from the water’s edge to the top of the steep slope areas and includes all of Point Defiance Park and the gulches (Gold Creek, Mason, Puget, Buckley, and Garfield).

### Ruston Way Plan

The plan area is an approximately two-mile stretch of shoreline bordering on Commencement Bay and located between



the Old Town community and the Town of Ruston Way. With exception of the Waterview Street area, the area considered in this plan lies between railroad tracks and the outer harbor line. However, consideration of the nearby slopes and gulches and access to nearby residential areas is also a part of this document.

### **Thea Foss Waterway Plan**

Thea Foss Waterway is approximately three and one half miles of continuous shoreline off Commencement Bay adjacent to the City of Tacoma's downtown. For the purposes of this plan, the boundaries to the northwest begin just to the north of the 4<sup>th</sup> Street ramp off Schuster Parkway, wrapping around the Waterway bounded by Dock Street and "D" Street, and ending at the northeast point of land near "D" Street and East 3<sup>rd</sup> Street. Proximity to the central business district, the Union Station, the Tacoma Dome, and the Port Industrial area is indicative of the Waterway's overall contextual importance. This plan primarily addresses the west side of the Waterway with the intention that more immediate significant changes are oriented to the west side. The east side is addressed in one section but is also referenced in the design and marine guidelines section.

## **USE OF THE PLAN**

### **General**

The City recognizes that the finite waterfront land supply and multiple demands for shoreline space and resources - as a place for wildlife, for recreation, and for employment - has the potential to bring the three primary goals of the Shoreline Management Act into conflict. The City views the PAAL as a means for minimizing future conflict between uses and user groups by identifying the scope of public access improvements desired by the citizens of the City of Tacoma, consistent with the Comprehensive Plan, and to identify the location and type of access envisioned in order to provide predictability for water-oriented uses and as a means to provide permitting predictability for private uses. The Tacoma Waterfront Land Use Analysis developed an inventory and economic demand forecast for water-dependent uses in the shoreline in order to evaluate what economic uses are likely to locate and expand in Tacoma's shoreline jurisdiction.

### **Permit process**

The PAAL will be utilized to inform decisions about public access requirements in private developments when required under the City's shoreline regulations. When public access is required as a condition of a permit application, the PAAL will be used to

determine the type and extent of public access improvements required under the permit, commensurate with the scope and scale of the proposed development.

In addition, the Public Access Alternatives Plan is intended to address concerns regarding potential public safety, security, or operational conflicts between uses and public access. The City of Tacoma Shoreline Master Program recognizes that in some circumstances, the provision of public access on development sites may result in unnecessary safety risks for the public, may violate or jeopardize the security of an existing or proposed use, and may result in harm to the environment that cannot be mitigated. In these circumstances, the PAAL will provide alternative locations for public access to the shoreline where these conditions will be alleviated. The alternative site will be identified and improved as a condition of the permit.

### **Voluntary efforts**

The PAAL will also be used to pursue grant funds and to guide voluntary private and public improvements to public access and recreation within the shoreline. Section XX established criteria for prioritizing public or voluntary efforts to implement the public access projects listed herein.

### **Capital Facilities and Transportation Improvement Programs**

The PAAL will be used to identify projects to be added to the Capital Facilities Program

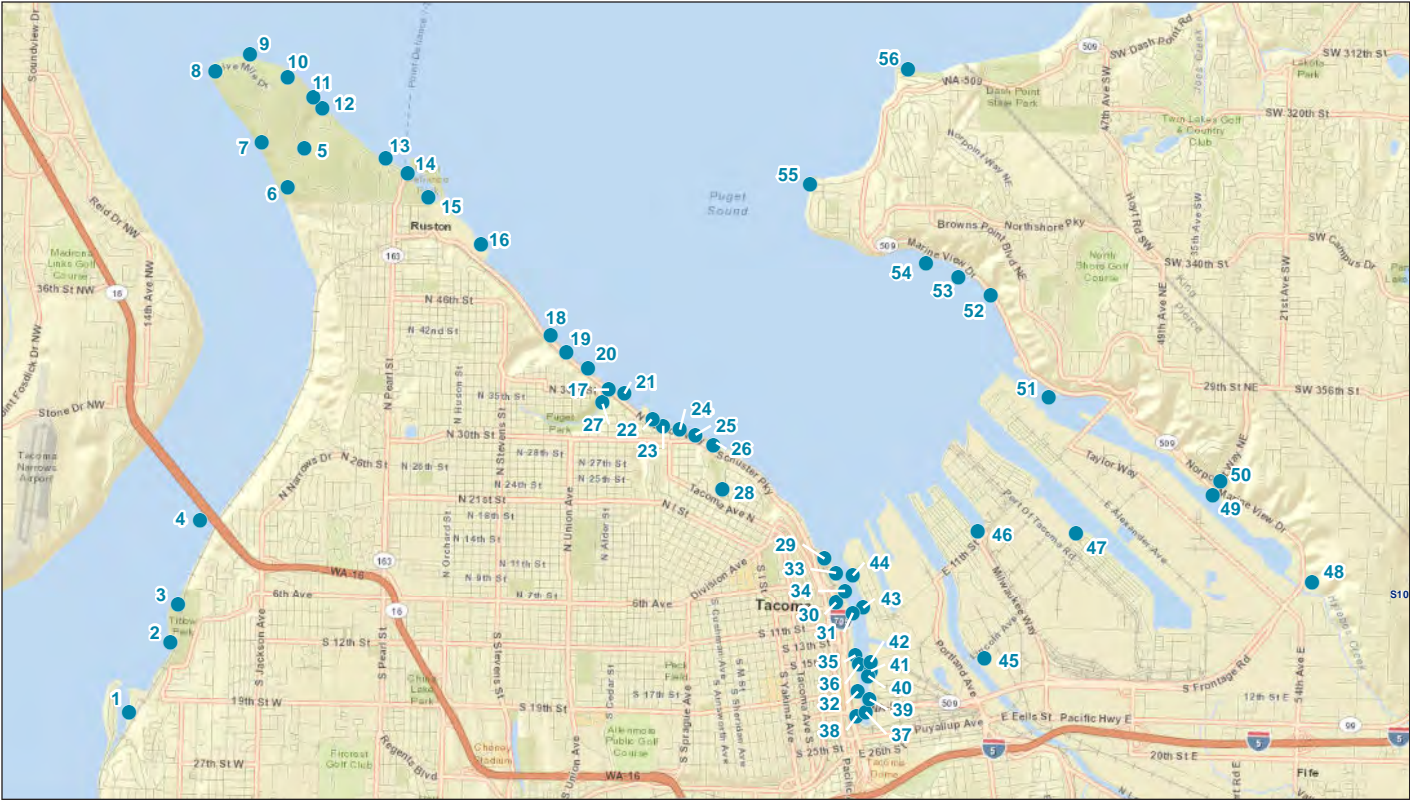
and Transportation Improvement Program. While the Land Use Element of the Comprehensive Plan articulates the vision for how Tacoma will develop, the Capital Facilities Program describes the implementation of that vision. It is the critical link between comprehensive planning and capital improvements. The Capital Facilities Program is both a planning and financial document. It is a prioritization of the capital improvements the city intends to build in the next six years and a plan for how to pay for these improvements. The 2011-2016 Capital Facilities Program does not appropriate funds, but rather it functions as a budgeting tool, supporting the actual appropriations that are made through adoption of the budget. It is an important “filter” that demonstrates that the Capital Facilities Element of the Comprehensive Plan is financially realistic.

The Six-Year Comprehensive Transportation Program lists planned transportation projects. The program includes roadways, bridges, non-motorized facilities, sidewalks and other capital related transportation projects. The program is based upon anticipated revenues versus desirable projects. There are always more projects than available revenues.



## 2.0 EXISTING PUBLIC ACCESS

# Tacoma Shorelines Public Access Map



## PUBLIC ACCESS LEGEND

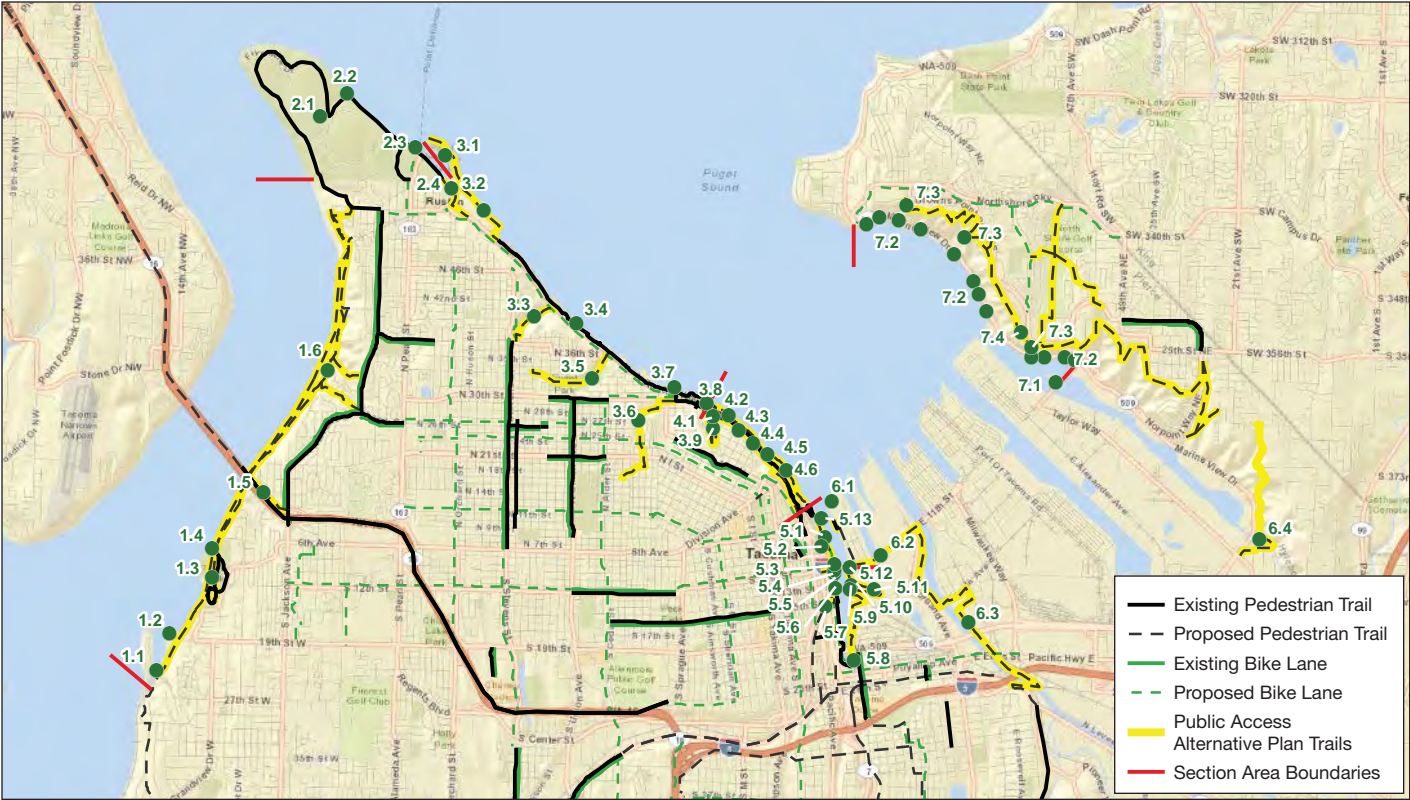
- Boat Launch Motorized
- Boat Launch Non-Motorized
- Boat Rentals
- Dock/Pier
- Fishing Pier
- Fishing Supplies
- Float Non-Motorized
- Marine Recreation
- Moorage Long Term
- Moorage Temporary
- Natural Areas/Wildlife
- Park
- Picnic Area
- Public Beach
- Restrooms
- Saltwater Trail Access Point
- Shorediving Area
- Shoreline Promenade
- View Point

## Existing Public Shoreline Access Points and Features

- |   |  |  |   |  |
|---|--|--|---|--|
| <ul style="list-style-type: none"> <li>1 Narrows Marina</li> <li>2 Titlow Beach Park</li> <li>3 Tacoma Outboard Association</li> <li>4 Tacoma Narrows Bridge</li> <li>5 Point Defiance Park</li> <li>6 Fort Nisqually</li> <li>7 Narrows View Point</li> <li>8 Gig Harbor View Point</li> <li>9 Dalco Passage View Point</li> <li>10 Vashon Island View Point</li> <li>11 Owen Beach</li> <li>12 Main Picnic Area</li> <li>13 Point Defiance Boathouse &amp; Marina</li> <li>14 Point Defiance Boat Launch</li> <li>15 Breakwater Marina</li> </ul> | <ul style="list-style-type: none"> <li>16 Point Ruston Waterwalk</li> <li>17 Ruston Way</li> <li>18 Cummings Park</li> <li>19 Marine Park</li> <li>20 Les Davis Pier</li> <li>21 Shenanigan's Public Access</li> <li>22 Dickman Mill Park</li> <li>23 Hamilton Park</li> <li>24 Old Town Dock</li> <li>25 Jack Hyde Park</li> <li>26 Chinese Reconciliation Park</li> <li>27 Puget Creek Natural Area</li> <li>28 Garfield Park</li> <li>29 Thea's Park</li> </ul> | <ul style="list-style-type: none"> <li>30 Fireman's Park</li> <li>31 Foss Harbor Marina</li> <li>32 Foss Waterway Esplanade</li> <li>33 North Moorage Float</li> <li>34 Pier A</li> <li>35 15th Street Float</li> <li>36 16th Street Pier</li> <li>37 Waterway Park Non-Motorized Float</li> <li>38 21st Street Park</li> <li>39 Foss Landing Marina</li> <li>40 Delin Docks</li> <li>41 Delin Docks Viewing Platform</li> </ul> | <ul style="list-style-type: none"> <li>42 East 15th Street Park</li> <li>43 Youth Marine Foundation</li> <li>44 Center for Urban Waters Esplanade</li> <li>45 Gog-le-hi-te Wetlands</li> <li>46 Port of Tacoma Observation Tower</li> <li>47 Rhone-Poulenc</li> <li>48 Place of Circling Waters</li> <li>49 Hylebos Marina</li> <li>50 Julia's Gulch</li> </ul> | <ul style="list-style-type: none"> <li>51 Chinook Landing Marina</li> <li>52 Dick Gilmur Shoreline Restoration &amp; Kayak Launch</li> <li>53 Crow's Nest Marina</li> <li>54 Tyee Marina</li> <li>55 Brown's Point Lighthouse Park</li> <li>56 Dash Point Park</li> <li>57 Wapato Lake Park</li> </ul> |
|---|--|--|---|--|

# 3.0 Planned Public Access

# Tacoma Shorelines Potential Public Access Improvements Map



### PUBLIC ACCESS LEGEND

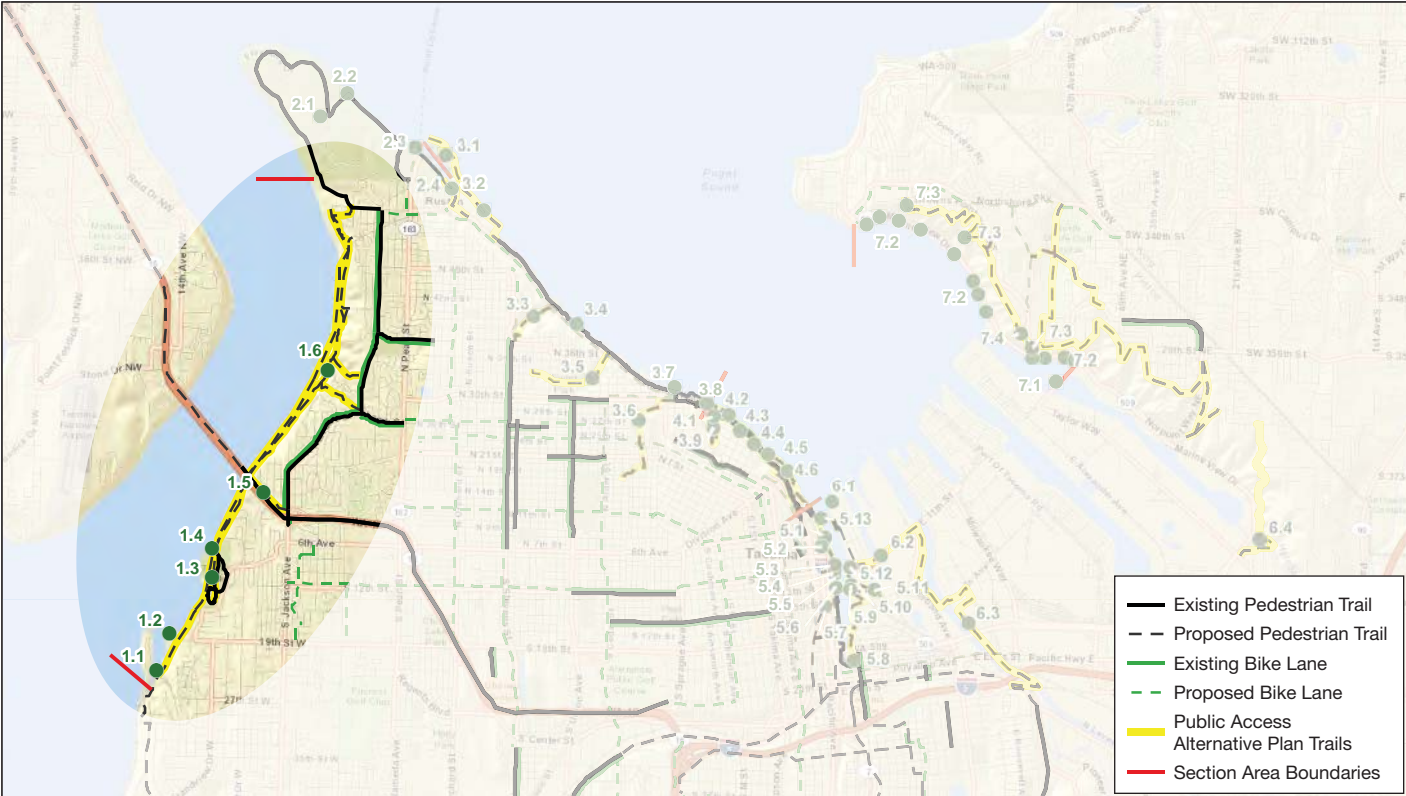
- Boat Launch Motorized
- Boat Launch Non-Motorized
- Boat Rentals
- Dock/Pier
- Float Non-Motorized
- Moorage Temporary
- Natural Areas/Wildlife
- Park
- Picnic Area
- Saltwater Trail Access Point
- Seaplane
- Shoreline Promenade
- Trail
- View Point
- Water Taxi

- Existing Pedestrian Trail
- Proposed Pedestrian Trail
- Existing Bike Lane
- Proposed Bike Lane
- Public Access Alternative Plan Trails
- Section Area Boundaries

### Potential Public Shoreline Access Points and Features

- 1 Tacoma Narrows**
  - 1.1 West Slope Trail - Crystal Springs Creek Segment
  - 1.2 Blue Access Trail Point
  - 1.3 West Slope Trail - Titlow Park
  - 1.4 Public Boat Launch
  - 1.5 West Slope Trail - War Memorial Park Segment
  - 1.6 West Slope Trail - Gold Creek Gulch Segment
- 2 Point Defiance Park**
  - 2.1 Point Defiance Trail System
  - 2.2 Passenger Only Ferry Service/Water Taxi
  - 2.3 Guest Moorage
  - 2.4 Promenade 'Missing Link'
- 3 Ruston Way**
  - 3.1 Peninsula Park
  - 3.2 Point Ruston Waterwalk
  - 3.3 Mason Gulch Trail
  - 3.4 Transient Moorage
  - 3.5 Puget Gulch Trail
  - 3.6 Buckley Gulch Trail
- 4 Schuster Corridor**
  - 4.1 Garfield Gulch Viewpoint
  - 4.2 Flyover
  - 4.3 Bayside Trail
  - 4.4 Schuster Parkway Trail
  - 4.5 Flyover to Beach and Pier
  - 4.6 Esplanade/Overwater Boardwalk
- 5 Thea Foss Waterway**
  - 5.1 Complete Esplanade Segments
  - 5.2 Fireman's Park Hillclimb
  - 5.3 Passenger Only Ferry Terminal/Water Taxi
  - 5.4 11th Street Gateway - Murray Morgan Bridge
  - 5.5 Repair Esplanade Segments
  - 5.6 West Foss Central Park
  - 5.7 15th Street Gateway- Prairie Line Trail
  - 5.8 Waterway Park
- 6 Port Tidelands**
  - 6.1 Foss Peninsula Viewpoint
  - 6.2 Middle Waterway Habitat Observation
  - 6.3 Puyallup River Levee Trail
  - 6.4 Hylebos Creek Trail
- 7 Northeast Tacoma and Marine View Drive**
  - 7.1 11th Street Blue Trail Access Point and Beach
  - 7.2 Scenic Drive
  - 7.3 View Platforms and Interpretive Elements
  - 7.4 NE Tacoma Trail Network
- 8 Wapato Lake and Park**

# Tacoma Shorelines Potential Public Access Improvements Map



### PUBLIC ACCESS LEGEND

- Boat Launch Motorized
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- 8 Wapato Lake and Park**



# SECTION 1

## TACOMA NARROWS

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### Introduction

The Tacoma Narrows is comprised of four shoreline districts, stretching from 19<sup>th</sup> Street at Narrows Marina to the community of Salmon Beach, adjacent to Pt. Defiance Park. Access to the water is limited along the Western Slope due to railroad right-of-way, which abuts the shoreline from Titlow Park north to Salmon Beach. There is also considerable overwater and upland residential development that impedes direct access to the shoreline.

Water-oriented recreation is provided at Narrows Marina, which has a public boat launch, and at Titlow Park, which provides public beach access for sunbathing, picnicking, launching kayaks and canoes, scuba diving and other water-oriented recreation. Tacoma Outboard Association leases an additional boat launch at Titlow Park for private use.

The planned public access along the Western Slope seeks to off-set the relative lack of direct shoreline access by establishing a connected shoreline trail from University Place in the south and connecting to the Pt. Defiance trail system. In most areas the trail will need to be

developed along the bluffs overlooking the Tacoma Narrows. Trail amenities could include view platforms or view points, interpretive signage, and sheltered seating areas.

Gulches and slopes are prime areas for passive recreation such as hiking and nature studies. Their undeveloped status makes these areas desirable for acquisition as open space to provide greenbelts, protect the natural environment and act as buffers to urban development. While these areas are suitable for development of walking and hiking trails, care must be taken in the siting and design of trails to prevent potential hazardous conditions from occurring and to protect the natural environment.

Property within the west slope is both publicly and privately owned. The City, as part of its policy to preserve open space, has been acquiring property as funds are available and as willing property owners agree to sell. However, while much of the bluffs are in public ownership, further land acquisition or easements would be required to develop the West Slope trail system in its entirety.



## DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

### 1.1 West Slope Trail – Crystal Springs Creek Segment

From City’s southern boundary at Lemons Beach Road and West 27th Street north to Titlow Park at Sixth Avenue. Trail will use City of Tacoma property along Seashore Drive and will require use of Burlington Northern Railroad ROW.

### 1.2 Blue Trail Access Point

Develop a blue trail access point where beach grade is conducive for kayak and hand launch craft or incorporate a handcraft accessible float into marina design.



1.2 Blue Trail Access Point: An example of a creative facility for non-motorized access where beach grade or other conditions inhibit direct walk-in access.



### **1.3 West Slope Trail - Titlow Park Segment**

The trail will use the Burlington Northern Railroad right-of-way and the Titlow Park trail system to the War Memorial trail near Hwy 16.

trail right-of-way needs to be pursued with Burlington Northern. In addition, the corridor trail will follow Gold Creek through the gulch to a trailhead at Narrows Drive. In conjunction with trail development, provide viewing platforms or lookouts along the West Slope that will facilitate public views of the Tacoma Narrows.

### **1.4 Public Boat Launch**

If the Tacoma Outboard Association site transitions to other uses, seek opportunities to improve existing launch ramp for public use.

### **1.5 West Slope Trail - War Memorial Park Segment**

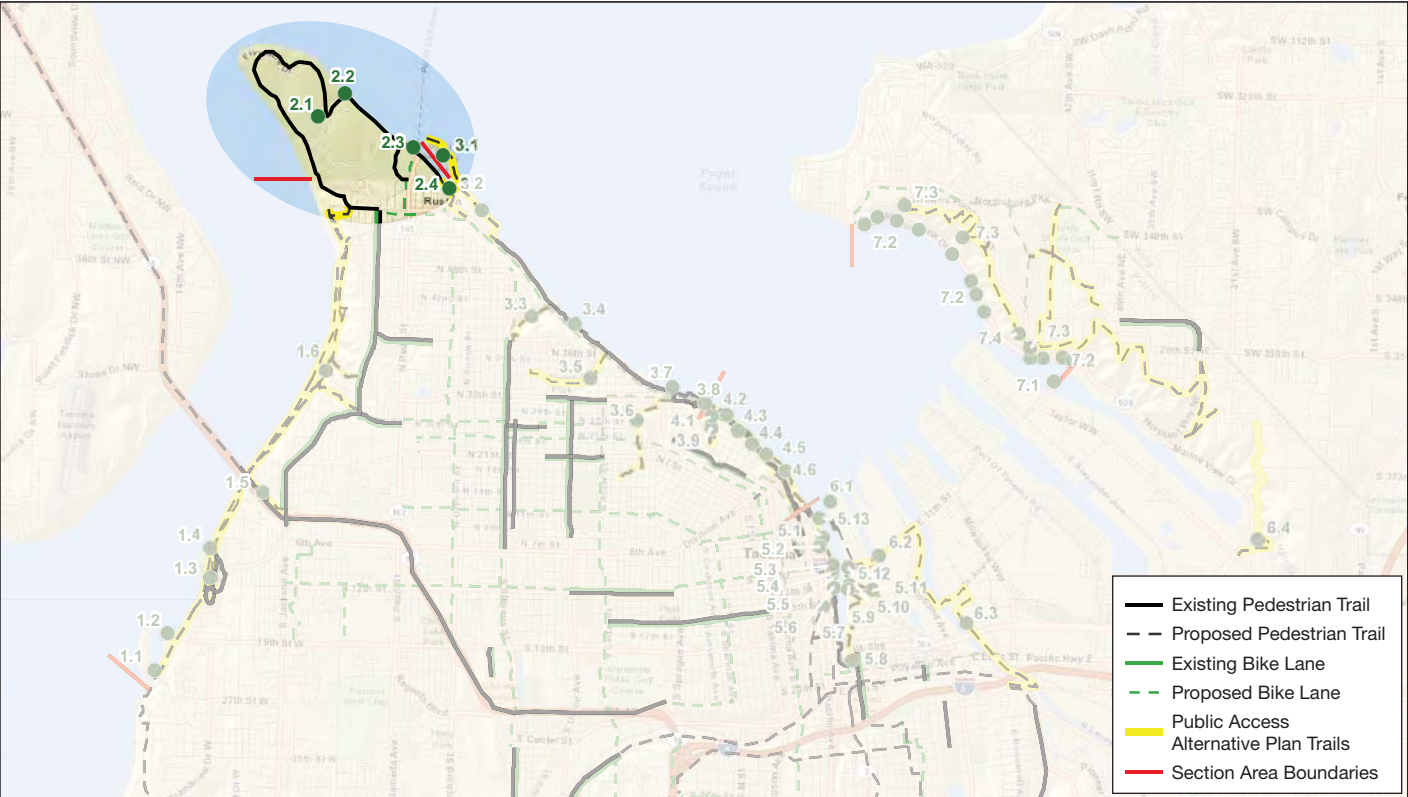
The trail will require use of the Burlington Northern Railroad right-of-way and traverse the steep slopes above. In addition, the trail will extend to a trailhead at War Memorial Park. In conjunction with trail development, provide viewing platforms or lookouts along the West Slope that will facilitate public views of the Tacoma Narrows.

### **1.6 West Slope Trail - Gold Creek Gulch Segment**

This trail segment will extend from the boundaries of Point Defiance Park to the Tacoma-Lake Cushman Transmission Line south of Gold Creek Gulch. The proposed trail will form a loop by using a portion of the Burlington Northern Railroad right-of-way and traversing the steep slopes above. In order to accomplish this, a public access easement or dedication for the purpose of



# Tacoma Shorelines Potential Public Access Improvements Map



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  - 6.1 Foss Peninsula Viewpoint
  - 6.2 Middle Waterway Habitat Observation
  - 6.3 Puyallup River Levee Trail
  - 6.4 Hylebos Creek Trail
- 7 Northeast Tacoma and Marine View Drive**
  - 7.1 11th Street Blue Trail Access Point and Beachk
  - 7.2 Scenic Drive
  - 7.3 View Platforms and Interpretive Elements
  - 7.4 NE Tacoma Trail Network
- 8 Wapato Lake and Park**

# SECTION 2

## POINT DEFIANCE PARK

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### Introduction

Point Defiance Park is a 702 acre regional recreation and natural area located on the tip of a steep-cliffed peninsula. The park provides substantial public beach access along the northwest tip of Commencement Bay as well as a world class zoo, aquarium, flower gardens, picnic areas, and historic museums. Much of the park remains a virgin forest with numerous trails winding their way through the woods and along the high banks of the park. An historic waterfront promenade connects the Boathouse to Owen Beach. The promenade, a three-quarter mile, seawalled walk, was once equipped with a railing and benches. Near the center of the promenade lies the “Midway Ravine” area where a small creek exits from a culvert under Five Mile Drive. A switchback walkway leads up from the ravine to Five Mile Drive and the north end of the main picnic area.

The two shoreline districts that comprise Point Defiance Park provide approximately 4.5 miles of shoreline access, though a considerable portion of the shoreline is obstructed. Steep bluffs limit the access points to the public beach, and a combination of shoreline vegetation,

marine currents, landslides and high tides makes traversing the Point itself tenuous. As a result, public use tends to be limited to the Owens Beach area and promenade connecting Owens beach to the Pt. Defiance boathouse. A drive and trail system atop the bluff provides some view opportunities which could be enhanced. The beach slope makes the area around Owen Beach suitable for kayak hand launch sites and other existing recreational boating opportunities are available at the Pt. Defiance boathouse and marina.

Residential, some commercial uses, the Town of Ruston and the Point Ruston mixed-use community, abut the park to the south. Portions of Salmon Beach, a historic overwater residential community abuts the park property to the west. Breakwater marina and the Tacoma Yacht Club occupy property leased from the Metro Parks Tacoma. In addition, the Washington State Department of Transportation operates a ferry to Vashon Island from the park.

Metro Parks has developed a master plan to guide the next 100 years of the Park’s life, use and improvement.





## DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

### 2.1 Point Defiance Trail System

Public access to/within the park—the City will strive to coordinate/leverage resources with Metro Parks Tacoma

### 2.2 Passenger Only Ferry Terminal/Water Taxi

Develop a low impact terminal for water taxi or passenger only ferry access that could connect Point Defiance to other shoreline areas, including the Foss Waterway.

### 2.3 Guest Moorage

Provide additional capacity for guest moorage to serve the needs of recreational boaters.

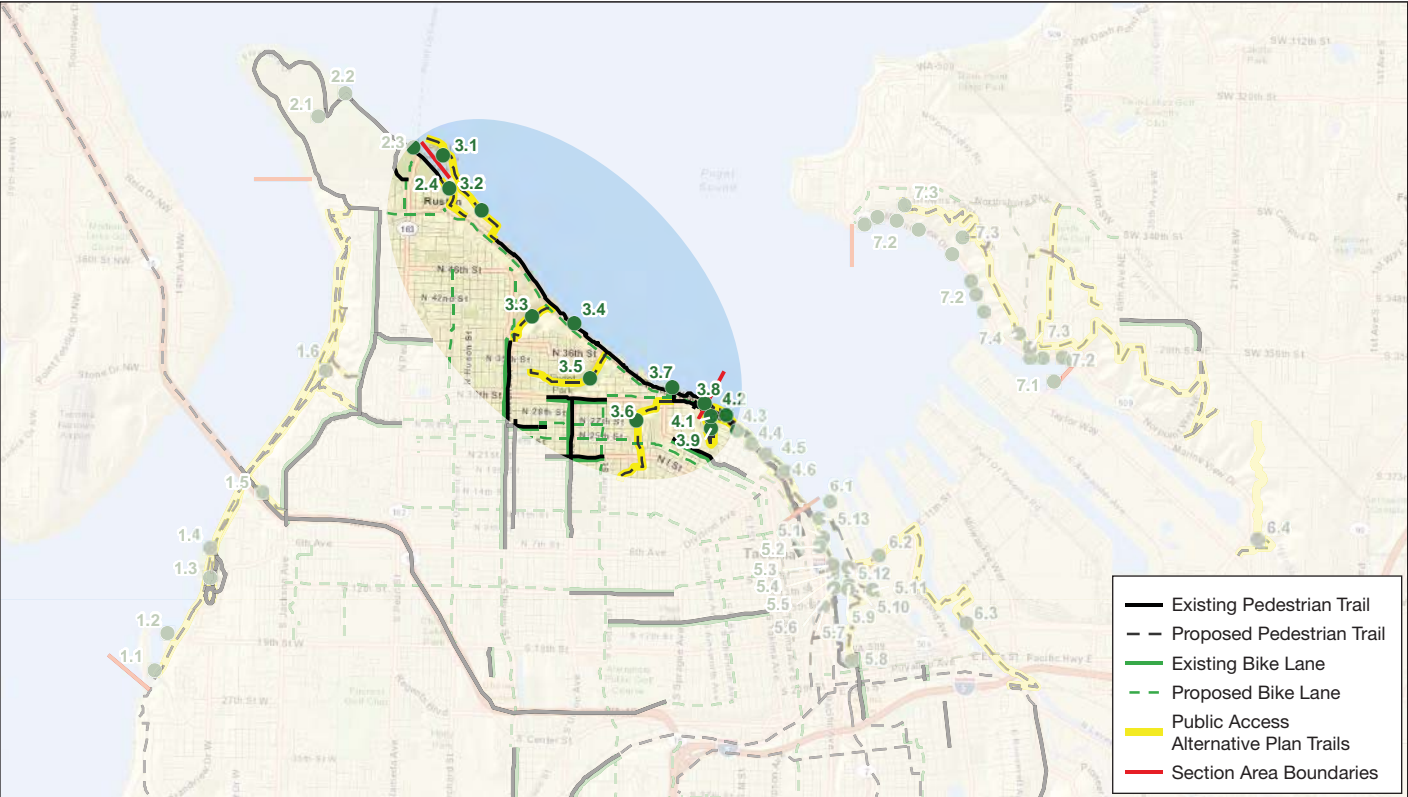
### 2.4 Promenade ‘Missing Link’

The purpose of the ‘Missing Link’ is to connect the Point Ruston Water Walk to the main Gardens of Point Defiance Park. Phase I consists of physical surveying, conceptual and master planning regarding all aspects of the Missing Link. The Missing Link project area encompasses Peninsula Park (north) to 54th Street (south) and from Trolley Lane (west) into the western edge of Point Ruston.



2.4 Missing Link: Conceptual cross-section of road improvements to accommodate a future promenade extension.

# Tacoma Shorelines Potential Public Access Improvements Map



### PUBLIC ACCESS LEGEND

- Boat Launch Motorized
- Boat Launch Non-Motorized
- Boat Rentals
- Dock/Pier
- Float Non-Motorized
- Moorage Temporary
- Natural Areas/Wildlife
- Park
- Picnic Area
- Saltwater Trail Access Point
- Seaplane
- Shoreline Promenade
- Trail
- View Point
- Water Taxi

- Existing Pedestrian Trail
- Proposed Pedestrian Trail
- Existing Bike Lane
- Proposed Bike Lane
- Public Access Alternative Plan Trails
- Section Area Boundaries

### Potential Public Shoreline Access Points and Features

#### 1 Tacoma Narrows

- 1.1 West Slope Trail - Crystal Springs Creek Segment
- 1.2 Blue Access Trail Point
- 1.3 West Slope Trail - Titlow Park
- 1.4 Public Boat Launch
- 1.5 West Slope Trail - War Memorial Park Segment
- 1.6 West Slope Trail - Gold Creek Gulch Segment



#### 2 Point Defiance Park

- 2.1 Point Defiance Trail System
- 2.2 Passenger Only Ferry Service/Water Taxi
- 2.3 Guest Moorage
- 2.4 Promenade 'Missing Link'



#### 3 Ruston Way

- 3.1 Peninsula Park
- 3.2 Point Ruston Waterwalk
- 3.3 Mason Gulch Trail
- 3.4 Transient Moorage
- 3.5 Puget Gulch Trail
- 3.6 Buckley Gulch Trail

- 3.7 Old Town Dock
- 3.8 Chinese Reconciliation Park
- 3.9 Garfield Gulch Trail



#### 4 Schuster Corridor

- 4.1 Garfield Gulch Viewpoint
- 4.2 Flyover
- 4.3 Bayside Trail
- 4.4 Schuster Parkway Trail
- 4.5 Flyover to Beach and Pier
- 4.6 Esplanade/Overwater Boardwalk



#### 5 Thea Foss Waterway

- 5.1 Complete Esplanade Segments
- 5.2 Fireman's Park Hillclimb
- 5.3 Passenger Only Ferry Terminal/Water Taxi
- 5.4 11th Street Gateway - Murray Morgan Bridge
- 5.5 Repair Esplanade Segments
- 5.6 West Foss Central Park
- 5.7 15th Street Gateway- Prairie Line Trail
- 5.8 Waterway Park

- 5.9 East Foss Central Park
- 5.10 Wheller-Osgood Pedestrian Bridge
- 5.11 East Foss Esplanade
- 5.12 11th Street ROW Boat Launch
- 5.13 Seaplane Float



#### 6 Port Tidelands

- 6.1 Foss Peninsula Viewpoint
- 6.2 Middle Waterway Habitat Observation
- 6.3 Puyallup River Levee Trail
- 6.4 Hylebos Creek Trail



#### 7 Northeast Tacoma and Marine View Drive

- 7.1 11th Street Blue Trail Access Point and Beachk
- 7.2 Scenic Drive
- 7.3 View Platforms and Interpretive Elements
- 7.4 NE Tacoma Trail Network



#### 8 Wapato Lake and Park



# SECTION 3

## RUSTON WAY

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### Introduction

Tacoma's earliest industrial district extended along the shoreline from the boundary of Point Defiance Park to today's Thea Foss Waterway. At the turn of the century this shoreline was an unbroken linear industrial complex of sawmills, granaries, boat building and shipping firms. The deep waters provided a natural harbor that encouraged industrial development. At that time, the water's edge skirted the base of the steep slopes. As industry developed, the shallower waters were filled in. More fill was added for the construction of the railroad and later for a city street (Ruston Way) until the area developed its present appearance. The process of erosion and irregular filling produced the existing meandering shoreline edge.

Space limitations, changing technology and competition with the newer Port Industrial area eventually forced the demise of most of the industrial and commercial operations along the Ruston Way shoreline.

Today the Ruston Way shoreline is one of Tacoma's best known and most beloved waterfront recreation areas – boasting

panoramic views, beaches, piers, and restaurants.

As the Point Ruston development proceeds, it is expected that trail connections will be established that will create a direct connection between Ruston Way and Point Defiance. Implementing the planned connection across the Point Ruston site is a high priority for developing an integrated system.

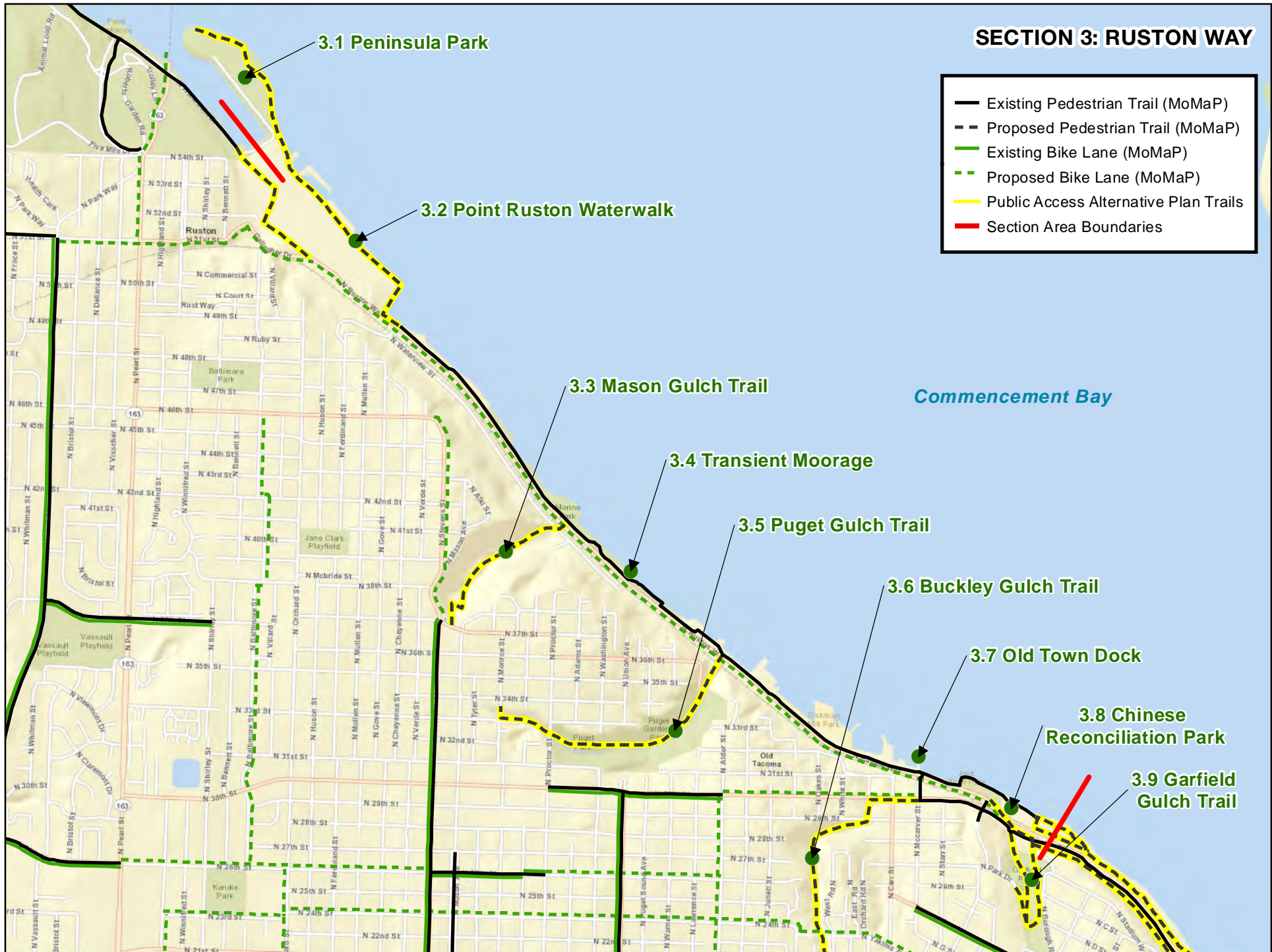
It is intended that an organized trail system will be developed in the slopes and gulches. Some paths are already present but are maintained on an irregular basis.

Development of trails in Mason, Puget Creek and Garfield Gulches will enhance system capacity and provide further options for the public to get to the shoreline promenade. A developed trail system will also serve the hiking public, seeking a more natural walking experience. It is intended that the trails be developed in a manner that preserves the natural wooded setting of the hillsides as much as possible.

Generally, the trails will follow the existing topography. Slope stability and public safety are primary concerns.

## SECTION 3: RUSTON WAY

- Existing Pedestrian Trail (MoMaP)
- - - Proposed Pedestrian Trail (MoMaP)
- Existing Bike Lane (MoMaP)
- - - Proposed Bike Lane (MoMaP)
- Public Access Alternative Plan Trails
- Section Area Boundaries



3.1 Peninsula Park

3.2 Point Ruston Waterwalk

3.3 Mason Gulch Trail

3.4 Transient Moorage

3.5 Puget Gulch Trail

3.6 Buckley Gulch Trail

3.7 Old Town Dock

3.8 Chinese Reconciliation Park

3.9 Garfield Gulch Trail

Commencement Bay

## DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

### 3.1 Peninsula Park

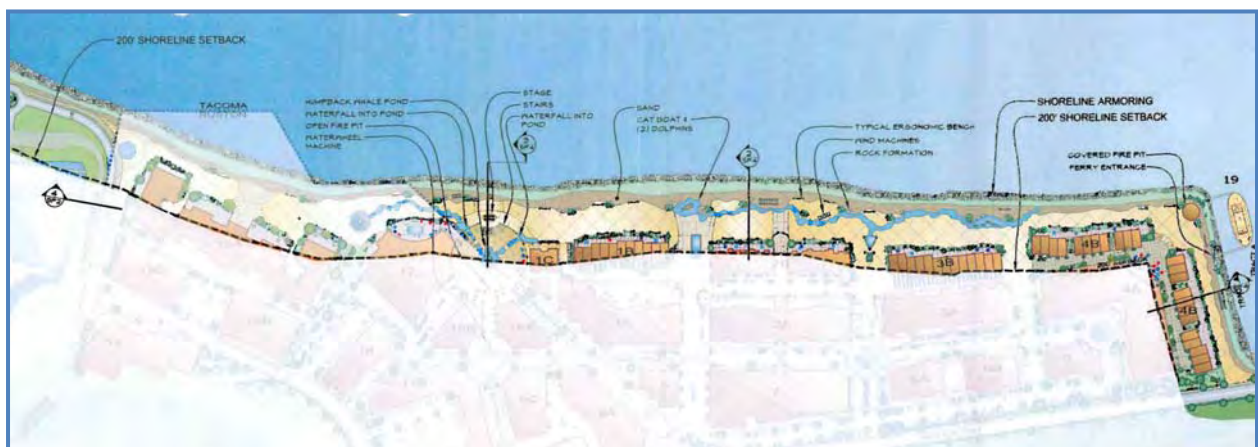
Construct a public park on Slag Peninsula that will take advantage of the unique viewing opportunities and provide a large gathering and recreation area for the public. The park could include an amphitheater to promote outdoor events.



3.1 Peninsula Park: The picture below depicts the existing conditions of the peninsula. Above: A preliminary concept for the future park.

### 3.2 Point Ruston WaterWalk

Construct a public promenade averaging 100' in width, the length of the Point Ruston development site, connecting the Ruston Way promenade to the Peninsula Park and Point Defiance. The image below illustrates the proposed build-out of the Point Ruston WaterWalk.



3.2 Point Ruston WaterWalk: When complete the WaterWalk will feature public art, gathering areas, viewpoints, play-ground and other public amenities.

### 3.3 Mason Gulch Trail

Trail or viewpoints providing visual and/or pedestrian access to portions of the gulch and from the gulch to the Ruston Way shoreline.

### 3.4 Guest Moorage

Provide additional capacity for guest moorage to serve the needs of recreational boaters.

### 3.5 Puget Gulch Trail

Provide pedestrian access to the gulch and from residential areas and Puget Park to Ruston Way.

### 3.6 Buckley Gulch Trail

Provide visual and/or pedestrian access to portions of the gulch and from the gulch to the Ruston Way shoreline.

### 3.9 Garfield Gulch Trail

Provide pedestrian access to the gulch and from residential area at the top of the slope to the Schuster Parkway

### 3.8 Old Town Dock

This project will include repairs to Old Town Dock and upgrades to the access ramp and transient moorage float. Funding for this project is finalized. Design work has begun and is complete through 90%.



Above: A beach access point allowing improved ease of entry for scuba divers along Ruston Way.

### 3.7 Chinese Reconciliation Park

The Chinese Reconciliation Park is a planned 3.9 acre park that is located at the southern end of the 1.5-mile Ruston Way waterfront along Commencement Bay, and is in the proximity of the early Chinese settlement that was burned down during the tragic expulsion. The park design is a mixture of traditional Chinese scholar's style gardens and beautiful natural waterfront setting. Construction of the park will proceed through IV Phases. Two phases are nearing completion.



3.9 Chinese Reconciliation Park: Visitors can get their feet wet along a restored gravel beach with gentle grade. Below: The Park Concept shows the planned build-out of the Chinese Reconciliation Park and its enhancement with cultural and educational facilities. Plan implementation will continue through multiple phases.

癒合歷史傷口促進社區協和

## The Site Plan Phases / Funding Areas

Expulsion ➡ Reflection ➡ Reconciliation ➡ Education

Chinese Reconciliation Park

Entrance Gate &  
Sojourners' Room Area

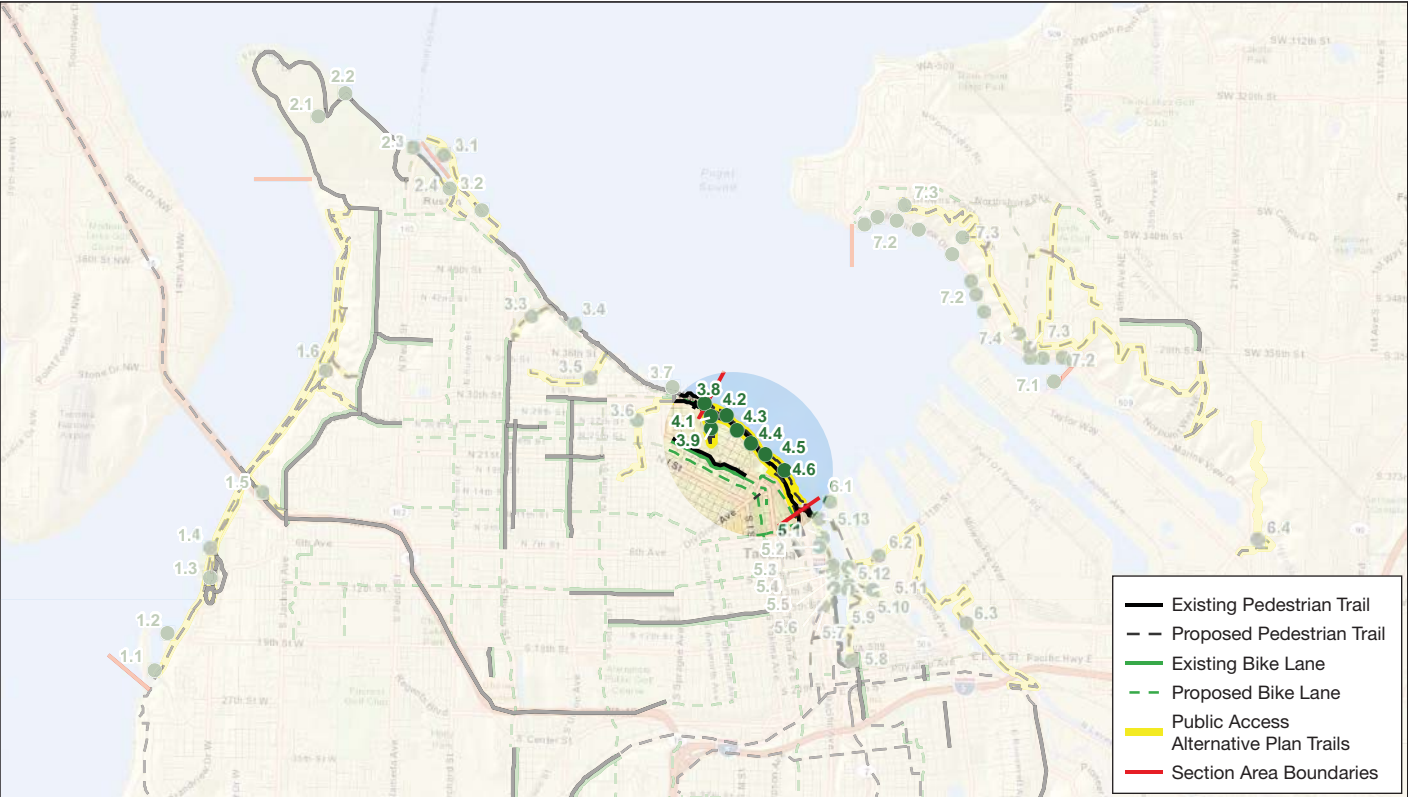
Reconciliation  
Pavilion Area

Multicultural Pavilion, Pond  
and Bay-viewing Terrace Area

Classroom  
Area

10

# Tacoma Shorelines Potential Public Access Improvements Map



### PUBLIC ACCESS LEGEND

- Boat Launch Motorized
- Boat Launch Non-Motorized
- Boat Rentals
- Dock/Pier
- Float Non-Motorized
- Moorage Temporary
- Natural Areas/Wildlife
- Park
- Picnic Area
- Saltwater Trail Access Point
- Seaplane
- Shoreline Promenade
- Trail
- View Point
- Water Taxi

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- Proposed Pedestrian Trail
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- Proposed Bike Lane
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  - 5.2 Fireman's Park Hillclimb
  - 5.3 Passenger Only Ferry Terminal/Water Taxi
  - 5.4 11th Street Gateway - Murray Morgan Bridge
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- 8 Wapato Lake and Park**



# SECTION 4

## SCHUSTER CORRIDOR

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### Introduction

The Schuster Corridor is comprised of two shoreline districts, the S-7 Schuster Parkway Shoreline District and the S-6/7 Schuster Parkway Transition Shoreline District. This shoreline currently contains active industrial uses, including a lay-berth operation and grain terminal, and is bisected by the mainline BNSF railroad. This shoreline is bounded by dense urban neighborhoods and business districts, and boasts outstanding views, schools, and parks in close proximity to the waterfront. The in-water portion of this shoreline is a migratory route for juvenile salmon, a priority species.

Schuster Corridor sits between two shoreline districts to the north and south, Thea Foss Waterway and Ruston Way, that have undergone a transformation from their past industrial character into attractive urban waterfronts lined with parks, and interspersed with restaurants and other uses. It has been a long-term vision to connect these two urban waterfronts with a pedestrian walkway.

The configuration of Schuster Parkway, a multilane arterial providing primary access

from the interstate to north end residential areas has no existing sidewalk on the water's side. A sidewalk extends the length of the parkway on the landward side, but is not adequate as a multi-use trail facility.

Bayside Trails once offered some excellent views of Commencement Bay, Mount Rainier, and the Cascades. This formal trail system was built in 1975. Construction and design were funded by an Interagency Committee for Outdoor Recreation Grant (IAC). Bayside Trails are located within the slopes abutting Schuster Parkway and extend from the trailhead at South 5th Street and Stadium Way to Garfield Gulch. The trail system is approximately one and one-half miles long and is currently closed.

Public access design solutions for this corridor should seek to establish a primary waterfront walkway along the existing sidewalk that enhances mobility between the Thea Foss Waterway and Ruston Way. As the route is improved connections could be made to Downtown Tacoma, Stadium Way, Garfield Gulch, Old Town, and the waterfront to facilitate increased bicycle and pedestrian traffic throughout the Dome to Defiance shoreline area. Establishing a public access system through this shoreline area may require easements, property acquisition, and long term capital expenditures to upgrade infrastructure, including slope stability measures and pedestrian fly-overs to traverse the railroad.



## DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

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### 4.1 Schuster Parkway Promenade

Reconstruct or realign Schuster Parkway to accommodate a 14' shared-use promenade, replacing the existing sidewalk. The promenade should be the primary access route through the Schuster Corridor.

### 4.2 Bayside Trail

Where feasible, improve and reconfigure the Bayside Trails to provide a natural trail that connects upland residential areas to the proposed Schuster Parkway promenade. Priority connections should be made between Stadium Way and Schuster Parkway to facilitate neighborhood access to the waterfront. The Bayside Trail also includes natural trails within Garfield Gulch which should be enhanced as a more park-like setting.

### 4.3 Water-oriented Boardwalk

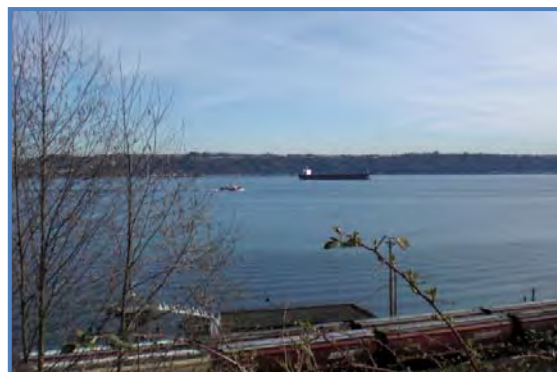
When and where feasible, construct a 15' boardwalk along the water's edge or overwater where necessary. Implementation of this project will necessitate acquisition of properties or easements and access improvements from existing or other proposed pedestrian walkways.

### 4.4 Garfield Gulch Viewpoint

Improve and maintain a viewing area at the site of the historic lookout at the top of Garfield Gulch at the intersection of Garfield Gulch and the Schuster Slope.



4.2 Bayside Trail, above: An aerial view of the historic Bayside Trail.



4.4 Garfield Gulch Viewpoint: An example of the types of views available from the top of Garfield Gulch – overlooking Commencement Bay.

### 4.5 North Schuster Flyover

A flyover across Schuster Parkway and the railroad could provide a direct access point from the existing sidewalk or an improved trail into the Chinese Reconciliation Park. The project would require close cooperation with BNSF and Sperry Ocean Dock as well as easement agreements or direct property acquisition.



Above: Segments of the existing sidewalk could be widened to multi-use trail standards. Portions of the sidewalk are setback from the roadway and provide a comfortable walking experience.

### 4.6 Beach Access Flyover and Pier

A flyover from Schuster Parkway across to this beach could provide a significant new public destination, especially if coupled with a new public pier aligned with the existing in-water pilings. The project would require easement agreements with BNSF for use of the property as well as significant safety improvements to prevent visitors from walking along or crossing the railroad tracks.



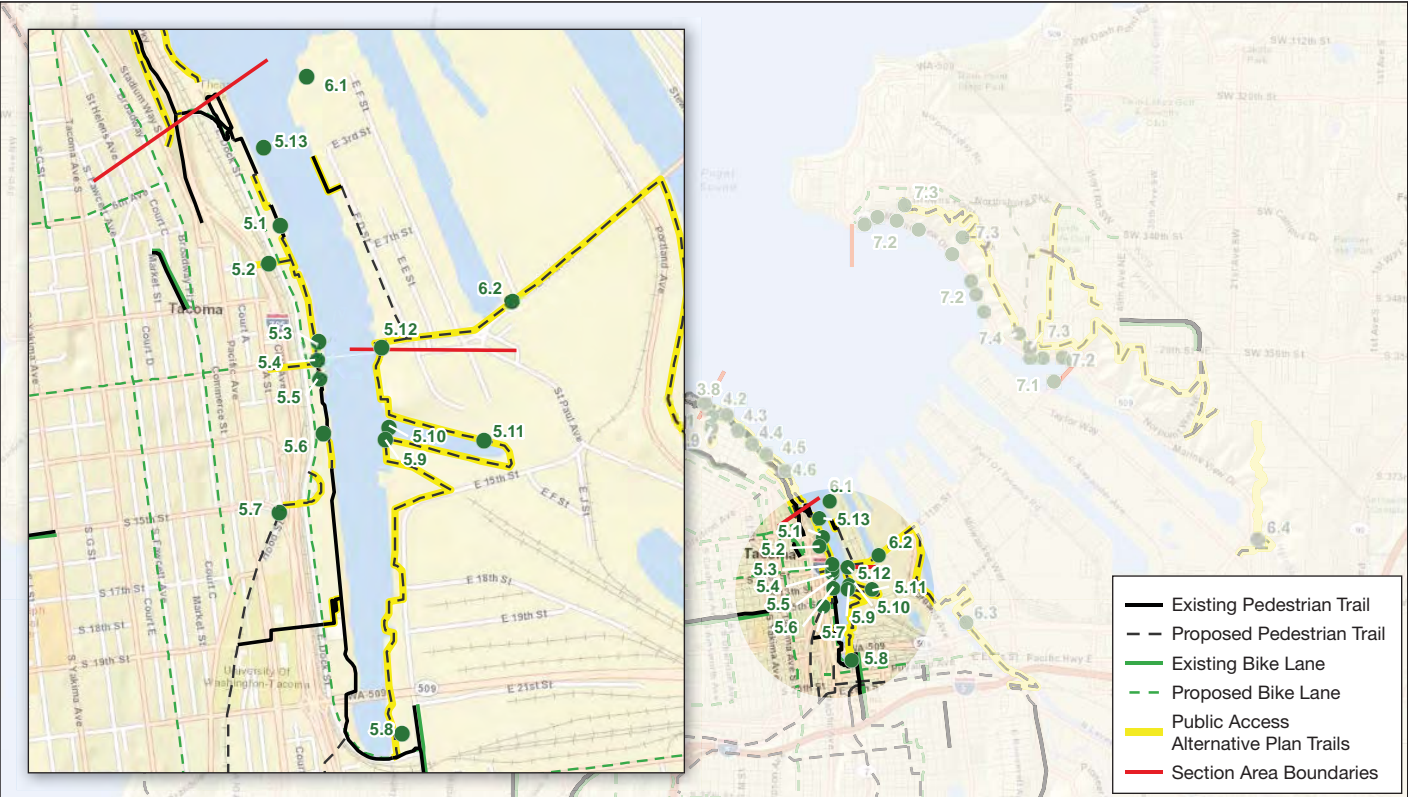
Above: Views along the shoreline looking north towards Sperry Ocean Dock and Ruston Way.



Preferred design concept for integrated access routes, combining elements of Bayside Trail, Schuster Parkway Promenade, and a water-oriented boardwalk. The blue line represents the Schuster Parkway Promenade: Phase 1 of an integrated approach. Other site elements could include “Port Watching” aspects, including educational and interpretive displays.



# Tacoma Shorelines Potential Public Access Improvements Map



### PUBLIC ACCESS LEGEND

- Boat Launch Motorized
- Boat Launch Non-Motorized
- Boat Rentals
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- Moorage Temporary
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- Section Area Boundaries

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# SECTION 5

## THEA FOSS WATERWAY

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### Introduction

In 1974, the City of Tacoma adopted the *City Waterway Policy Plan* (the City Waterway is now known as the Thea Foss Waterway) that provided the foundation for activities to transform the former shipping terminal and industrial waterfront into an urban waterfront with a mix of public and private uses emphasizing public access and enjoyment. The 1974 Plan was the first of many studies and plans to follow which were developed by both the City and civic organizations interested in the redevelopment of the blighted and abandoned waterfront. These plans envisioned redevelopment with uses that included marinas, restaurants, public spaces, residential hotel/motel and pedestrian uses and event spaces.

The *City Waterway Policy Plan* was later replaced by the *Thea Foss Waterway Design and Development Plan (The Foss Plan,)* adopted in 1992, which provided policy and design guidelines for all new public and private development in and surrounding both sides of the Thea Foss Waterway.

The vision for the Thea Foss Waterway is as a mixed use community, attuned to the intrinsic qualities of its water setting and inseparable from the city around it. The Foss Waterway redevelopment strategy strives to attain the “ABC’s” of waterfront development: *Access, Boating and Character.*

A Downtown Waterfront, unified through common design and character and linked by a continuous waterfront walkway is a central element of the City’s overall public access system. This Section of the PAAL describes the public access vision for the Waterway. The design vision is incorporated into the Tacoma Waterfront Design Guidelines.

The public access projects identified in the PAAL support the ABC’s of waterfront development. The access priorities for the Foss Waterway will primarily be undertaken on public properties, but may also be implemented on private properties as redevelopment occurs.

Projects on the west side of the Foss Waterway emphasize completion of the public esplanade and boardwalk with improved linkages to and from Downtown. Additional open space is sought along the central waterfront area.

Projects on the east side of the Foss Waterway Park emphasize boating and recreational activity. Park development is planned at the south end of the Waterway and the 11<sup>th</sup> Street right-of-way could be utilized as a public boat launch. Where feasible, and consistent with public safety and private security requirements, a waterfront walkway should be implemented to link uses and public access together to facilitate pedestrian and bicycle access. Improvements to East D Street should be implemented wherever access cannot be provided along the shoreline. Completion of the public esplanade will create a waterfront loop across the Murray Morgan Bridge and linking the Dome District to Downtown.



**The ABC's of waterfront development: Public esplanade, marinas, and maritime character, linking together restaurants, offices, and retail.**



**Above: Thea's Park provides multiple public access amenities: Public artwork; views of TEMCO and the container ships coming into the Port of Tacoma; a public beach where visitors can get their feet wet; and a walking trail connecting to the public esplanade.**



**Above: The Center for Urban Waters represents the environmental vision of the Foss Waterway, combining state of the art laboratory spaces with public access, habitat, and a LEED Platinum certification.**



The Shoreline Master Program policies highlight the industrial and maritime history of the Waterway. This history can be commemorated through site design and through architectural or artistic elements of public access. Specific waterfront locations or walkway segments could be designated as part of a maritime “Heritage Trail” that provides educational, artistic and cultural learning opportunities for the public.



**Environmental Challenges:** Shipbuilding, petroleum processing, coal bunkers and manufacturing operations left a legacy of environmental contamination.



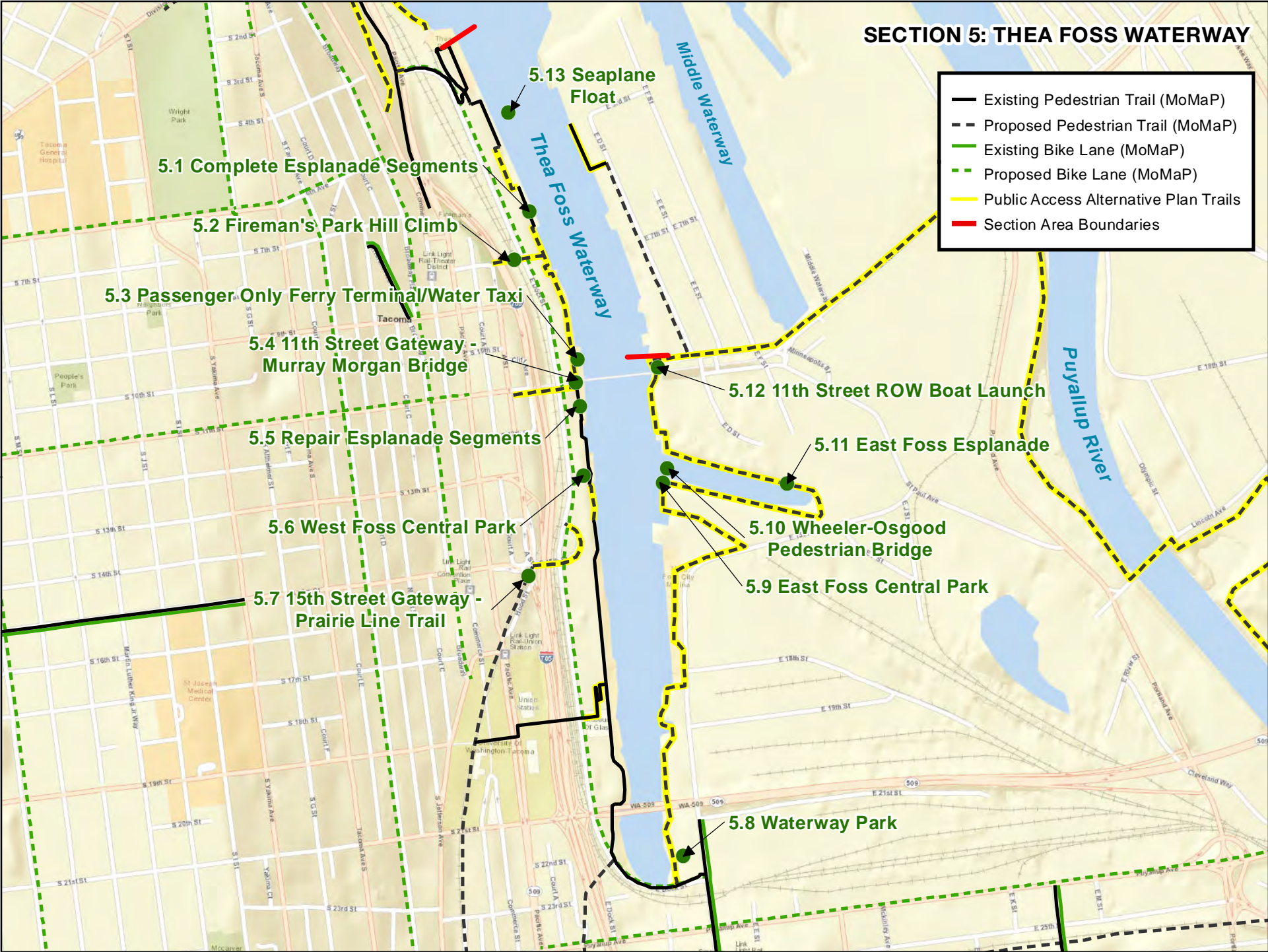
**Waterway Commerce:** The City of Tacoma literally grew up from the waterfront, where the deep-water port and western terminus of the Northern Pacific Railroad attracted business and the employees to work them.

Connectivity between the Thea Foss Waterway esplanade and surrounding districts is key to the success of the system. The Foss Waterway is located within Downtown Tacoma and within walking distance of the University of Washington, Tacoma, the Dome District, the Brewery District and the International Financial Services Area. However, access to the Foss Waterway is impeded by the BNSF line and I-705. The recent completion of the D Street overpass improves the Waterway’s connection to the Dome District and the planned Prairie Line Trail would improve access by developing a direct trail connection from the University of Washington Tacoma campus to the 15<sup>th</sup> Street entry to the Foss Waterway. Improved linkages to the surrounding districts should be sought when feasible.



The Foss Waterway in relation to surrounding districts.

**SECTION 5: THEA FOSS WATERWAY**



- Existing Pedestrian Trail (MoMaP)
- Proposed Pedestrian Trail (MoMaP)
- Existing Bike Lane (MoMaP)
- Proposed Bike Lane (MoMaP)
- Public Access Alternative Plan Trails
- Section Area Boundaries

## DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

### WEST FOSS

#### 5.1 Complete Esplanade Segments

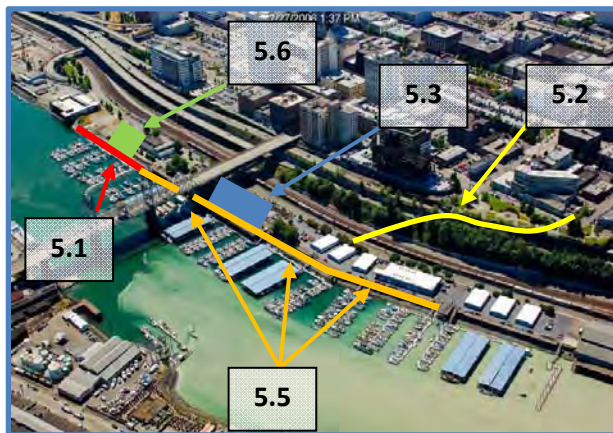
Construct public esplanade that will serve pedestrians, roller skaters, bicyclists and provide lighting, street furniture, landscaping and supporting utilities.

#### 5.2 Fireman’s Park Hill Climb

Construct an overpass or funicular railway from Fireman’s Park to Dock Street on the Foss Waterway.

#### 5.3 Passenger Only Ferry Terminal/Water Taxi

Improve the Municipal Dock site to accommodate the necessary infrastructure for a passenger-only-ferry that could serve both local water taxi and regional POF service.



#### 5.4 11th Street Gateway – Murray Morgan Bridge

This project will improve way-finding and install design details to create a gateway from 11th street to the Foss Waterway, including improvements to the Murray Morgan Bridge.

#### 5.5 Repair Esplanade Segments

Repair and replace deteriorated public esplanade to serve pedestrians, roller skaters, bicyclists and provide lighting, street furniture, landscaping and supporting utilities.

#### 5.6 West Foss Central Park

Acquire and develop a 1 acre park and recreation area for large events on the central Foss Waterway.

#### 5.7 15<sup>th</sup> Street Gateway – Prairie Line Trail

This project will design and construct a Class 1 trail along the BNSF railroad track through downtown Tacoma. The new trail segment will connect the Foss Waterway to the Water Ditch Trail project along South Tacoma Way.

## EAST FOSS

### 5.8 Waterway Park

Develop a park and recreation area at the 3.7 acre Berg Scaffolding site.

### 5.9 East Foss Central Park

Seek acquisition of BNSF property at the mouth of the Wheeler-Osgood for development of a nature park and preserved open space.

### 5.10 Wheeler-Osgood Pedestrian Bridge

Explore opportunities to develop a pedestrian and bicycle bridge across the Wheeler-Osgood that would connect future walkway improvements and create a more direct route across the waterway and a scenic viewpoint.

### 5.11 East Foss Esplanade

Establish a 15' shared use walkway adjacent to the waterway, connecting the north and south ends of the Foss Waterway. The walkway will connect the Wheeler-Osgood Waterway to the Murray Morgan Bridge.

### 5.12 11th Street ROW Boat Launch

Improve existing public right-of-way on either side of the Murray Morgan Bridge for public recreation and to accommodate a recreational and/or commercial boat launch.

### 5.13 Seaplane Float

Construct a moorage float designed to accommodate sea planes, to support diverse forms of transportation and recreation.



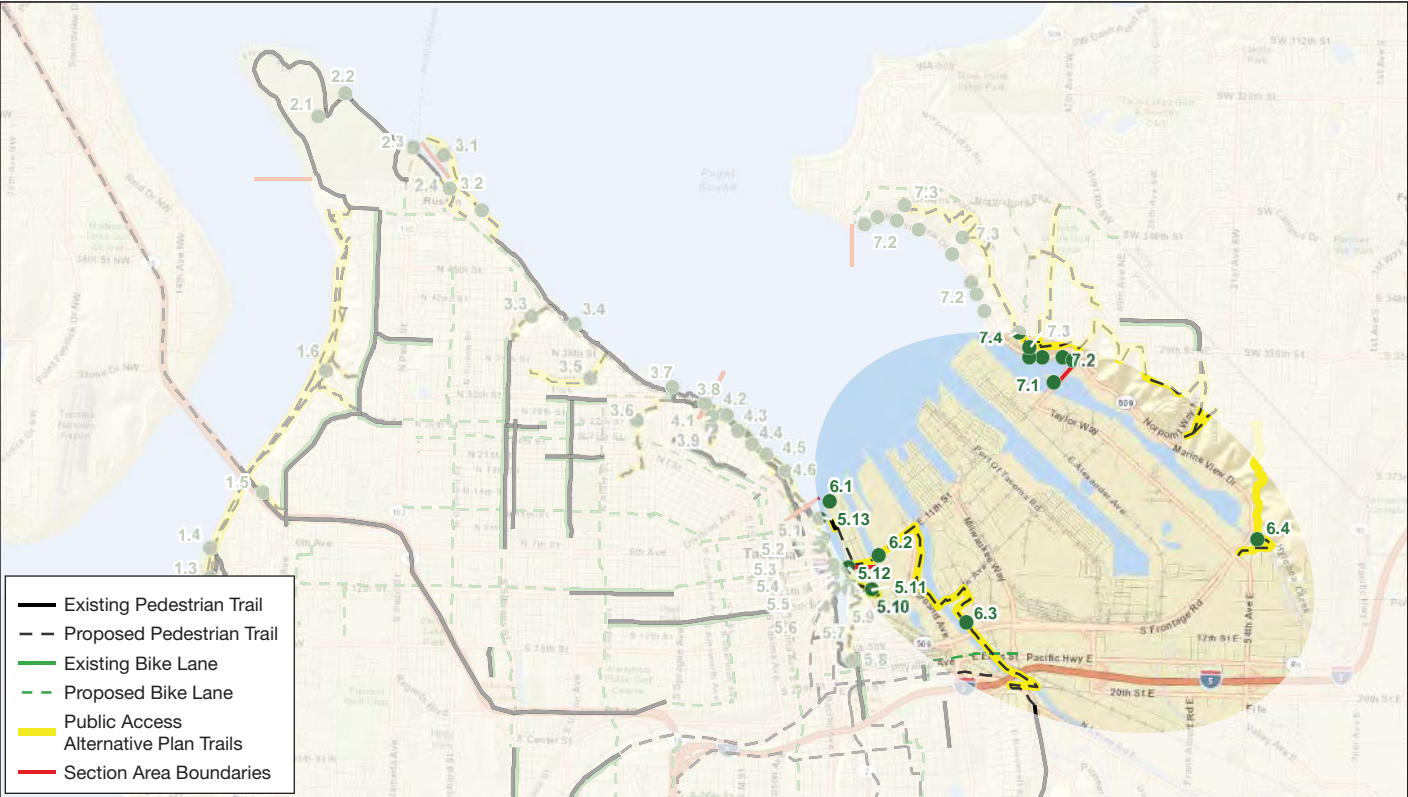
5.10: Possible route connecting East D Street to the proposed East Foss Central Park and pedestrian/bicycle bridge across the Wheeler-Osgood Waterway. This alignment would require acquisition of properties and easements to complete.



5.12 11th Street Right-of-Way: The arrow above indicates a potential alignment for a public boat launch within the 11th Street ROW. Other improvements and public amenities should be considered at this location.



# Tacoma Shorelines Potential Public Access Improvements Map



### PUBLIC ACCESS LEGEND

- Boat Launch Motorized
- Boat Launch Non-Motorized
- Boat Rentals
- Dock/Pier
- Float Non-Motorized
- Moorage Temporary
- Natural Areas/Wildlife
- Park
- Picnic Area
- Saltwater Trail Access Point
- Seaplane
- Shoreline Promenade
- Trail
- View Point
- Water Taxi

- Existing Pedestrian Trail
- Proposed Pedestrian Trail
- Existing Bike Lane
- Proposed Bike Lane
- Public Access Alternative Plan Trails
- Section Area Boundaries

### Potential Public Shoreline Access Points and Features

- 1 Tacoma Narrows**
  - 1.1 West Slope Trail - Crystal Springs Creek Segment
  - 1.2 Blue Access Trail Point
  - 1.3 West Slope Trail - Titlow Park
  - 1.4 Public Boat Launch
  - 1.5 West Slope Trail - War Memorial Park Segment
  - 1.6 West Slope Trail - Gold Creek Gulch Segment
- 2 Point Defiance Park**
  - 2.1 Point Defiance Trail System
  - 2.2 Passenger Only Ferry Service/Water Taxi
  - 2.3 Guest Moorage
  - 2.4 Promenade 'Missing Link'
- 3 Ruston Way**
  - 3.1 Peninsula Park
  - 3.2 Point Ruston Waterwalk
  - 3.3 Mason Gulch Trail
  - 3.4 Transient Moorage
  - 3.5 Puget Gulch Trail
  - 3.6 Buckley Gulch Trail
- 4 Schuster Corridor**
  - 4.1 Garfield Gulch Viewpoint
  - 4.2 Flyover
  - 4.3 Bayside Trail
  - 4.4 Schuster Parkway Trail
  - 4.5 Flyover to Beach and Pier
  - 4.6 Esplanade/Overwater Boardwalk
- 5 Thea Foss Waterway**
  - 5.1 Complete Esplanade Segments
  - 5.2 Fireman's Park Hillclimb
  - 5.3 Passenger Only Ferry Terminal/Water Taxi
  - 5.4 11th Street Gateway - Murray Morgan Bridge
  - 5.5 Repair Esplanade Segments
  - 5.6 West Foss Central Park
  - 5.7 15th Street Gateway- Prairie Line Trail
  - 5.8 Waterway Park
- 6 Port Tidelands**
  - 6.1 Foss Peninsula Viewpoint
  - 6.2 Middle Waterway Habitat Observation
  - 6.3 Puyallup River Levee Trail
  - 6.4 Hylebos Creek Trail
- 7 Northeast Tacoma and Marine View Drive**
  - 7.1 11th Street Blue Trail Access Point and Beachk
  - 7.2 Scenic Drive
  - 7.3 View Platforms and Interpretive Elements
  - 7.4 NE Tacoma Trail Network
- 8 Wapato Lake and Park**

# SECTION 6

## PORT TIDEFLATS

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### Introduction

The Port Industrial shoreline is predominantly developed with heavy industrial and Port/Terminal related facilities. As a result there is very limited opportunity for the public to reach and touch the water in this area. Safety and security concerns require sensitivity in locating access in this shoreline. The Port of Tacoma office on Sitcum Waterway is an example of the type of access that is appropriate -providing a viewing platform from which the public can observe the day to day operations of the Port from a safe distance.

There is also considerable cleanup and restoration activity that has been undertaken in this shoreline area which could accommodate limited access, including natural trails, kayak hand launch sites, or separated habitat viewing platforms. For example, the Port of Tacoma has developed a viewing area at the Rhone Poulenc habitat mitigation site on the Blair Waterway that provides the public with an opportunity to observe one of many habitat restoration projects located in the Port

Industrial shoreline area. Access would need to be designed sensitively to prevent damage or harm to natural areas and mitigation sites.

Access is planned in areas that will not interfere with port operations or cause public safety concerns. Where possible, trails are planned that would link recreation and transportation systems, but these are generally located on the periphery of port/industrial operations and along existing publicly owned lands and right-of-ways.

# SECTION 6: PORT TIDELANDS



Commencement Bay

6.1 Foss Peninsula Viewpoint

6.2 Middle Waterway Habitat Observation

6.3 Puyallup River Levee Trail

6.4 Hylebos Creek Trail

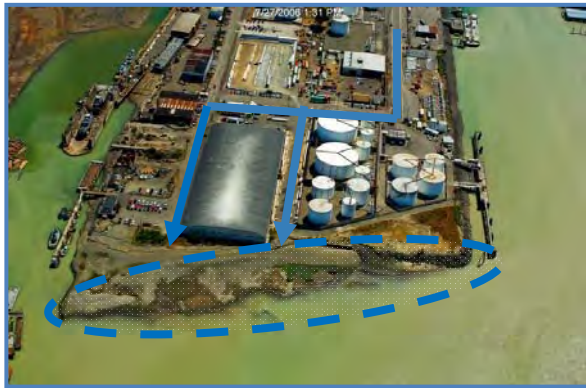
- Existing Pedestrian Trail (MoMaP)
- - - Proposed Pedestrian Trail (MoMaP)
- Existing Bike Lane (MoMaP)
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## DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

### 6.1 Foss Peninsula View Area and Beach Access

Provide viewpoint on City of Tacoma property at the head of the Foss Peninsula, as well as public amenities, including seating, waste bins, and signage.



6.1 Foss Peninsula View Area and Beach Access

### 6.2 Middle Waterway Habitat Observation Point

Construct a habitat viewing platform with associated educational signage and seating area. Site could be located at head of Middle Waterway on publicly owned properties near the Fire Station or along Middle Waterway Road.



6.2 Middle Waterway Habitat Observation Point location.

### 6.3 Puyallup River Levee Trail

Construct 2.5 mile trail along the Puyallup River levee, from the City limits with Fife to 11<sup>th</sup> Street.

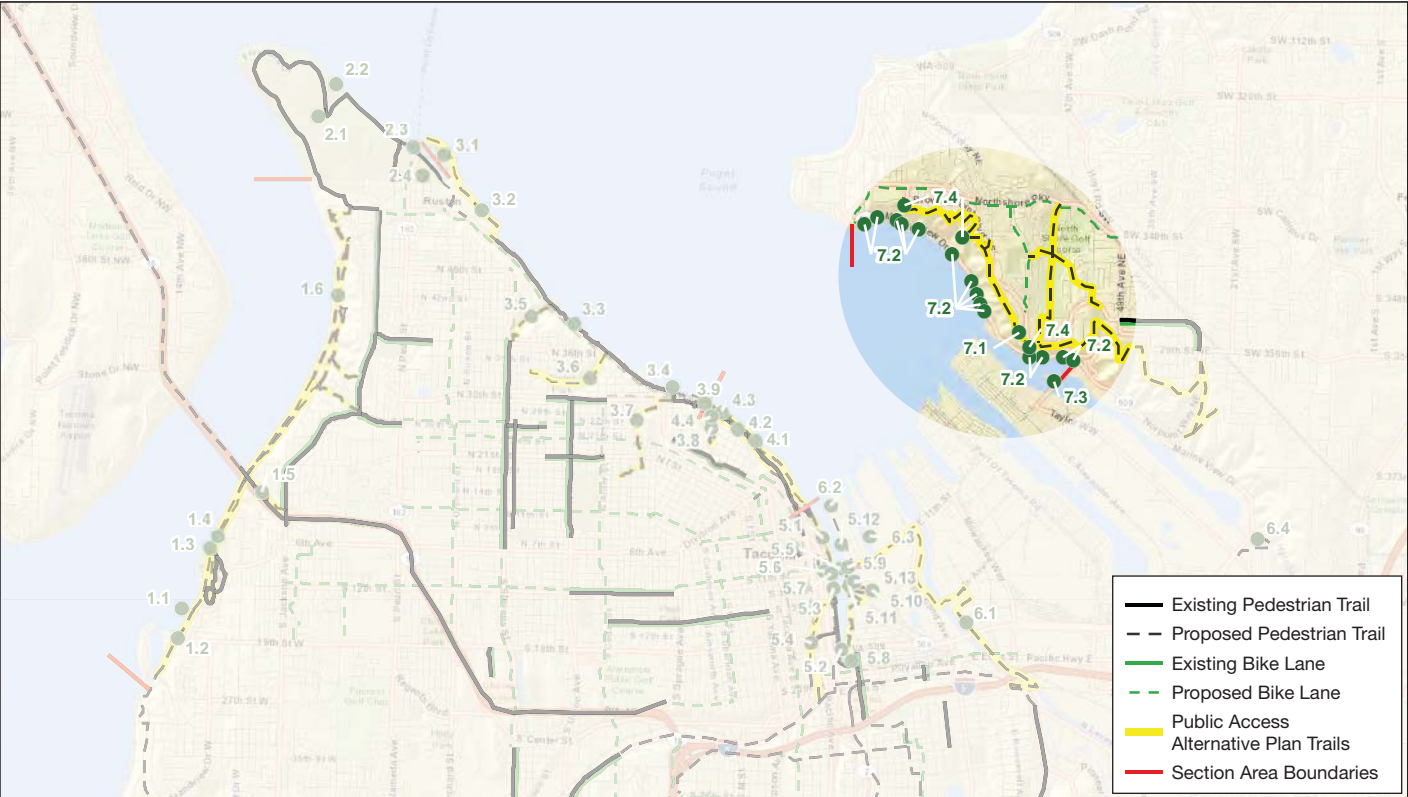
### 6.4 Hylebos Creek Trail

Construct a low impact natural trail, including educational and way-finding signage, to provide opportunities to learn about habitat and wildlife along the creek and to connect recently completed habitat observation area with the BPA Trail in Fife.



6.4 Hylebos Creek Trail: Place of Circling Waters offers impressive views of recently restored wetlands and excellent opportunities for bird watching. The site could be extended by trail through NE Tacoma and to the BPA Trail in Fife.

# Tacoma Shorelines Potential Public Access Improvements Map



### PUBLIC ACCESS LEGEND

- Boat Launch Motorized
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- Boat Rentals
- Dock/Pier
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- 8 Wapato Lake and Park**

# SECTION 7

## NORTHEAST TACOMA AND MARINE VIEW DRIVE

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### Introduction

The Marine View Drive shoreline is currently characterized by a combination of water-oriented recreation uses, overwater residences, and relatively unmodified shoreline. There are large areas of public ownership (City of Tacoma and Port of Tacoma) both along the shoreline and the bluffs, but additional acquisition or easements would be necessary to establish a cohesive trail system. The Puyallup Tribe also owns considerable property along the shoreline.

Additional impediments to public access include the relatively constrained land supply along the shoreline as well as the potential for restoration activity. As this shoreline contains large areas of shoreline without structural stabilization (bulkheads), habitat preservation and restoration is a priority.

New shoreline public access should be designed and located with sensitivity for the shoreline environment and the existing and potential mitigation sites. As a result, planned access in this area is generally

located away from the shoreline, through a trail system that will traverse the bluffs overlooking Commencement Bay. However, there are several opportunities to provide beach access for the public that would facilitate non-motorized recreational boating or beachcombing. These sites should be designed to facilitate access while protecting the ecological functions of the shoreline. In addition, this shoreline area provides unique viewing opportunities looking back across Commencement Bay on Downtown Tacoma and Port of Tacoma tide flats.

## SECTION 7: NORTHEAST TACOMA AND MARINE VIEW DRIVE



# DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

## 7.1 11th Street Blue Trail Access Point and Beach

Provide signage and access for a nonmotorized boat launch and picnic area.

## 7.2 Scenic Drive

Improve a series of turnouts and scenic viewpoints for automobiles along Marine View Drive. Provide signage and public amenities.

## 7.3 View Platforms and Interpretive Elements

In conjunction or in advance of trail development, provide view platforms along the top of the bluff and along the shoreline where possible to facilitate public views of the water. Provide way-finding and educational signage where appropriate.

## 7.4 NE Tacoma Trail Network

Construct 6 mile trail along the slope top of Marine View Dr. from Slayden Rd. to Norpoint Way, with an extension from Browns Pt. Blvd. to Northshore Parkway and a connector between Crescent Heights and Alderwood Parks.



7.4: An example of the types of views available along the Northeast Tacoma bluffs – looking down on the Port of Tacoma and across the Bay to Downtown Tacoma.



Dick Gilmer Kayak Launch: A recent public recreation facility developed by the Port of Tacoma along Marine View Drive. This site could be expanded to enhance public beach access.



# SECTION 8

## WAPATO LAKE AND PARK

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### Introduction

The Wapato Lake shoreline is situated within a single family residential area and adjacent to a commercial area in south Tacoma. The lake shoreline is approximately 1 mile long but there are additional wetlands associated with the Lake - the Park itself encompasses 88 acres in and around the lake. Wapato Park is a family oriented, resort style park reminiscent of its founding in the late 1800's. A Parks Improvement Bond Measure was approved in 2005 to fund infrastructure and water quality improvements. The Metro Parks Master Plan is proceeding through several phases:

- Bathhouse Reconstruction (completed)
- Demolition of Existing Residences - (completed)
- Phase 1a: Lake Water Quality Treatment
- Phase 1b: Initial Lakeshore Development
- Phase 2: Park Capital Improvements

Planned public access projects include new and upgraded trails and viewpoints, picnic shelters, and paddle boat dock.

Wapato Park is one of Tacoma's signature parks and will continue to be a focal point, of not only the South Tacoma Neighborhood but also the surrounding region as a vital urban park and green space. Developed over the years as a family oriented "resort" style park, Wapato Park will continue to be a destination for those seeking a high quality leisure experience in a close to home natural setting.

The Master Plan provides a long-range view for uses and activities that might best occur at Wapato Park. The following proposals take into consideration the historical context of the site, the diversity of uses from the past and present, and the relationship of the surrounding residential neighborhoods.

The Master Plan carefully balances the historic qualities of the park with the current and future needs of the community with a central goal of serving as a guide for future development and improvements to the park.

**SECTION 8: WAPATO LAKE AND PARK**



**8 Wapato Lake and Park**

- Existing Pedestrian Trail (MoMaP)
- - Proposed Pedestrian Trail (MoMaP)
- Existing Bike Lane (MoMaP)
- - Proposed Bike Lane (MoMaP)
- Public Access Alternative Plan Trails
- Section Area Boundaries



## DESCRIPTION OF IMPROVEMENTS AND PROJECT DETAILS

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### 8.1 Wapato Park Improvements

Coordinate with Metro Parks Tacoma and the City of Tacoma Environmental Services Department to undertake water quality improvement measures such that direct water access, including public swimming, is possible. Continue to support capital improvements that enhance park amenities and recreation.



## 4.0 PRIORITIES FOR PROVIDING NEW SHORELINE PUBLIC ACCESS

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Priorities for providing new shoreline public access in Tacoma are derived from existing goals and policies. Common themes from the Comprehensive Plan and Metro Parks Strategic Plan are emphasized, including:

- Connecting existing public lands and facilities to and along the shoreline;
- Balancing shoreline restoration and public access;
- Improving views;
- Meeting demonstrated demand for new shoreline access and providing a variety of water-oriented types of access; and
- Maximizing public access funds.

Public access prioritization criteria below are organized according to the five themes; they are not listed in order of importance. Implementation criteria from the 2006 Metro Parks Strategic Plan were used as the basis for this guidance.

### 5.1 Connecting existing public lands and facilities to and along the shoreline

- Does the project facilitate additional access to existing parks?

- Is the project appropriately located and accessible to residents?
- Does the project promote an interconnected system of parks, greenspaces, trails, and community facilities?
- Does the project improve access to Tacoma’s valued water resources?
- Is public transportation available?
- Is the project connected to pedestrian and non-motorized transportation?
- Does the project help facilitate the completion of the ‘Dome to Defiance’ trail system?

### 5.2 Balancing shoreline restoration and public access

- Would the project inhibit a moderate or high priority restoration action?
- Would the project incorporate shoreline protection or restoration elements?
- Does the project include a management plan to protect or restore shoreline resources?

### 5.3 Improving views

- Does the project provide a new view point of the shoreline?
- Would the project enhance an existing view point or view corridor?

### 5.4 Meet demonstrated demand for new shoreline access and providing a variety of water-oriented types of access

- Is the project consistent with identified shoreline use demands?
- Is the project accessible to diverse community members, including diverse cultures, ages, abilities, income levels, and individuals and families?
- Would the project provide recreation opportunities that would bring residents, businesses, and tourists to the City?
- Would the project increase the diversity of public access opportunities in the given shoreline district or shoreline reach?

### Maximizing public access funds

- Is the site already in public ownership and underutilized (such as a public street end)?
- Does the project include improvements to an existing park or facility such that its lifecycle is extended or its recreation value is increased?
- Does the project add recreational or educational value to other projects underway or planned?
- Does the project expand fiscal resources by leveraging other funding resources? Would funding this project attract additional funds, such as matching grant funds or special donations?
- Are funds identified for the maintenance and operations of the park or facility?
- Does the project provide opportunities for community sponsorship, education and/or volunteerism?

## 5.0 IMPLEMENTATION STRATEGY

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This section discusses strategies for implementing the priority projects identified in the City of Tacoma Shoreline **Public Access Alternatives Plan (PAAL)**, an implementation timeline, and performance measures.

Implementing the projects identified in this Plan will require a broad base of community support, cooperation between public and private property owners, financial assistance from federal, state and local sources and City staff resources. Several factors will affect development of these projects and the full build-out of the public access system, such as funding availability, property acquisition, timing and sequencing of projects, permit activity, and public commitment.

Substantial capital expenditures will be required to accomplish and complete the overall system. Additional acquisitions or development which may be desirable or necessary for public benefit will increase these expenditures. All improvements identified in this plan will not occur simultaneously, but rather, strategically, depending upon funding sources and availability, environmental conditions, permitting, and community support.

It is also important to note that the Metropolitan Park District is the primary provider of public recreation and open space facilities. The District owns, operates and maintains parks, playgrounds, playfields, and

other recreation facilities within the City limits. The City of Tacoma is responsible for serving the overall needs of the community, which includes public access and waterfront recreation. Therefore, close cooperation between the City and Metro Parks is essential to the implementation of this Plan.

The Shoreline Public Access Alternatives Plan (PAAL), including the guiding policies and proposed access projects, will be implemented through four primary methods. These are: 1) public funds and grants; 2) shoreline permit requirements; and 3) public access fund contributions; and 4) Public Agency Master Planning. The following section describes each of these implementation methods.

### 5.1 Public Funds and Grants

Funding the Shoreline Public Access Alternatives Plan will likely require funding from multiple sources. Some elements of the Shoreline Public Access Alternatives Plan may compete very well for some funding sources, but not be competitive, or eligible, for other funding sources. Also, some funding sources can be used for both capital improvement and maintenance needs while others are restricted for capital projects only. Generally, the PAAL will be implemented via existing park and recreation programs. The following is a brief description of potential funding sources.

### **5.1.1 General Fund – Available for both capital improvement and maintenance**

Typically the General Fund has been used to fund operational expenses such as maintenance. The City’s operational expenses for enhancement programs, such as the non-motorized plan, urban forestry, and traffic calming are funded from the General Fund. However, the General Fund could also be used as a source of funding for public access projects if desired by the City Council.

### **5.1.2 Real Estate Excise Tax (REET) – Available for capital improvement**

Real Estate Excise Tax has been used to help fund a limited number of transportation and recreation projects in Tacoma, such as some of the Foss Waterway development projects and repairs on both the Puyallup and Lincoln Avenue Bridges.

### **5.1.3 Grants – Available for capital improvement**

There are a variety of grant funds which could be used for elements of shoreline public access projects. The City has been successful in the past securing grant funding for trails, including the Foss Waterway esplanade, boating facilities, park acquisition and development, and other transportation projects. Funding has been secured in the past from PSRC, Conservation Futures, WSDOT, RCO, and Congressional earmarks.

Typically the various grant programs target particular access elements, which requires partial funding from a number of these sources to assemble full funding for a public access project.

### **5.1.4 Bond issue – Available for capital improvement**

The City has utilized internal bonding capacity, as well as voter approved bonds, for public improvements. Build Tacoma Together is a good example of the use of voter approved bonds for major capital improvements. A similar bond issue could be used to fund, or partially fund, public access to the shoreline.

### **5.1.5 Metro Parks bond issue – Available for capital improvement**

Many of the City of Tacoma shoreline parks and recreation facilities are owned or maintained by Metro Parks Tacoma. Metro Parks maintains a 6-year comprehensive capital projects list to implement recommendations in the Metro Parks Strategic Plan; this capital program includes public access projects located along the shoreline. Most funding resources for these projects are limited in scope and can only be used to fund specific types of projects or improvements. Metro Parks continues to investigate all available funding options, including maintaining and expanding general fund support, aggressively seeking grants,

partnerships and donations, and being prepared to act as opportunities arise.

### 5.1.6 Gas Tax

Revenue generated from the gas tax is distributed to counties, cities and state accounts. The state receives about half of the total revenues collected. These are the funds which support the WSDOT highway programs as well as the Washington State Ferry System, which is deemed a state highway system by constitution. Highway construction, maintenance, preservation, administration and debt service on highway construction bonds are all funded by these revenues.

The other half of the fuel tax revenues are distributed directly to cities, counties and other agencies for roadway programs that are not part of the state highway system.

The City of Tacoma receives a proportionate share of the State Motor Vehicle Fuel Tax (Gas Tax), based on population. The amount varies depending on the amount of fuel consumed. In 2005, the State Legislature approved a gas tax increase to replace the City's transportation revenues lost as a result of Initiative 776.

Projected future gas tax revenues for Tacoma are estimated at \$2.7 million for years 2008 through 2014.

### 5.1.7 Open Space Fund

The City Open Space Fund is utilized for the acquisition, restoration and management of

open space lands and facilities. The fund is primarily generated from the sale of vacated City rights-of-way, as directed by Ordinance 20606 adopted in 1975. The Open Space Fund is utilized principally for habitat-related purposes. Property acquired vis-à-vis the Open Space Fund may also provide a low impact public access function.

### 5.1.8 Impact Fee – Parks

The Growth Management Act ("GMA") provides a mechanism for local governments to impose impact fees on all new development to defray a portion of the costs arising from "new growth and development" for certain types of system improvements. Case law indicates that the nexus and rough proportionality requirements do not apply if local governments use this type of mechanism to collect incremental impact fees (as opposed to requiring dedications of land or easements). However, the statutory authorization for these fee programs imposes several limitations that are similarly designed to match required contributions with project impacts.

If the City decided to pursue this option, it would need to follow the process outlined in the GMA impact fee statutes to make sure that any fee imposed satisfies the statutory limitations and protections.

Because this type of fee program would have to be based on a determination that new development imposes new demands for public shoreline access, and because it would likely be difficult to distinguish the public

shoreline access generated by new shoreline development as distinguished from new non-shoreline development, it is likely that any such shoreline access impact fee program would have to be applied to new development throughout the City and not just to new shoreline development.

## 5.2 Permit Requirements

The Shoreline Public Access Alternatives Plan (PAAL) will also be implemented on a project-by-project basis through standard shoreline permit requirements. The TSMP requires public access for the following types of projects, when a shoreline permit is required:

1. Public projects;
2. Water-enjoyment and non-water-oriented uses and development;
3. Private water-dependent and water-related use or development when one of the following conditions exists:
  - a. The project increases demand for public access;
  - b. The project impacts or interferes with existing access by blocking access or discouraging use of existing access;
  - c. The project impacts or interferes with public use of waters subject to the Public Trust Doctrine.

The type, amount and location of public access is determined on a case-by-case basis during review of shoreline permit

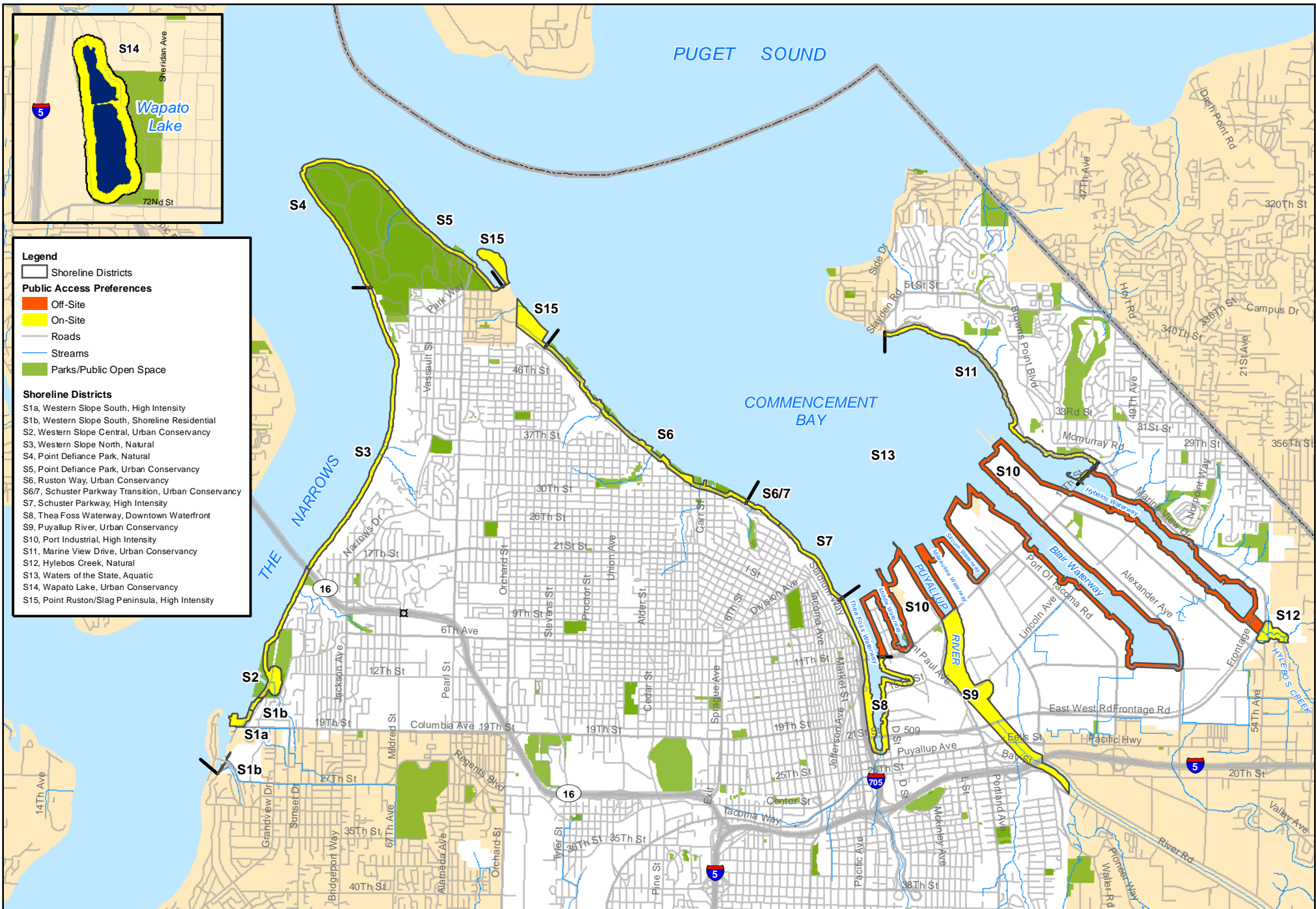
applications (including land division). The public access requirement for any proposed shoreline development or use is determined by the Director based on a review of the specific proposal. The Director reviews the proposed uses and developments and makes specific findings demonstrating the essential nexus between the use or development and the permit conditions requiring public access. The findings will also include a determination that the permit conditions requiring public access are roughly proportional to the impacts caused by the proposed use or development. The public access requirement may be satisfied through the preservation of shoreline views, the establishment of public access easements to and along the shoreline, enhancement of an adjacent street-end or park or other consideration commensurate with the degree of impact caused by the development.

Typically, the preference is to have public access provided on-site. For development that occurs in areas with planned shoreline trail segments, the on-site preference contributes towards the completion of these systems. However, under certain circumstances, the Administrator may approve alternatives to on-site, physical access to the shoreline under the following circumstances. For example, new water-oriented uses and development occurring within the S-10 Port Industrial Area, or that are covered under a Public Agency's adopted public access plan, are not subject to on-site public access preferences. The S-10 Shoreline District is not a preferred location for most



types of public access. Therefore, the off-site flexibility in meeting permit requirements allows permit applicants to provide access in a way that is consistent with public safety, Homeland Security requirements, and the planned access system.

The map on the following page depicts these preferences based upon the Shoreline District. The “On-Site” preferences correspond to areas with a planned trail system either along the shoreline or immediately adjacent, for example the trail may have to be located within or on top of a bluff along the Tacoma Narrows or Northeast Tacoma. Areas identified as having an “Off-Site” preference are typically areas where land has been given priority for water-oriented industrial uses.

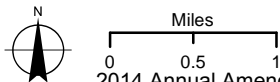


**Legend**

- Shoreline Districts
- Public Access Preferences**
  - Off-Site
  - On-Site
  - Roads
  - Streams
  - Parks/Public Open Space

**Shoreline Districts**

- S1a, Western Slope South, High Intensity
- S1b, Western Slope South, Shoreline Residential
- S2, Western Slope Central, Urban Conservancy
- S3, Western Slope North, Natural
- S4, Point Defiance Park, Natural
- S5, Point Defiance Park, Urban Conservancy
- S6, Ruston Way, Urban Conservancy
- S6/7, Schuster Parkway Transition, Urban Conservancy
- S7, Schuster Parkway, High Intensity
- S8, Thea Foss Waterway, Downtown Waterfront
- S9, Puyallup River, Urban Conservancy
- S10, Port Industrial, High Intensity
- S11, Marine View Drive, Urban Conservancy
- S12, Hylebos Creek, Natural
- S13, Waters of the State, Aquatic
- S14, Wapato Lake, Urban Conservancy
- S15, Point Ruston/Slag Peninsula, High Intensity



Map data are the property of the sources listed below. Inaccuracies may exist, and ESA implies no warranties or guarantees regarding any aspect of data depiction.

SOURCE: City of Tacoma GIS, 2009; King County, 2005; Pierce County, 2005-2008.

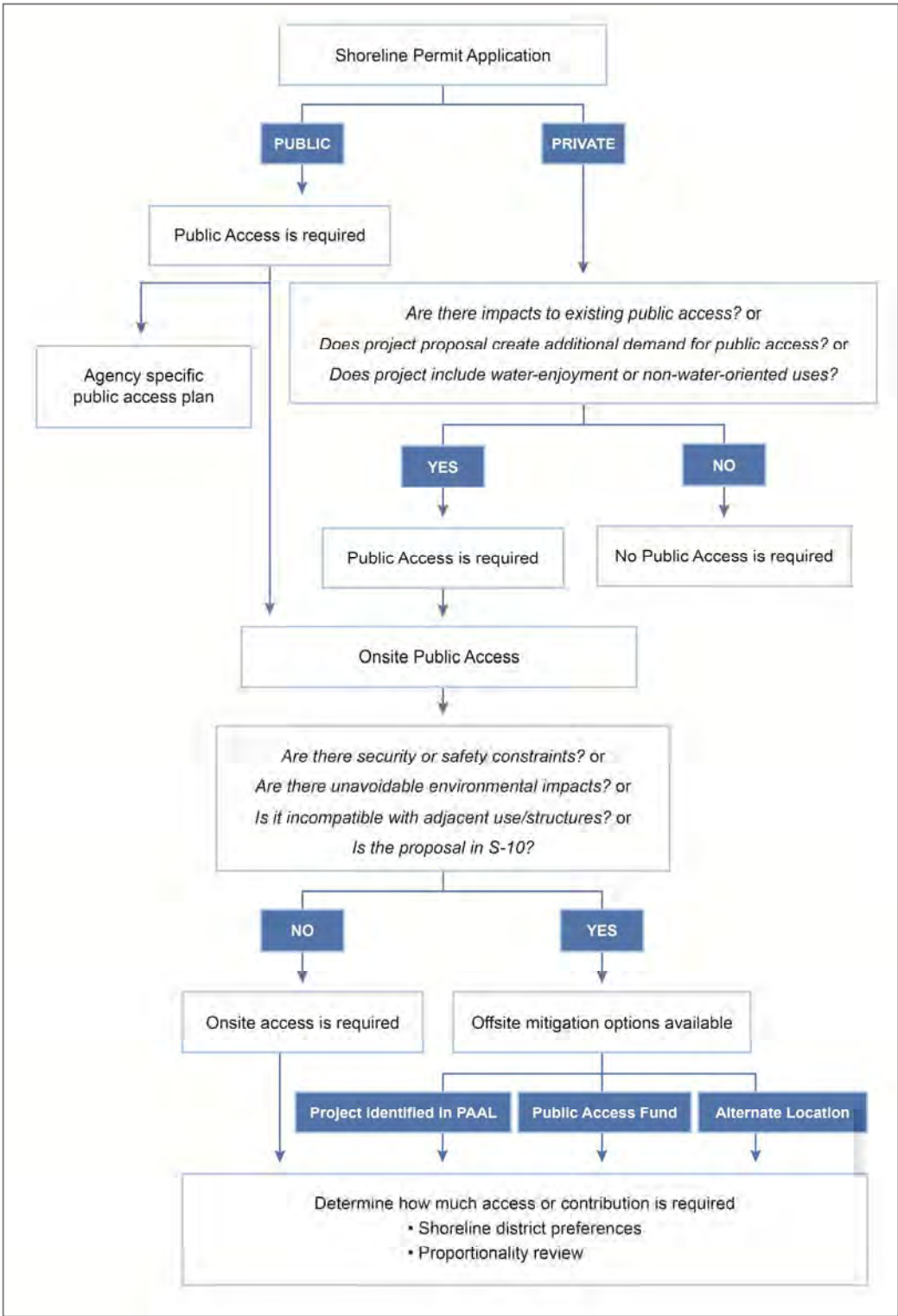
### 5.3 Contributions to a Public Access Fund

Allowing contributions to a public access fund in-lieu of developing public access onsite is an innovative strategy for more effectively implementing public access objectives in a way that provides certainty for the development community while directing new access to areas that support the community's vision for its shorelines.

The standard approach to public access is to require access on-site through the permit process, when supported by a demonstrated nexus, which often results in small public improvements (small view areas, benches, picnic sites) and/or isolated improvements in the midst of large scale port/industrial projects. Applying the standard permitting approach in these circumstances can result in suboptimal outcomes for both the property owner and the public. Conversely, where public access is most desirable, there is often little reasonably foreseeable development. Therefore, relying strictly on standard permit requirements could result in access that does not align with the community's goals and vision in location or activity type. The following is a visual depiction of how this disconnect occurs.

The fee-in-lieu strategy prevents this cycle by directly aligning new development with the community's desire for public access by creating a mechanism whereby new development activity can contribute directly to the community's priorities. The use of a fee-in-lieu allows developers and property

owners to contribute to a public access fund, in lieu of providing access on-site, that is managed by the City for the purposes of providing access where is it of the greatest benefit and in support of public demand.



## 5.4 Public Access Master Plan – Limited to public agencies

The Washington Administrative Code provides additional flexibility for public agencies to plan for and incorporate public access and recreation as part of an agency master plan.

WAC 173-26-221(4)(c) states that “Where a port district or other public entity has incorporated public access planning into its master plan through an open public process, that plan may serve as a portion of the local government's public access planning, provided it meets the provisions of this chapter.”

Public agencies’ public access plans should be consistent with both the policies and regulations of the Shoreline Master Program and the goals, objectives, and opportunities identified in the Public Access Alternatives Plan. Depending on the intended use of the plan and the level of detail, different mechanisms may be appropriate in different circumstances for adopting the master plan. The following are two options, but not the exclusive options, for adopting a public agencies public access plan:

1. Shoreline Amendment: A public agency can apply to the City of Tacoma seeking to amend the Shoreline Master Program and Public Access Alternatives Plan to incorporate said agencies public access master plan, either in its entirety or via reference. This option

shall be processed according to the requirements outlined in the Shoreline Master Program, Chapter 1.5.

2. Inter-local Agreement: Consistent with RCW 39.34, a public agency could enter into an inter-local agreement with the City of Tacoma to adopt a public access master plan. Unlike a shoreline amendment, the inter-local agreement process does not require Department of Ecology approval. In addition to the joint powers identified in RCW 39.34.030, the agreement should identify anticipated levels of future use and development of the shoreline including the scope, scale, location and intensity of use and development, potential impacts to existing and proposed public access, proposed public access and recreation projects that are commensurate with the anticipated use and development of the shoreline under the duration of the agreement, procedural requirements for monitoring and reporting, and a review and finding by City staff that the proposed agreement is consistent with the City of Tacoma Shoreline Master Program and TMC 13.10.



## 6.0 MEASURING PERFORMANCE

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To gain an understanding of its effectiveness, the PAAL calls for ongoing monitoring and reporting of progress towards goals, in coordination with the Open Space Habitat and Recreation Plan. This practice will provide information to be used to refine the plan and improve results. In addition, monitoring will increase the accountability of the City and its partner agencies and help build public understanding of issues, goals and challenges.

Data used to measure success is organized according to these goals. In general, the types of data to be used include public participation in or use of shoreline recreational resources, revenue/costs, facility and property type and condition, customer satisfaction and staff assessment. Measuring the City's performance in implementing the PAAL will be coordinated with the Metro Parks Open Space Habitat and Recreation survey and monitoring efforts.

### 6.1 Provide accessible, convenient, safe, and attractive parks and facilities

- Percentage of community members and customers who rate shoreline park/facility safety, cleanliness and maintenance as good or excellent on customer satisfaction surveys.

- Percentage of shoreline parks and facilities with a staff condition assessment rating of good or excellent.
- Percentage of shoreline parks accessible via pathways, sidewalks and bike lanes.

### 6.2 Foster stewardship of community assets and historical/cultural resources

- Number of shoreline recreation opportunities that promote awareness, appreciation or stewardship of historical or cultural resources.
- Number of participants attending shoreline events or programs that promote or celebrate customs, traditions, arts/culture and history.
- Number of interpretive signs and facilities provided to inform residents about shoreline cultural and historical resources.

### 6.3 Provide affordable and high-quality recreation and educational experiences for a diverse community

- Percentage of customers or program participants reporting that they are "satisfied" or "very satisfied" with








- shoreline recreation opportunities in customer satisfaction surveys.
- Numbers of seniors, youth, members of diverse ethnic groups and people with disabilities participating in shoreline recreation programs and activities.












#### **6.4 Partner in responsible economic and community development**

- Number of total visitors visiting shoreline parks and recreational sites.
- Percentage of visitors who rate visits, services and programs at shoreline parks as good or excellent on customer satisfaction surveys.






















## 7.0 PUBLIC ACCESS PROJECT LIST


#	Segment Name	Cost	Status	Issues to Resolve				Facility Type	Phasing				CFP / TIP
				Environmental	Right-of-Way	Railroad	Design		1	2	3	D	
<b>Section 1: Tacoma Narrows</b>													
1.1	West Slope Trail - Crystal Springs Creek Segment	\$\$	P	X		X					3		X
1.2	Blue Trail Access Point	\$	~				X			2			
1.3	West Slope Trail - Titlow Park Segment	\$\$	P	X							3		X
1.4	Public Boat Launch	\$\$\$	~			X						D	
1.5	West Slope Trail - War Memorial Park Segment	\$\$	P	X							3		X
1.6	West Slope Trail - Gold Creek Gulch Segment	\$\$	P	X	X	X	X				3		X
1.7	View Platforms/Outlooks	\$	~				X				3		

#	Segment Name	Cost	Status	Issues to Resolve				Facility Type	Phasing				
				Environmental	Right-of-Way	Railroad	Design		1	2	3	D	CFP / TIP
<b>Section 2: Point Defiance Park</b>													
2.1	Point Defiance Trail System	\$	P							2			
2.2	Passenger Only Ferry Terminal/Water Taxi	\$\$\$\$	~	X			X					3	
2.3	Guest Moorage	\$\$\$	~	X								3	
2.4	Promenade 'Missing Link'	\$\$\$	P				X		1				
<b>Section 3: Ruston Way</b>													
3.1	Peninsula Park	\$\$\$\$	P	X								3	
3.2	Point Ruston WaterWalk	\$\$\$\$	C						1				
3.3	Mason Gulch Trail	\$\$	~	X	X		X					3	
3.4	Transient Moorage	\$\$\$\$	~	X								3	
3.5	Puget Gulch Trail	\$\$	P/C	X	X		X					3	
3.6	Buckley Gulch Trail	\$\$	~	X	X		X					3	
3.7	Old Town Dock	\$\$\$\$	F/C	X			X		1				X

#	Segment Name	Cost	Status	Issues to Resolve				Facility Type	Phasing				CFP / TIP	
				Environmental	Right-of-Way	Railroad	Design		1	2	3	D		
3.8	Chinese Reconciliation Park	\$\$\$\$	P/C				X			2				X
3.9	Garfield Gulch Trail	\$\$	~	X	X		X				3			
<b>Section 4: Schuster Corridor</b>														
4.1	Schuster Parkway Multi-modal Trail	\$\$\$\$	P			X	X			2				X
4.2	Bayside Trail	\$\$\$\$	P	X						2				
4.3	Esplanade/ Boardwalk	\$\$\$\$	P	X	X	X	X						D	X
4.4	Garfield Gulch Viewpoint	\$	P				X			2				
	North Schuster Flyover	\$\$\$\$												
	Beach Flyover and Pier	\$\$\$\$												
<b>Section 5: Thea Foss Waterway</b>														
<b>West Foss Shoreline</b>														
5.1	Complete Esplanade	\$\$\$\$	P/F	X	X				1					X
5.2	Fireman's Park Hill Climb	\$\$\$\$	~		X	X	X				3			

#	Segment Name	Cost	Status	Issues to Resolve				Facility Type	Phasing				CFP / TIP
				Environmental	Right-of-Way	Railroad	Design		1	2	3	D	
5.3	Passenger Only Ferry Terminal/Water Taxi	\$\$\$\$	~	X			X				3		
5.4	11 <sup>th</sup> Street Gateway – Murray Morgan Bridge	\$\$	~						1				X
5.5	Repair Esplanade	\$\$\$\$	P/F	X					1				X
5.6	West Foss Central Park	\$\$\$	P	X			X			2			X
5.7	15 <sup>th</sup> Street Gateway – Prairie Line Trail	\$\$	P		X		X		1				X
<b>East Foss Shoreline</b>													
5.8	Waterway Park	\$\$\$\$	P	X						2			X
5.9	East Foss Central Park	\$\$\$	~		X						3		
5.10	Wheeler-Osgood Pedestrian Bridge	\$\$\$\$	~	X	X							D	
5.11	East Foss Esplanade	\$\$\$\$	~		X		X					D	

#	Segment Name	Cost	Status	Issues to Resolve				Facility Type	Phasing				CFP / TIP
				Environmental	Right-of-Way	Railroad	Design		1	2	3	D	
5.12	11 <sup>th</sup> Street ROW Boat Launch	\$\$\$	P				X				3		
5.13	Sea Plane Float	\$\$	P				X		1				X
<b>Section 6: Port Tidelats</b>													
6.1	Foss Peninsula Viewpoint	\$	~		X		X				3		
6.2	Middle Waterway Habitat Observation	\$	~	X							3		
6.3	Puyallup River Levee Trail	\$\$\$	P			X	X				3		
6.4	Hylebos Creek Trail	\$\$\$	~	X	X							D	
<b>Section 7: Northeast Tacoma</b>													
7.1	11 <sup>th</sup> Street Blue Trail Access Point	\$	~							2			
7.2	Scenic Drive	\$\$\$	~	X							3		
7.3	View and Interpretive Elements	\$	~				X				3		
7.4	NE Tacoma Trail Network	\$\$\$\$	P	X	X						3		

#	Segment Name	Cost	Status	Issues to Resolve				Facility Type	Phasing				CFP / TIP
				Environmental	Right-of-Way	Railroad	Design		1	2	3	D	
<b>Section 8: Wapato Park</b>													
8.1	Wapato Park	\$\$\$\$	E/P						1				

**LEGEND:**

Cost

\$	\$0-\$250,000
\$\$	\$250,000-\$500,000
\$\$\$	\$500,000-\$1 million
\$\$\$\$	\$1 million +

Status

P	Planning
F	Funded
C	Construction
E	Completed
~	Action not initiated

Issues

Environmental	Substantial environmental mitigation
Right-of-Way	Property or easement acquisition necessary
Railroad	Adjacent or over railroad
Design	Substantial design issues (e.g. structured path, steep grade)

Phasing

1	0-3 years
2	3-6 years
3	6+ years
D	Depends on development site

CFP/TIP

X	Project is identified in the Capital Facilities Program or Transportation Improvement Program
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## 8.0 PERMITTING PUBLIC ACCESS PROJECTS

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If you intend to develop a public access, recreation, or site amenity within a shoreline of the state as defined in TSMP 4.1, consult first with Planning and Development Services staff to determine if you need a shoreline permit; they will also tell you about other necessary government approvals.

To find out if your proposal is permitted by the Program, first determine which shoreline district and shoreline environment designation applies to your site. Then check TSMP 2.3 to determine if your proposal is exempt from a shoreline permit. If not, refer to Table 9-2 to see if the proposed use is allowed outright, allowed as a conditional use or prohibited. Then refer to the policies and shoreline district regulations in TSMP Chapters 6 through 9. In some cases your proposal or specific attributes of the proposal may be prohibited, but because of dimensional or other constraints, may be eligible for a shoreline variance (TSMP 2.3.5). Typically, only water-oriented recreation is permitted within the shoreline.

Although your proposal may be permitted by Program regulations or even exempt from specific permit requirements, all proposals must comply with all relevant policies and regulations of the entire Program as well as the general purpose and intent of the SMP.

For development and uses allowed under this Program, the Director must find that the proposal is generally consistent with the applicable policies and regulations, unless a variance is to be granted. When your proposal requires a letter of exemption, submit the proper application to the City's Development Services Division. Processing of your application will vary depending on its size, value, and features.

Contact Planning and Development Services staff for additional information.





## 9.0 MANAGEMENT ISSUES

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Most shoreline permits contain “special conditions” that ensure development complies with the TSMP and other regulations. One of the common permit conditions is that the authorized public access areas will be used properly, managed for the public’s safety and enjoyment, and reasonably maintained. The following are some common requirements for managing public access areas along the shoreline:

### 9.1 Reasonable Rules and Restrictions

Reasonable rules and restrictions may be imposed on the use of the public access areas to correct particular problems that may arise, such as lack of public safety protections or increased vandalism. Rules may include restricting hours of use and delineating appropriate behavior. Such limitations, rules and restrictions typically have to be approved by the Director upon a finding that the proposed rules would not significantly affect the public nature of the area, would not unduly interfere with reasonable public use of the area, and would tend to correct a specific problem that has been both identified and substantiated.

### 9.2 Responsibility for Public Access Areas

Once a permit is issued, the permittee is typically responsible for ensuring that the

public access area and associated improvements are installed, used and maintained in accordance with the permit. Public access areas are required to be permanently guaranteed, usually through a legal instrument, for use by the public.

### 9.3 Uses within Public Access Areas

Shoreline spaces that are dedicated as public access areas are typically made available to the public for uses, such as walking, bicycling, sitting, viewing, fishing, picnicking, kayaking and windsurfing. If someone wishes to use the public access area for uses other than those specified by the SSDP, prior written approval by the Land Use Administrator is usually required.

### 9.4 Maintenance of Public Access Areas

Public access areas and improvements along the shoreline are required of to be maintained by and at the expense of the permittee(s). Exceptions may include situations where the off-site mitigation for public access is accomplished on publicly-owned lands or at existing publicly owned access areas. In such cases, the responsibility for ongoing maintenance may be assumed, by authorized agreement, by the appropriate public agency. Such maintenance usually includes: repairs to all path surfaces; replacement of any landscaping that dies or

becomes unkempt; repairs or replacement of any public access amenities such as seating areas, restrooms, drinking fountains, trash containers and lights; periodic cleanup of litter and other materials deposited within the access areas; removal of any hazards in or encroachments into the access areas and

assuring that public access signage remains in place and is clearly visible. To reduce on-going maintenance requirements, public access areas should be built with durable materials using high-quality construction methods.