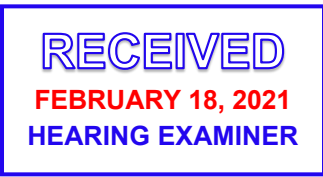


**CITY EXHIBIT LIST**



**HEARING DATE:** Thursday, March 4, 2021, at 9:00 a.m.  
**FILE NUMBER:** HEX2021-002 / LU20-0241  
**FILE NAME:** ROYAL CONSTRUCTION GROUP, LLC

<b>EXHIBIT NUMBER</b>	<b>EXHIBIT DESCRIPTION</b>	<b>SUBMITTED BY</b>	<b>A</b>	<b>E</b>	<b>W</b>	<b>COMMENT</b>
<b>EX. C-1</b>	Staff report and analysis	City of Tacoma, Planning & Development Services ("COT, PDS")	X			
<b>EX. C-2</b>	Owner Information	COT, PDS	X			
<b>EX. C-3</b>	SEPA Record	COT, PDS	X			
<b>EX. C-4</b>	Applicant Narrative for Rezone	COT, PDS	X			
<b>EX. C-5</b>	Drawings	COT, PDS	X			
<b>EX. C-6</b>	Comments	COT, PDS	X			
<b>EX. C-7</b>	Applicable TMC Zoning Regulations	COT, PDS	X			
<b>EX. C-8</b>	Comprehensive Plan Excerpts	COT, PDS	X			
<b>EX. C-9</b>		COT, PDS				
<b>EX. C-10</b>		COT, PDS				
<b>EX. C-11</b>		COT, PDS				

**KEY**  
**A = Admitted      E = Excluded      W = Withdrawn**

CITY OF TACOMA  
PLANNING AND DEVELOPMENT SERVICES  
PRELIMINARY REPORT  
HEARINGS EXAMINER HEARING  
March 4, 2021 – 9:00 am

**7904 Pacific Avenue Rezone**

**File No. LU20-0241**

**A. SUMMARY OF REQUEST:**

The applicant proposes to rezone one parcel from R-2 One-Family Dwelling District to C-1 Neighborhood Commercial for the eventual construction of a 12-unit apartment building on an approximately 12,000 square-foot site, to include improvement of the site with parking and landscaping. All parking would be accessed from South 79<sup>th</sup> Street. The rezone application also requires review under the State Environmental Policy Act (SEPA). The Planning and Development Services (PDS) Director issued a final determination of nonsignificance (DNS) on January 19, 2021. The DNS was not appealed.

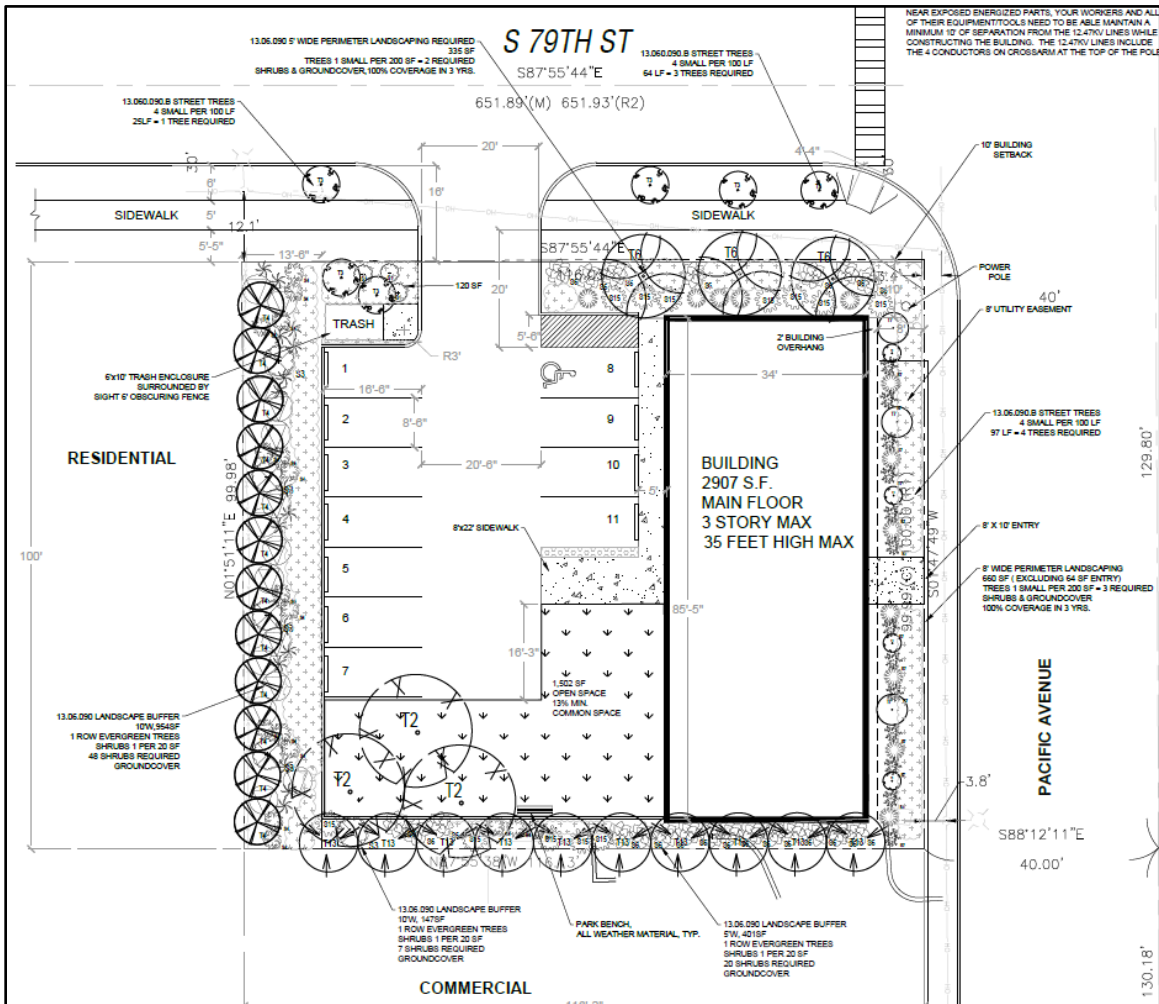
**B. GENERAL INFORMATION:**

1. Applicant: Robert Plummer – Evergreen A-One Contracting  
402 161<sup>st</sup> Street South  
Spanaway, WA 98387
2. Property Owner: Dan Pasechnik – Royal Construction Group  
11010 Harbor Hill NW Ste B402  
Gig Harbor, WA 98332
3. Location: The site is located in South Tacoma at the southwest corner of South 79<sup>th</sup> Street and Pacific Avenue and the address is 7904 Pacific Avenue. The associated parcel number is 7680000250, located within Section 28, Township 20, Range 03, Quarter 34, Tacoma, Washington.  
  
Legal description:  
Lot 1 AND 2, AND THE EAST 20FEET OF LOT 3, BLOCK 3, SMITH'S ADDITION TO THE CITY OF TACOMA, W.T., ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 60, RECORDS OF PIERCE COUNTY, WASHINGTON  
SITUATE IN THE CITY OF TACOMA, COUNTY OF PIERCE, STATE OF WASHINGTON

**C. PROJECT DESCRIPTION:**

The proposal is for the construction of a 12-unit apartment building on the eastern side of the site. A minimum of 11 parking stalls will be provided; all parking and vehicular access would be located via driveway from South 79<sup>th</sup> Street. The site will also provide significant landscaping and improved open space for the residents' use. The applicant has provided preliminary plans and all development would meet all requirements of the C-1 zoning district.

Fig. 1 Proposed Site Plan



**D. ADDITIONAL INFORMATION:**

1. Existing Site Conditions

The site is a single parcel measuring 100 feet along Pacific Avenue and 116 feet in depth from east to west. The total site area is 11,600 square feet. The parcel consists of 2 underlying platted lots and a portion of a third.

The site is currently vacant. Permit records show the site in use from the 1920s through the 1970s; historic aerial photos show the site vacant since at least 1990. The site slopes downward from Pacific Avenue, with an approximate ten-foot grade difference from east to west.

2. Surrounding Conditions

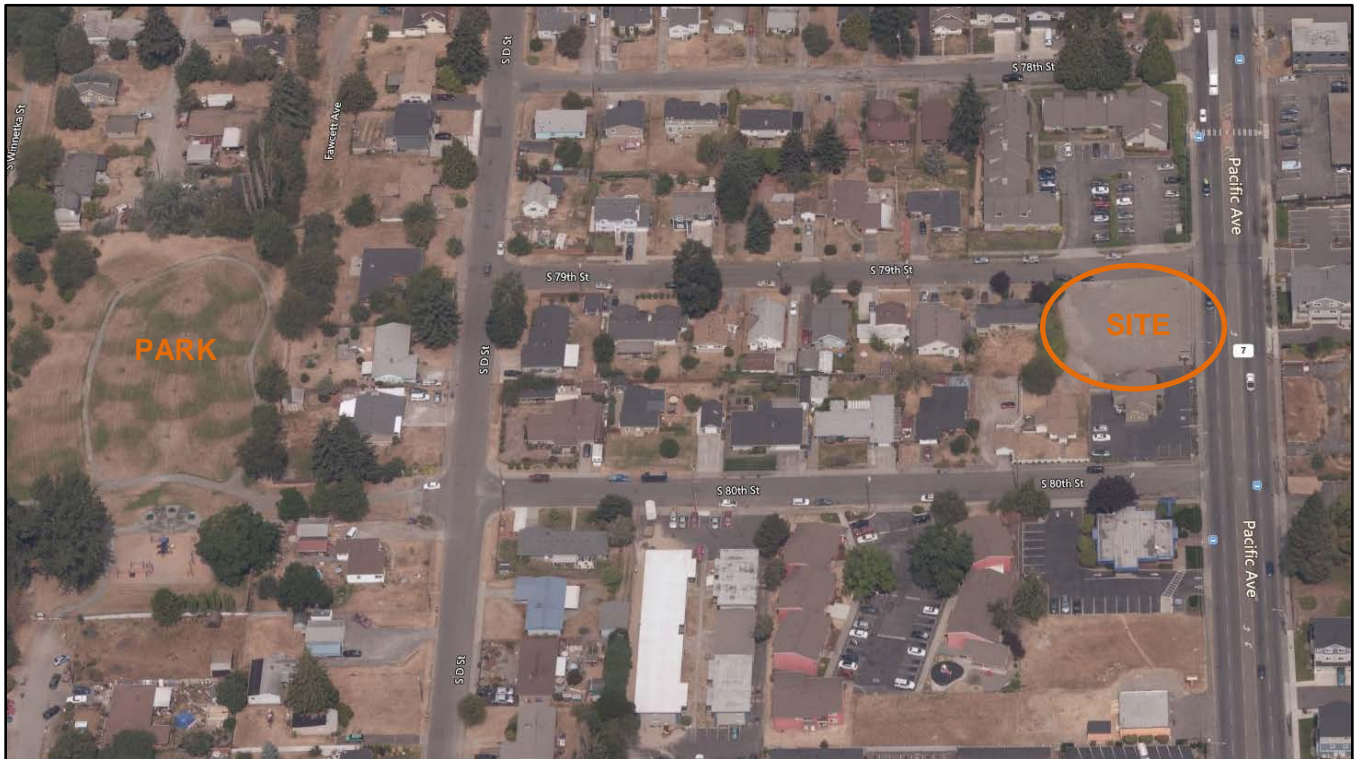
The site is bounded by Pacific Avenue on the east and South 79<sup>th</sup> Street on the north. Pacific Avenue is a principal arterial and a State Highway. It is also designated as a pedestrian street by the City's Comprehensive Plan and the Land Use Code (TMC 13.06.010.D). South 79<sup>th</sup> is a 60-foot-wide residential street. Pacific Avenue fully built-out with curb, gutter, and sidewalk. 79<sup>th</sup> has curb and gutter but no sidewalk along the site frontage. The driveway is substandard and will be rebuilt with the project.

Pierce Transit bus stops are located on Pacific Avenue at 78<sup>th</sup> and 80<sup>th</sup>. The Route 1 serves Pacific Avenue with 15-minute peak-hour service; this corridor is planned for bus rapid transit within the next few years.

### 3. Surrounding Uses

The surrounding area is a diverse neighborhood with commercial - retail, single-family and multi-family residential uses. To the west of the site is a single-family home, to the north and south are office uses, and to the east is an commercial and multifamily use. Ryan's Park is located approximately 1000 feet (2.5 blocks) to the west of the site, at 80<sup>th</sup> and D.

Fig. 2 Surrounding Neighborhood



### 4. Site Permitting History

The site was originally zoned R-2 One-Family Dwelling District in 1953 when the City's zoning code was established. Permits show a residential use in the early to middle part of the 20<sup>th</sup> Century; the site has been vacant since at least 1990.

### 5. Neighborhood Zoning

There have been multiple rezones in the vicinity along Pacific Avenue. The area across Pacific Avenue and north of 79<sup>th</sup> was designated the "Upper Pacific Crossroads Mixed Use District" in the early 1990s, in anticipation of transit-oriented dense development. The area south of the site is a patchwork of commercial and residential zoning.

Fig. 3 Historic Zoning Map

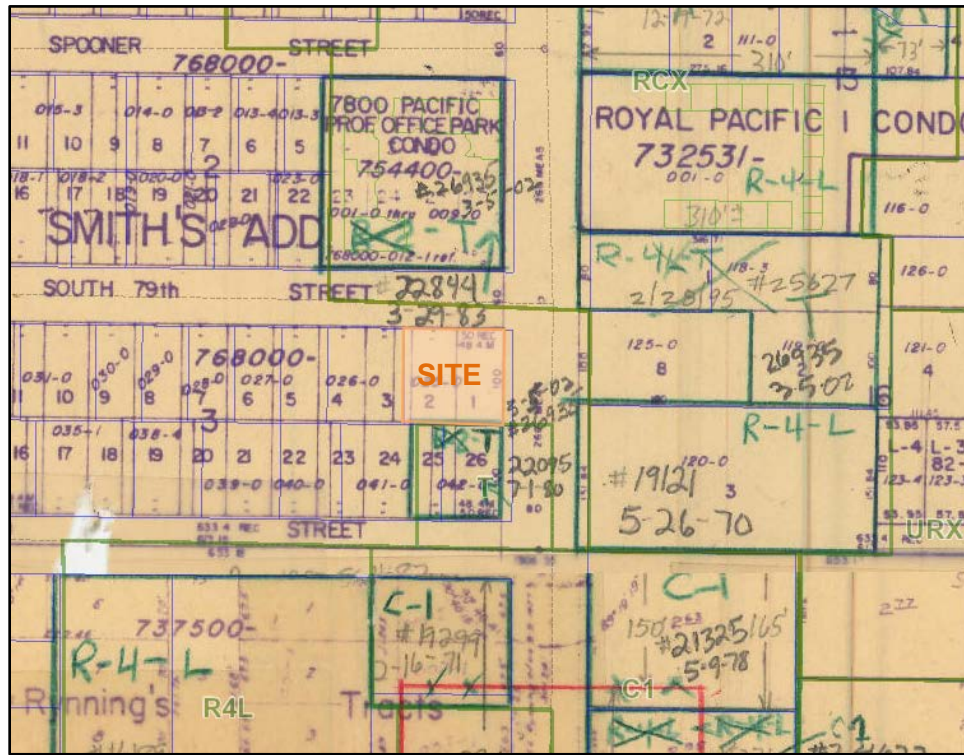
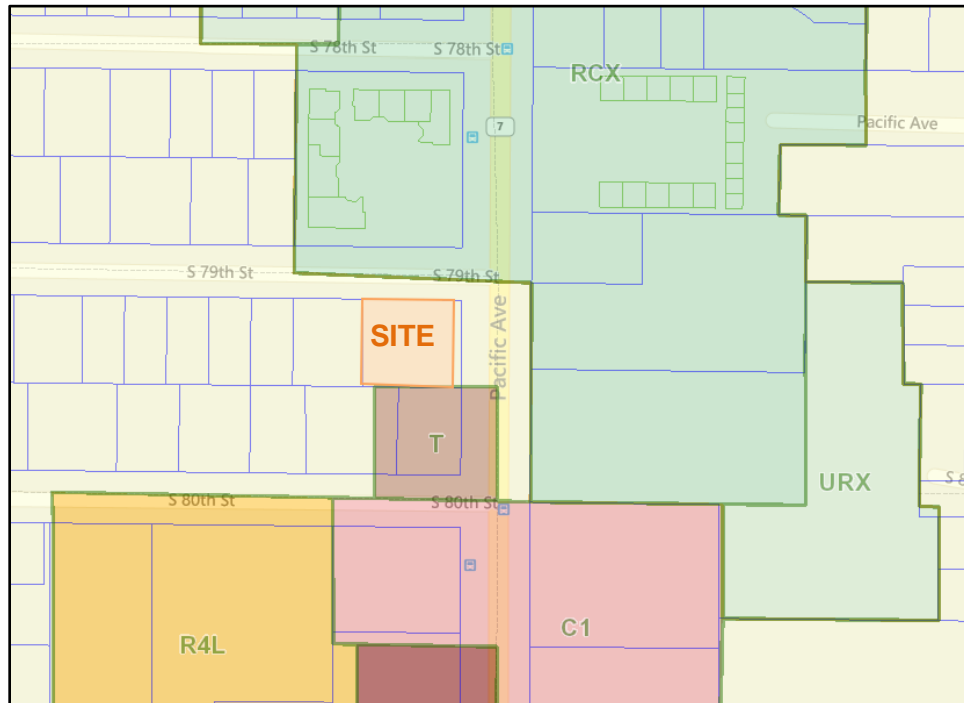


Fig. 4 Current Zoning Map



6. Comprehensive Plan Designation

The City's Comprehensive Plan Future Land Use Map designates the site as being located within the "Neighborhood Commercial" land use category. This designation would support zoning of C-1,

as proposed. The target density is 14-36 dwelling units per net acre. The proposed density for this site is about 45 dwelling units per acre (12 units on 0.266 acres).

#### Application History and Notification

The application was determined technically complete on November 24, 2020.

The Public Hearing Notice was issued on December 22, 2020 and was mailed to owners of record and/or taxpayers of record for property within 400 feet of the site and mailed and/or e-mailed to the South End Neighborhood Council, qualified neighborhood and business groups, City staff, and outside agencies. In addition, property information signs were posted on the site, the Public Hearing Notice was posted on the City's website along with the application documents.

### **E. SEPA – ENVIRONMENTAL EVALUATION:**

#### **1. SEPA MDNS Determination**

Review under SEPA is required because rezone applications are not exempted as minor land use decisions. Pursuant to the State's SEPA Rules (WAC 197-11) and the City of Tacoma's Environmental Code (TMC 13.12), the Director issued a DNS for the proposed action on January 19, 2021.

Issuance of the DNS was based on a review of the applicant's Environmental Checklist, the project plans, written comments received from neighbors and other interested parties, and comments received from outside agencies.

#### **2. Advisory Comments**

Comments were received from the Department of Ecology related to construction permits. Comments were also received from the City's Site Development Group, Public Works, Tacoma Power, and Tacoma Fire. These comments have been provided as advisory comments to the applicant team for the required City building and development permits should the rezone be approved. These advisory comments can be reviewed in full within Exhibit C-6.

The appeal deadline for the DNS was February 2, 2021. No appeals were filed, and no written comments were submitted regarding the proposal during the SEPA appeal period.

### **F. STAFF ANALYSIS OF APPLICATION REVIEW CRITERIA UNDER THE TMC:**

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

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

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

*Staff Response* – The site's current zoning of R-2 One-Family Dwelling District is not one of the zoning districts that is listed as appropriate for the "Neighborhood Commercial" land use designation. Per the Comprehensive Plan:

This designation is characterized primarily by small-scale neighborhood businesses with some residential and institutional uses. Uses within these areas have low to moderate traffic generation, shorter operating hours, smaller buildings and sites, and less signage than general commercial or mixed-use areas. There is a greater emphasis on small businesses and development that is compatible with nearby, lower intensity residential areas.

Single-family development is not appropriate in this land use designation; however, the current zoning would restrict development to single-family development.

Pacific Avenue is a key transit route in the City of Tacoma, one of the few arterials with 15-minute peak-hour transit service. The street is designated as a location for future transit improvements, including Bus Rapid Transit.

Neighboring properties are commercial (and intended to remain commercial), whereas the properties to the west are intended per the Comprehensive Plan to remain low-density residential. Pacific Avenue is a busy arterial and the houses to the west of the project site are low-density residential. This location is a transition area that can act as a buffer between the more intensive uses and the single-family residential area, while providing residential units with access to transit.

Staff would note that the proposed density exceeds the target density per the Comprehensive Plan; however, since a large part of both the adjacent commercial and mixed-use districts is devoted to exclusively-commercial development, the overall residential density is not exceeded.

The Comprehensive Plan policies which are highlighted in Exhibit C-8 have been identified by staff and the applicant to support this request.

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

*Staff Response* – The zoning and use pattern in the area has changed significantly since the adoption of the zoning in 1953. The Comprehensive Plan designation for the area is “Neighborhood Commercial” and this reclassification implements that designation.

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

*Staff Response* – The intent of the C-1 Neighborhood Commercial District is “to contain low intensity land uses of smaller scale, including office, retail, and service uses. It is characterized by less activity than a community commercial district. Building sizes are limited for compatibility with surrounding residential scale. Residential uses are appropriate. Land uses involving vehicle service or alcohol carry greater restriction. This classification is not appropriate inside a plan designated mixed-use center or single-family intensity area.” [emphasis added]

As noted in the discussion of the Comprehensive Plan goals and policies, above, the site proposed for rezone to C-1 implements the Comprehensive Plan future land use designation, with the proposed development meeting the development standards to ensure compatibility with neighboring uses and development. Applicable zoning regulations are excerpted in Exhibit C-7.

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

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

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

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

Further, the City has adopted land use and development regulations to protect the health, safety, and welfare of the community as a whole. In addition to minimum building and safety codes, the applicant will be required to meet all applicable land use development regulations – which have been adopted to ensure a quality development that fits in with the vicinity. This includes landscaping requirements, parking standards, tree canopy coverage, design standards, and setback regulations. The applicant will also be required to complete off-site improvements for vehicular and pedestrian access, improvements which will benefit the neighborhood as a whole.

Finally, the City has multiple goals and policies related to the creation of multiple types and styles of housing to be available to multiple types of households. The applicant proposes to provide 12 additional units of housing along a major transportation corridor, in walking distance to services.

**G. APPLICABLE COMPREHENSIVE PLAN GOALS & POLICIES:**

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

**H. PROJECT RECOMMENDATIONS AND ADVISORY COMMENTS:**

As part of the City’s standard review process for the required land use applications for this proposal, notice of this application and environmental determination was emailed to various City departments as well as many outside governmental and non-governmental agencies. These agencies have provided advisory comments and/or recommended conditions to the Planning and Development Services Department regarding this proposal. These comments, where appropriate, have been incorporated in the “Recommended Conditions” in Section J of this staff report. City staff and outside agency responses are contained with Exhibit C-6.

**I. BURDEN OF PROOF:**

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

**J. RECOMMENDATION AND CONDITIONS OF APPROVAL:**

Staff recommends approval of the requested zoning reclassification.

1. **LAND USE**

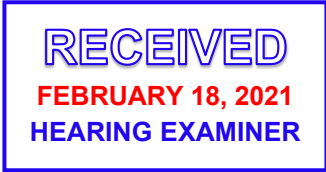
- a. Any future development of the site shall be consistent with the C-1 Neighborhood Commercial development standards (TMC 13.06.030), the Landscaping Code (TMC 13.06.090.B), Parking Code (TMC 13.06.090.C), Transit Support Facilities (TMC 13.06.090.H), Bicycle and Pedestrian Support Standards (TMC 13.06.090.F), Residential transition Standards (TMC 13.06.090.J) and all other applicable sections of the Tacoma Municipal Code, and the conditions of this land use decision.
- b. The required Landscape Plan shall provide the type, size and location of trees, shrubs, and groundcover plan for the site, to include open yard space, site perimeter, and tree canopy coverage.

- 2. **General.** Prior to obtaining building or grading permits, the proponent shall contact the appropriate City departments and outside agencies to make the necessary arrangements for all



required improvements. The required departmental approvals shall be acquired from, but not necessarily limited to, Planning and Development Services (253-591-5030), Tacoma Power (253-383-2471), Tacoma Water (253-383-2471), and Public Works Department (253-591-5525) the Tacoma-Pierce County Health Department and Washington Department of Ecology.

Property Owner Free Consent Form



PROPERTY OWNER'S AUTHORIZATION:

I, Dan Pasechnik, Managing General Partner or Officer of Royal Construction Group LLC, a Washington General Partnership or LLC, being duly sworn, attest that I am authorized to make decisions concerning the property indicated in the land use permit application(s), and that I authorize (name of firm individuals): Robert Plummer of Evergreen A-One to submit the following listed land use applications and represent me in any public hearings or public meetings for the land use action(s) and to interact with relevant public agencies and decision making authority for the duration of the application/decision/appeal process.

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

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

Signature: [Handwritten Signature]

STATE OF WASHINGTON )
) ss
COUNTY OF PIERCE )

I certify that I know or have satisfactory evidence that DAN PASECHNIK personally appeared before me and acknowledged the said instrument to be of their free and voluntary act and deed, for the uses and purposes therein mentioned, and on oath stated that they were authorized to execute said instrument. Dated this 21st day of NOVEMBER, 2020.



[Handwritten Signature: Arlene D Nation]
Notary Public in and for the State of Washington

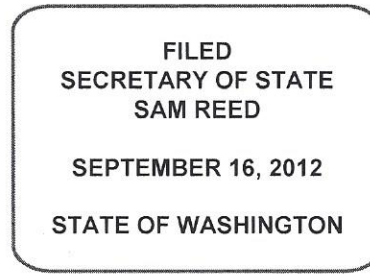
My Commission Expires 7-29-2022

UBI#: 603-238-532

*State of Washington*

**Secretary of State**

CORPORATIONS DIVISION  
James M. Dolliver Building  
801 Capitol Way South  
PO Box 40234  
Olympia WA 98504-0234  
360.725.0377



**Limited Liability Company**

**Office Information**

**Application ID** 2482747

**Tracking ID** 2387755

**Validation ID** 2258712-001

**Date Submitted for Filing:** 9/16/2012

**Contact Information**

**Contact Name** Dan Pasechnik

**Contact Address** 31909 2nd LN SW  
Apt D103  
Federal Way  
WA  
98023

**Contact Email** Danpasechnik@gmail.com

**Contact Phone** 206-432-0715

**Certificate of Formation**

**Preferred Name** ROYAL CONSTRUCTION GROUP, LLC

**Alternate Name 1** ~~EXCEL CONSTRUCTION GROUP, LLC~~

**Alternate Name 2** ~~CASCADE CONSTRUCTION GROUP, LLC~~

**Physical Address**

31909 2nd LN SW  
Apt D103  
Federal Way  
WA  
98023

**Purpose** Any Lawful Purpose

**Duration** Perpetual

**Formation Date** Effective Upon Filing by the Secretary of State

**Expiration Date** 9/30/2013

**Limited Liability Company Management** Members

**Limited Liability Company mailing Adress** Contact

**Members Signature** On File

**Registered Agent Information**

**Agent is Individual**

**Agent Name** Dan Pasechnik

**Agent Street Address** 31909 2nd LN SW  
Apt D103  
Federal Way  
WA  
98023

**Agent Mailing Address** Same as Street Address

**Agent Email Address** Danpasechnik@gmail.com

**Executors Information**

**Executor #1**

**Executor Name** Dan Pasechnik

**Executor Title** Executor

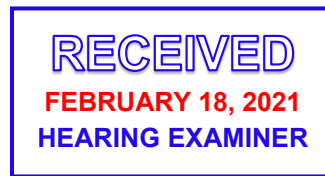
**Executor Address** 31909 2nd LN SW  
Apt D103  
Federal Way  
WA  
98023

Submitter Information

Submitted By Dan Pasechnik



**City of Tacoma**  
Planning and Development Services



## Determination of Environmental Nonsignificance (DNS)

File Number: LU20-0241

**To:** All Departments and Agencies with Jurisdiction

**Subject:** Determination of Environmental Nonsignificance

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

**Applicant:** Robert Plummer on behalf of Royal Construction Group

**Proposal:** Rezone of approx. 12,000 s.f. from R2 to C-1 for the construction of 12 residential units, and associated environmental review.

**Location:** 7904 Pacific Ave, Parcel Number 7680000250

**Lead Agency:** City of Tacoma

**City Contact:** Shirley Schultz  
Principal Planner  
Planning and Development Services  
747 Market Street, Room 345  
Tacoma, WA 98402  
253-245-0879 | shirley.schultz@cityoftacoma.org

### **CONCLUSION OF THE RESPONSIBLE OFFICIAL:**

The City of Tacoma, the lead agency for this proposal, has determined that the requirements for environmental analysis, protection, and mitigation measures have been adequately addressed in the development regulations and comprehensive plan adopted under Chapter 36.70A RCW, and in other applicable local, state, or federal laws or rules, as provided by RCW 43.21C.240 and WAC 197-11-158. The City will not require any additional mitigation measures under SEPA.

Additionally, the City of Tacoma has determined that this project does not have a probable significant adverse impact on the environment. The proposal will have no significant adverse environmental impacts to fish and wildlife, water, noise, transportation, air quality, environmental health, public services and utilities, or land and shoreline use. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public upon request.

As noted previously, the applicants have also filed for a Zoning Reclassification. In order to receive approval of this Rezone the applicant will be required to demonstrate that the project will meet the applicable requirements of the TMC. If approved, the City's decision regarding the

requested Rezone will likely include conditions of approval that may address necessary utility upgrades, street and sidewalk improvements, street lighting, grading and erosion control measures, and stormwater controls.

You may appeal this final determination. Appeals may be filed with the Hearing Examiner office by filing a notice of appeal; the contents of the appeal as outlined in Tacoma Municipal Code 13.12.820; and a **\$1,040.00** filing fee, within 14 days after the issue date of this determination. Please contact Shirley Schultz, 253-345-0879, for more information about filing.

Appeals of this determination will be heard concurrently with the rezone hearing on March 4, 2021, at 9:00 a.m., via Zoom virtual meetings. "The Rules of Procedures for Hearings" may be viewed at:

[http://cms.cityoftacoma.org/hex/HEX\\_RulesofProcedureforHearings\\_ResolutionNo39843\\_Adopted10.pdf](http://cms.cityoftacoma.org/hex/HEX_RulesofProcedureforHearings_ResolutionNo39843_Adopted10.pdf)

Responsible Official: Peter Huffman

Position/Title: Director, Planning and Development Services

Signature:  \_\_\_\_\_

SEPA Officer Signature:  \_\_\_\_\_

Issue Date: January 19, 2021

Last Day to Appeal: February 2, 2021

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

cc via email:

- Applicant
- Washington Department of Ecology, [separegister@ecy.wa.gov](mailto:separegister@ecy.wa.gov)
- Tacoma-Pierce County Health Department, SEPA, [SEPA@tpchd.org](mailto:SEPA@tpchd.org)
- Planning and Development Services, Reuben McKnight, Peter Huffman, Ian Munce
- Washington State Office of Archaeology & Historic Preservation, Gretchen Kaehler, [SEPA@dahp.wa.gov](mailto:SEPA@dahp.wa.gov)
- Pierce Transit – Tina Vaslet, [tvasset@piercetransit.org](mailto:tvasset@piercetransit.org)
- Pierce County Assessor Treasurer, Darci Brandvold, [dbrandv@co.pierce.wa.us](mailto:dbrandv@co.pierce.wa.us)
- South End Neighborhood Council
- Pierce County, Laura Hankel
- City of Tacoma Staff: Shari Hart, Carol Wolfe, Elliott Barnett
- Paul Chromey, Safe Streets Volunteer
- Tacoma City Council District 5 Staff
- Hearing Examiner

## SEPA ENVIRONMENTAL CHECKLIST

### ***Purpose of checklist:***

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

### ***Instructions for applicants:***

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

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

### ***Instructions for Lead Agencies:***

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

### ***Use of checklist for nonproject proposals:***

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

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

1. Name of proposed project, if applicable:

Pacific Avenue - residential multi-plex (12 units)



2. Name of applicant:

Bob Plummer

3. Address and phone number of applicant and contact person:

PMB 530 6716 EAST SIDE DR NE STE 1 TACOMA, WA 98422  
evergreenaone@aol.com - 253-905-2916

4. Date checklist prepared:

10/26/2020

5. Agency requesting checklist:

City of Tacoma - Development Engineering

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

January 2021

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

No

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

None

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

No.

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

Potentially a NPDES Storm Water Construction Permit, Rezone application, Variance (if needed), Building permit, Site development.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

Proposing zoning reclassification from R2 Single Family to C1 Neighborhood Commercial to allow for construction a 12 unit residential multi-plex, three story building on a already cleared

and graveled property of 11,285 sf. The building is planned to be 89.5' x 44' (3,934 sf). Connect to public water, sewer, and storm. Construct an 9 space parking lot and landscaping/open space areas.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The project site is 7904 Pacific Avenue, Tacoma, WA 98408 - Parcel# 7680000250  
Section 28, Township 20, Range 03, Quarter 34.  
Legal Description: SMITHS ADD: SMITHS ADD LOT 1 & 2 & EAST 20 FEETT OF 3 B 3  
The construction project will envelope the entire property 11,285 sf. to develop the site.  
Please see attached site plan, landscape plan, and architectural plans.

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

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

#### a. General description of the site:

Site was cleared and graveled probably for parking by previous owners at least two decades ago with existing sidewalks and overhead power along the North on Pacific Avenue.

(circle one): **Flat**, rolling, hilly, steep slopes, mountainous, other **Slight slope on East side**

Gently sloping about 6' feet in elevation from East to West across a span of approximately 116' feet with the majority of the elevation change being near Pacific Avenue.

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

Approximately 5.5% slope across the Eastern portion of the site near Pacific Avenue.

#### c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

Soils are primarily Spanaway Gravel in this area. Project only proposed a minimal cut and spread of approximately 110 yards or less to achieve the foundation for the residential multiplex. No export of soils anticipated.

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

No, this site is well developed and mostly flat.

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

We anticipate about 110 yards of cut/grading across the entire site of 11,285 sf. for the building which is about 3,934 sf. and parking area of about 3,303 sf.

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

We don't anticipate any erosion issued to occur at this project site based on it already being well developed. All erosion control measures will be put in place before any site work begins. At completion the project site will control all drainage and potential erosion.

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

The building is about 3,934 sf. and parking area is about 3,303 sf. for a total impervious surface of approximately 7,237 sf. or 60.3%.

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

This site lends itself well to the basic erosion control measures of silt fencing, and temporary construction entrance.

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

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

Typical emissions from the excavator during the initial cut and grade for the foundation. Two days at most of machine time are anticipated for this project.

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

No.

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

Propose to only run the excavator during business hours as needed.

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

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

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

No

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

No.

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

None.

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

No.

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

No, this site sits around the 395' feet above sea level.

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

No.

b. Ground Water: [help](#)

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

No.

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

No.

c. Water runoff (including stormwater):

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

The only runoff will be from the impervious surfaces created on site (roof & parking lot) which will be controlled, captured and directed to City storm water system. No other waters are to be affected in this area.

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

No.

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

No, we don't intend to alter the lay of the land for this project very much other than the foundation cut and the site is already developed as a gravel pad primarily. No natural drainage patterns will be altered or affected.

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

Not applicable, no drainage patterns to protect at the site.

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

a. Check the types of vegetation found on the site:

\_0\_ deciduous tree: alder, maple, aspen, other

\_0\_ evergreen tree: fir, cedar, pine, other

\_0\_ shrubs

\_0\_ grass

\_0\_ pasture

\_0\_ crop or grain

\_0\_ Orchards, vineyards or other permanent crops.

\_0\_ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

\_0\_ water plants: water lily, eelgrass, milfoil, other

\_0\_ other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

None, this site has been cleared and graveled for a parking at least two decades ago. There is no vegetation present at all. We are submitting a proposed landscape plan as part of this application. See attached.

c. List threatened and endangered species known to be on or near the site.

None. No vegetation present.

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

See attached landscape plan showing an 8' foot wide buffer along the East line for Pacific Avenue and a 10' foot buffer along the North for South 79th Street and a 10' foot buffer along the West side for the neighboring residential property.

- e. List all noxious weeds and invasive species known to be on or near the site.

None present at the site and none observed nearby the site either.

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

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

None. This is not an appropriate habitat space

Examples include:

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other \_\_\_\_\_

- b. List any threatened and endangered species known to be on or near the site.

None.

- c. Is the site part of a migration route? If so, explain.

No, this is an intercity zone. No animals observed at this site.

- d. Proposed measures to preserve or enhance wildlife, if any:

AFTER THE PROJECT IS COMPLETE AND THE LANDSCAPE PLAN IS IN PLACE THERE WILL BE SOME AREAS THAT COULD ACCOMODATE THE WILDLIFE. SEE ATTACHED LANDSCAPE PLAN FOR DETAILS.

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

None.

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

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

Electric furnace with heat pump is the proposed method of heating for this project site.

- b. Would your project affect the potential use of solar energy by adjacent properties?  
If so, generally describe.

No, the proposed building location is interior to the property and will not interfere with any existing or potential neighboring solar access.

- c. What kinds of energy conservation features are included in the plans of this proposal?  
List other proposed measures to reduce or control energy impacts, if any:

Propose to utilize energy efficient heat pump and low flow water fixtures.

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

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal?  
If so, describe.

No.

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

None. The site is very clean and doesn't appear to have ever been built on.

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

None. This site appears to be clean.

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

None. Residential use project only

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

None. Proposing standard residential multi-plex building.

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

Not anticipating any health hazards at this site.

## **b. Noise**

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

This is a high traffic area being along Pacific Avenue.

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

We only anticipate typical construction noise during business hours only for approximately a month.

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

No noisy construction work is being proposed outside of normal business hours.

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

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

The current use of the site is gravel parking lot but vacant. The proposed multi-plex use will not adversely affect the current neighboring uses in any way. To the South is a chiropractic office, to the East across Pacific Avenue is an apartment complex, to the North across 79th Street is an office park consisting of dental, massage, and chiropractic offices, to the West is residential single family home property.

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

No

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

No

c. Describe any structures on the site.

None. Currently only gravel parking. No building has ever taken place at this site.

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

No.

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

Neighborhood Commercial



f. What is the current comprehensive plan designation of the site?

R-2 - high density

g. If applicable, what is the current shoreline master program designation of the site?

Not applicable

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

No.

i. Approximately how many people would reside or work in the completed project?

Approximately 12 - 24 people would reside at the completed multi-plex.

j. Approximately how many people would the completed project displace?

None

k. Proposed measures to avoid or reduce displacement impacts, if any:

NOT APPLICABLE.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

Proposal is consistent with existing neighboring uses and architectural design elements.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

Not applicable.

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

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

12 units are proposed at the low to middle income housing level.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

None. Vacant site

- c. Proposed measures to reduce or control housing impacts, if any:

Designing the space to be minimal size and efficient.

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

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

Proposed multi-plex will be less than 35' feet tall and will match the neighboring wood frame, hardi siding, wood trim, conventional construction type/style to meet the applicable Design Standards within the TMC.

- b. What views in the immediate vicinity would be altered or obstructed? None.  
b. Proposed measures to reduce or control aesthetic impacts, if any:

Not applicable. Project won't impact any aesthetics of the area or impede any neighboring view.

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

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

No glare will come from this project due to the orientation of the building and parking area. Existing street light along Pacific Avenue probably already offer almost sufficient levels of lighting

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

No. We intend to be aware of the traffic and that no light/glare from our completed site will distract any passing drivers.

- c. What existing off-site sources of light or glare may affect your proposal?

Pacific Ave in this area is completely commercially and residentially developed and lighting along this main road are already in place.

- d. Proposed measures to reduce or control light and glare impacts, if any:

Intend to use directional lighting with glare guard for the parking area lighting and building exterior lighting. No lighting will be directed offsite

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

- a. What designated and informal recreational opportunities are in the immediate vicinity?

Ryan's Park is approximately 800 feet to the West off South D Street. We also propose 1,222 sf of open space/common space onsite for the enjoyment of residents.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

No adverse affect to any existing recreational areas. We propose to create 1,222 sf of open space onsite for residents.

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

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

No.

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

No.

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

Not applicable, no cultural or historic elements are known to exist onsite or in this immediate vicinity of the project.

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

No known resources are present onsite, but our contractor will provide an Inadvertent Discovery Plan outlining the necessary steps to be taken should something be found during foundation/utilities excavation for the project.

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

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

This project site is along Pacific Avenue / Hwy 7, access will be directly from South 79th Street with pedestrian access from both adjacent public streets.

See attached site plan

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

Yes, this site is served by public transit. The nearest bus stop and cross walk is located on our side (West) of Pacific Avenue about 100 yards North of our property in front of the the office park.

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

We intend to create 9 parking spaces onsite in our parking lot including the handicapped space, and 2 additional street parking spots off site . We are not eliminating any existing parking spaces.

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

THIS PROJECT WOULD REQUIRE US TO IMPROVE THE CURB/GUTTER AND SIDEWALK PORTION OF THE PUBLIC ROADS TO THE NORTH & EAST SIDES OF OUR PROJECT WHICH ARE SOUTH 79TH STREET AND PACIFIC AVENUE.

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

No.

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

This is a residential building with 12 units. We have not yet hired a traffic engineer but we anticipate roughly 25- 40 trips per day based on the parking allowance and residential density.

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

No, this project will not interfere with or be affected by any product transportation.

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

We don't anticipate any adverse impacts to the transportation system/flow in this area.

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

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

We are proposing to create 12 new residential units and this would require the potential need for more educational system capacity.

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

Not applicable. We don't anticipate any adverse impact to the public services located in this area.

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

- a. Circle utilities currently available at the site:  
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other \_\_\_ and City storm water system \_\_\_\_\_
  
- c. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Our project intends to connect the public water, sewer, electricity, and storm water system located here. The power utility is TPU, gas is served by PSE, and the water, sewer, and storm are served by the City of Tacoma.

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

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: \_\_\_\_\_

Name of signee \_\_\_ Bob Plummer \_\_\_\_\_

Position and Agency/Organization \_\_\_ Consultant/Agent \_\_\_\_\_

Date Submitted: \_ 10-26-2020 \_\_\_\_\_

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

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Proposed measures to avoid or reduce such increases are:

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

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

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

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

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

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

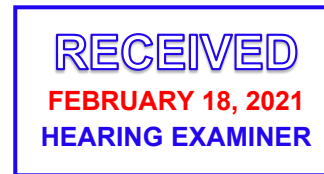
5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

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

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

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

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



Royal Construction Group  
Dan Pasechik  
11010 Harbor Hill DR. NW Gig Harbor WA 98332  
Site Address: 7904 Pacific Ave., Tacoma, WA  
Parcel Number: 7680000250

**Memorandum**

b. Criteria for rezone of property.

Royal Construction Group, LLC. is seeking a change in zoning classification must demonstrate consistency with all of the following criteria:

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

– The Comprehensive plan designation is Neighborhood Commercial:

This designation is characterized primarily by small-scale neighborhood businesses with some residential and institutional uses. Uses within these areas have low to moderate traffic generation, shorter operating hours, smaller buildings and sites, and less signage than general commercial or mixed-use areas. There is a greater emphasis on small businesses and development that is compatible with nearby, lower intensity residential areas.

*Target Development Density: 14–36 dwelling units/net acre*

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

-- This does meet the provision in the Comp Plan to up zone along Pac Ave

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

-- The district establishment statement is:

C-1 General Neighborhood Commercial District.

This district is intended to contain low intensity land uses of smaller scale, including office, retail, and service uses. It is characterized by less activity than a community commercial district. Building sizes are limited for compatibility with surrounding residential scale. Residential uses are appropriate. Land uses involving vehicle service or alcohol carry greater restriction. This classification is not appropriate inside a plan designated mixed-use center or single-family intensity area.



(4) That the change of the zoning classification will not result in a substantial change to an area-wide rezone action taken by the City Council in the two years preceding the filing of the rezone application. Any application for rezone that was pending, and for which the Hearing Examiner's hearing was held

prior to the adoption date of an area-wide rezone, is vested as of the date the application was filed and is exempt from meeting this criteria.

-- There hasn't been an area-wide rezone; this is the original 1953 zoning of the site.

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

There is local Shopping Center within walking distance, including Transit Bus stop. Local doctor offices near by.



The City of Tacoma developed its Affordable Housing Action Strategy as an urgent response to a changing housing market, increasing displacement pressure among residents, and a widespread need for high-quality, affordable housing opportunities for all

Should you have any questions. Feel Free to ask.

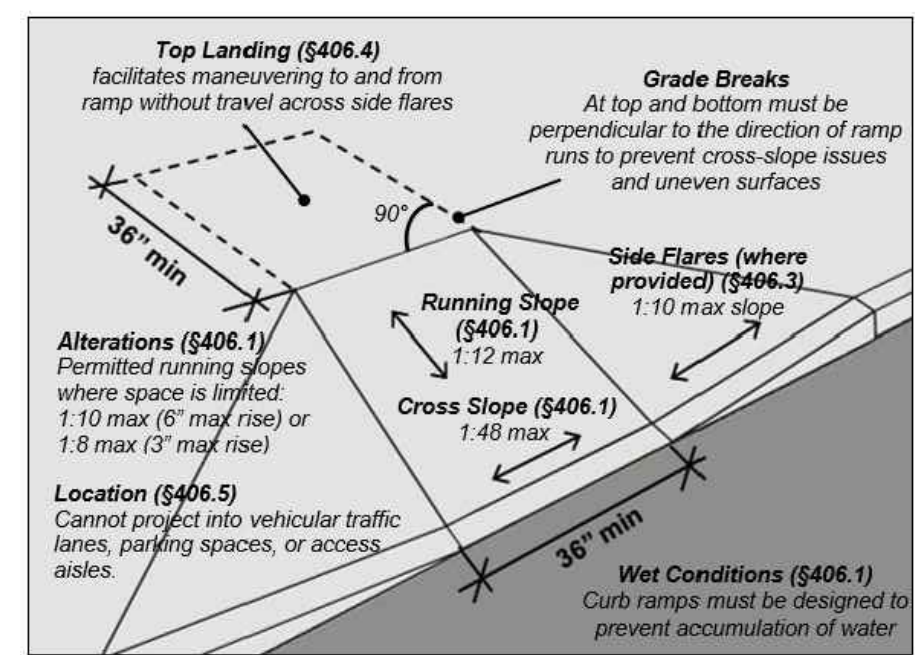
Thank you,

Robert Plummer, Consultant  
Royal construction Group

PLANT LEGEND					
TREES					
SYMBOL	QTY	DESCRIPTION	SIZE	S/M/L	PNW NATIVE
	4	Amelanchier alnifolia 'Obelisk' Standing Ovation Serviceberry	1 1/2" Cal. Well Formed	S	YES
	3	Betula utilis var. jaquemontii Jacquemont Birch	1 1/2" Cal. (1 tree) 2" Cal. Min Well Formed	S	NO
	6	Acer circinatum 'Pacific Fire' Pacific Fire Vine Maple	2" Cal. Well Formed	S	YES
	12	Tsuga mertensiana Mountain Hemlock	8' Ht. Min.	S	YES
	10	Calocedrus decurrens Incense Cedar	8' Ht. Min.	M	YES
	3	Cornus kousa chinensis Chinese Dogwood	1 1/2" Cal. Well Formed	S	NO
	3	Juniperus scopulorum 'Skyrocket' Skyrocket Juniper	6' Ht.	S	NO

SHRUBS & GROUND COVERS					
SYMBOL	QTY	DESCRIPTION	SIZE		
	3	Escallonia 'Compakta' Compact Escallonia	2 Gal. Min.		NO
	5	Ceanothus thrysofolius 'Victoria' Victoria California Lilac	3 Gal. Min.		NO
	17	Rose - 'Knock Out' species, White White Knock Out Roses	2 Gal. Min.		NO
	16	Polystichum munitum Sword Fern	2 Gal. Min.		YES
	15	Vaccinium ovatum Evergreen Huckleberry	3 Gal. Min.		YES
	22	Cistus purpurea Orchid Rock Rose	2 Gal. Min.		NO
	13	Nandina domestica c. 'Gulf Stream' Gulf Stream Heavenly Bamboo	2 Gal. Min.		NO
	12	Miscanthus sinensis 'Gracillimus' Maiden Grass	1 Gal. Min.		NO
	13	Hydrangea macrophylla 'Nikko' Nikko Blue Hydrangea	2 Gal. Min.		NO
		Arctostaphylos uva-ursi Kinnikinnick	1 Gal. @24"O.C. Triangular Spacing		YES
		Adjugas reptans Adjugas			YES

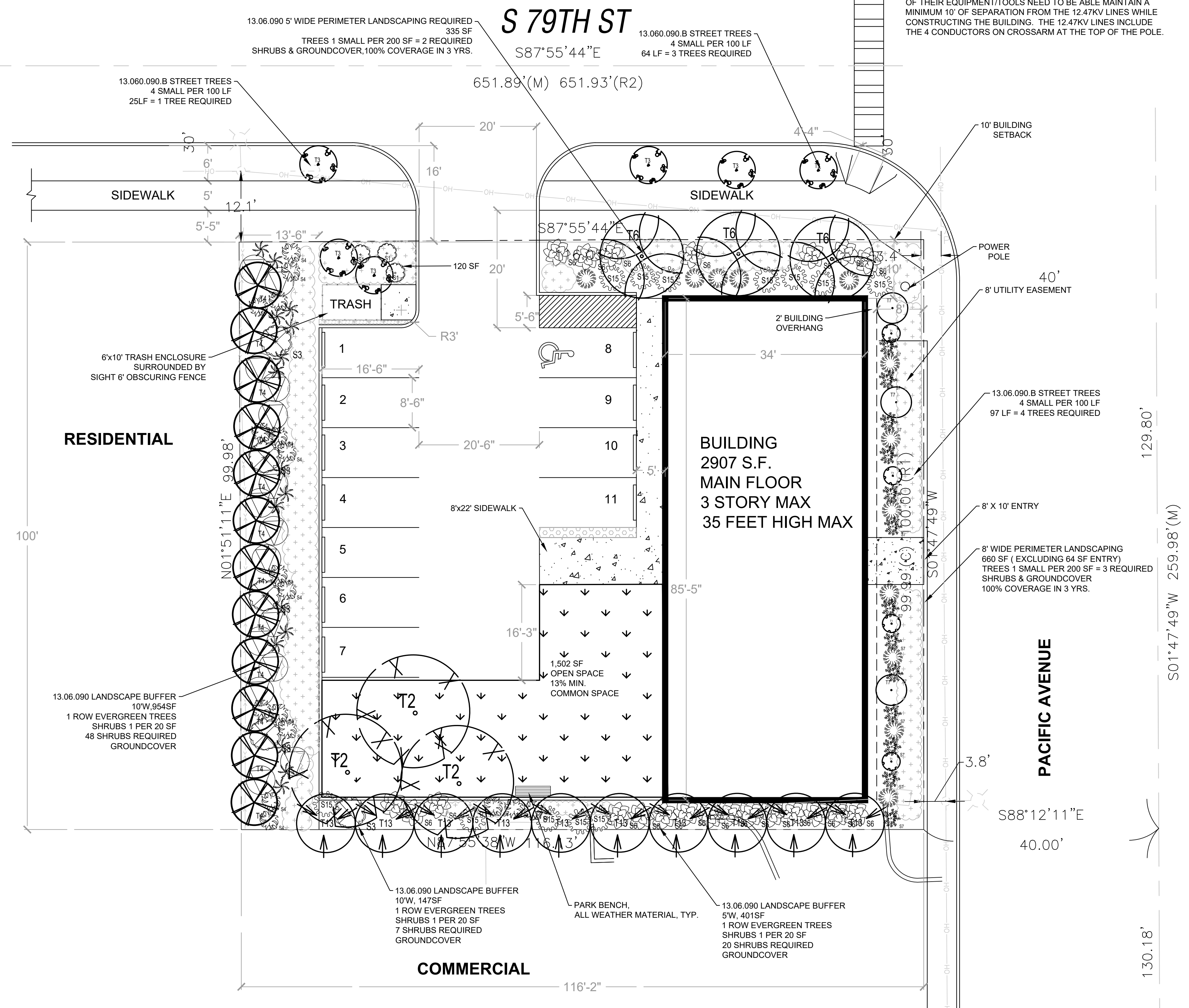
Hydroseed for Typical Lawn Areas		
SUNMARK NATIVE ECOTURF- Sunmark Seeds www.sunmarkseeds.com		
Botanical Name	Common Name	% by Weight
Festuca rubra	Native Red Fescue	45%
Bouteloua gracilis	Blue Grama	25%
Buchate dactyloides	Buffalograss	20%
Koeleria macrantha	Prairie Junegrass	7%
Trifolium fragiferum	Strawberry Clover	3%
1 lbs per 1,000 SF or 43.67 lbs per acre		
1 - Bench - All Weather Material, Owner's Choice Commercial Grade, Install per manufacturer's specifications		



**PROJECT INFO:**  
 SITE AREA: 11,285 SF  
 BUILDING COVERAGE: 50% MAX = 5642 SF; PROPOSED: 2907 SF  
 TREE CANOPY REQUIREMENTS: 30% MIN. COVERAGE PER 13.06.020.D.8  
 USABLE OPEN SPACE REQ: 13% MIN. = 1,467 SF; PROPOSED: 1,502 SF  
 MAXIMUM BUILDING HEIGHT: 35'  
 PARKING 1.5 FOR T ZONE / 1.25 FOR C ZONE. 1.25 X UNITS  
 1.25 X 6 = 7.5; 1.25 X 9 = 11.25

**RECEIVED**  
**FEBRUARY 18, 2021**  
**HEARING EXAMINER**

NOTE:  
 POLES ALONG PACIFIC AVE ARE 45'. THEY TYPICALLY GET SET 6.5' DEEP, WHICH MAKES THE TOP OF THE POLE APPROXIMATELY 38.5' ABOVE GRADE. PER WAC 296-24-960 - GENERAL SAFETY AND HEALTH STANDARDS - WORKING ON OR NEAR EXPOSED ENERGIZED PARTS, YOUR WORKERS AND ALL OF THEIR EQUIPMENT/TOOLS NEED TO BE ABLE MAINTAIN A MINIMUM 10' OF SEPARATION FROM THE 12.47KV LINES WHILE CONSTRUCTING THE BUILDING. THE 12.47KV LINES INCLUDE THE 4 CONDUCTORS ON CROSSARM AT THE TOP OF THE POLE.



**Nature By Design**  
 Landscape Architecture  
 253.460.6067  
 1320 Alameda Avenue, Suite B, Everett, WA 98203  
 www.naturebydesignllc.com

**PROJECT:**  
**PACIFIC AVE & 79TH COMMERCIAL**  
**7904 PACIFIC AVE**  
 TACOMA WA  
**ROYAL CONSTRUCTION GROUP LLC**

**REVISIONS:**  
 B. PER CITY COMMENTS  
 C. UPDATED SITE PLAN  
 D. REVISED SITE PLAN

**DRAWING ISSUED FOR:**  
**AGENCY REVIEW**  
 DATE: OCTOBER 28, 2020

STATE OF WASHINGTON  
 KATHERINE OWERS  
 LICENSED LANDSCAPE ARCHITECT  
 NO. 692 - EXP. APRIL 2021

**PROJECT NO.:** 2030  
**FILE NAME:** 2030LSD  
**X-REFS:** GOOGLE EARTH  
**DRAWN BY:** KLO  
**CHECKED BY:** KLO  
**PLOT SCALE:** 1:1  
**DRAWING SCALES:** 1:10

**DRAWING CONTENTS**  
 LANDSCAPE PLAN

**DRAWING NO.:**  
**L1**  
 1 OF 3

LAYOUT PAGE TABLE		
LABEL	TITLE	DESCRIPTION COMMENTS
P-1	PROJECT OVERVIEW	
A-1	ALL FLOOR PLANS SAME 12 UNITS	
A-3	3D BACK OF BUILDING VIEW	
A-4	FRONT AND BACK VIEW	

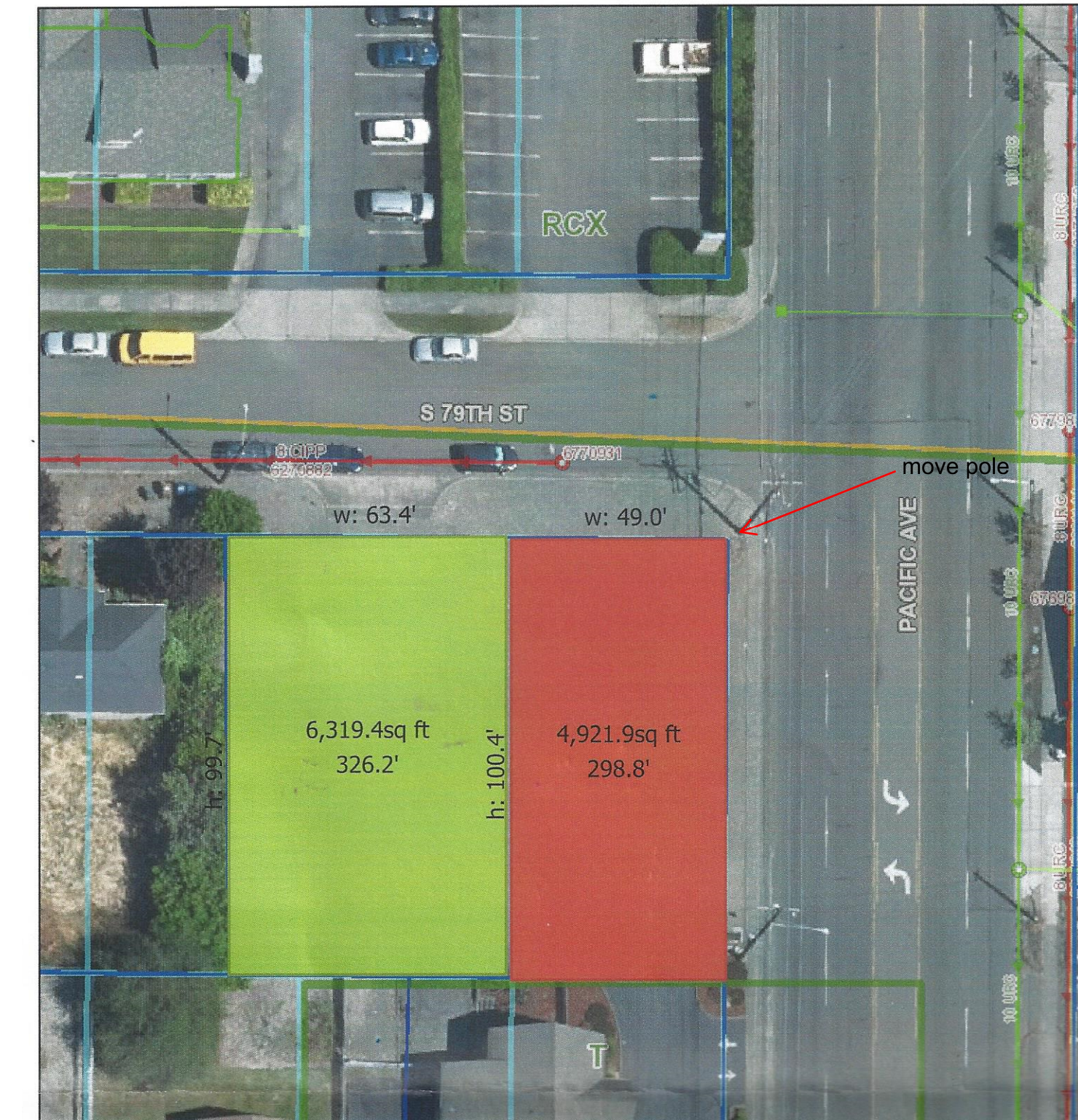
Property Owner:  
 Royal Construction Group  
 Dan Pasechik  
 11010 Harbor Hill DR. NW  
 Gig Harbor WA 98332  
 Phone: 206-432-0715

Site Address: 7904 Pacific Ave., Tacoma, WA

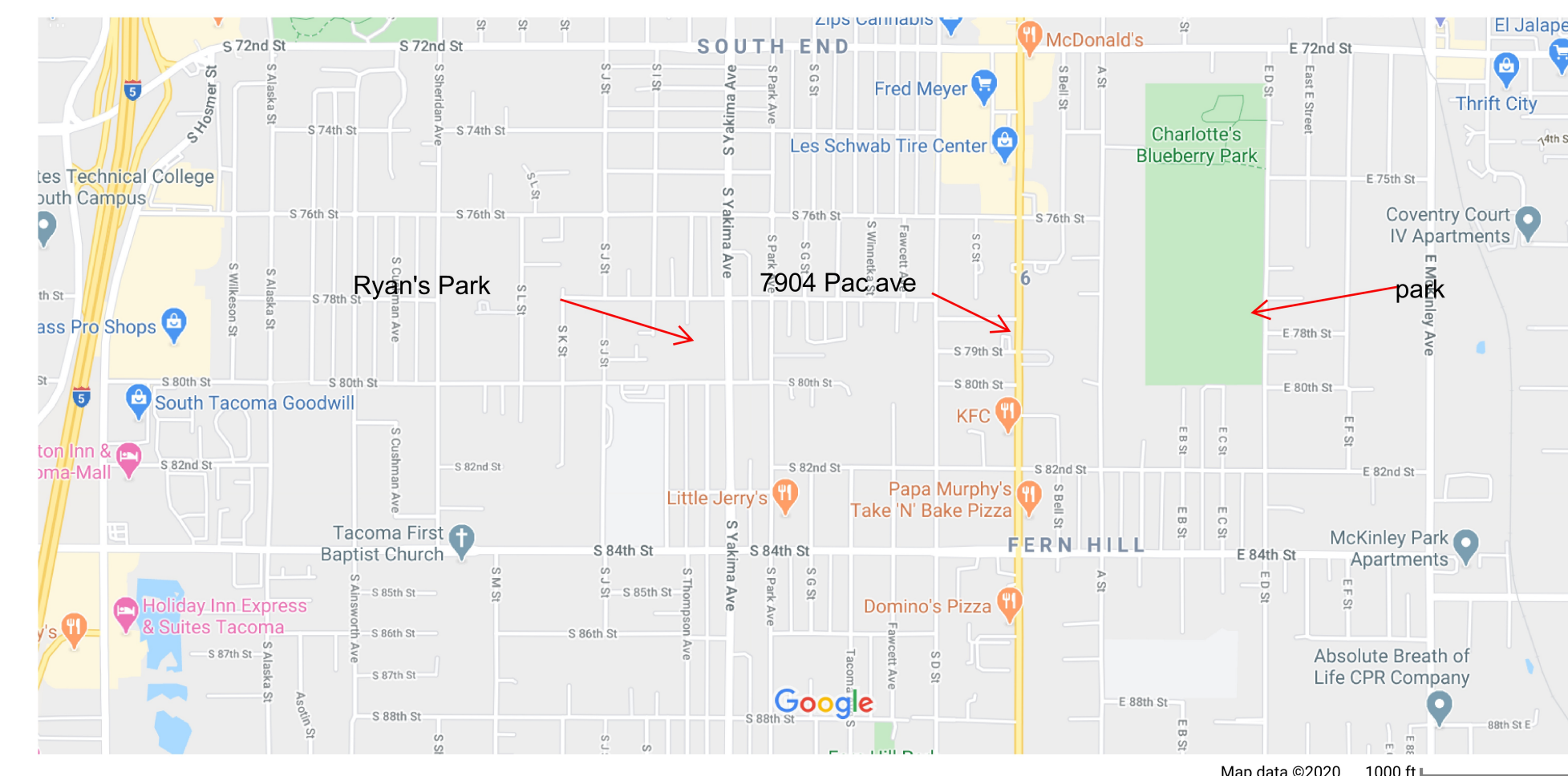
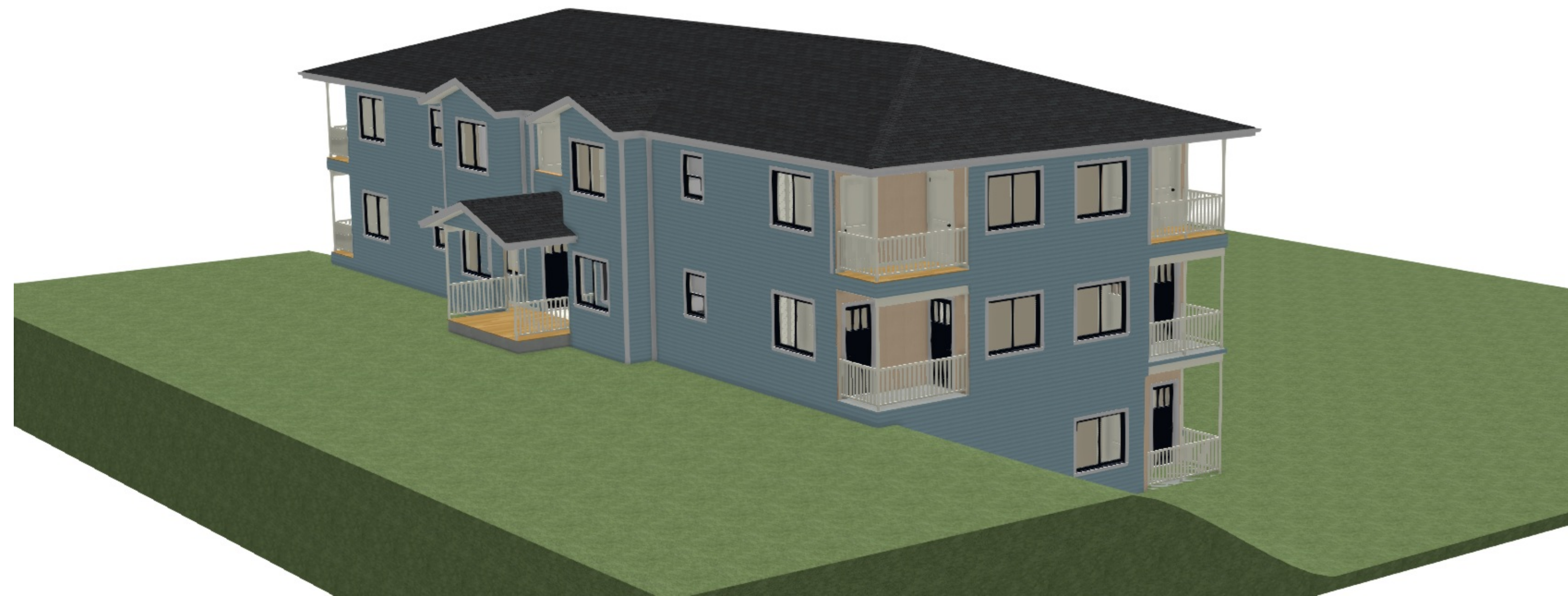
Parcel Number: 7680000250

**PROJECT INFO:**

SITE AREA: 11,285 SF  
 BUILDING COVERAGE: 50% MAX = 5642 SF; PROPOSED: 3934 SF  
 TREE CANOPY REQUIREMENTS: 30% MIN. COVERAGE PER 13.06.020.D.8  
 USABLE OPEN SPACE REQ: 13% MIN. = 1,467S.F; PROPOSED: 1,483 SF  
 MAXIMUM BUILDING HEIGHT: 35'  
 PARKING 1.5 FOR T ZONE / 1.25 FOR C ZONE. 1.25 X UNITS  
 1.25 X 6 = 7.5; 1.25 X 8 = 10



1st Floor



1st Floor

REVISION TABLE	REVISION BY	DESCRIPTION

Royal Construction Group  
 11010 Harbor Hill DR.  
 NW, Gig Harbor WA 98332

Project Overview

DRAWINGS PROVIDED BY:  
 Evergreen A One

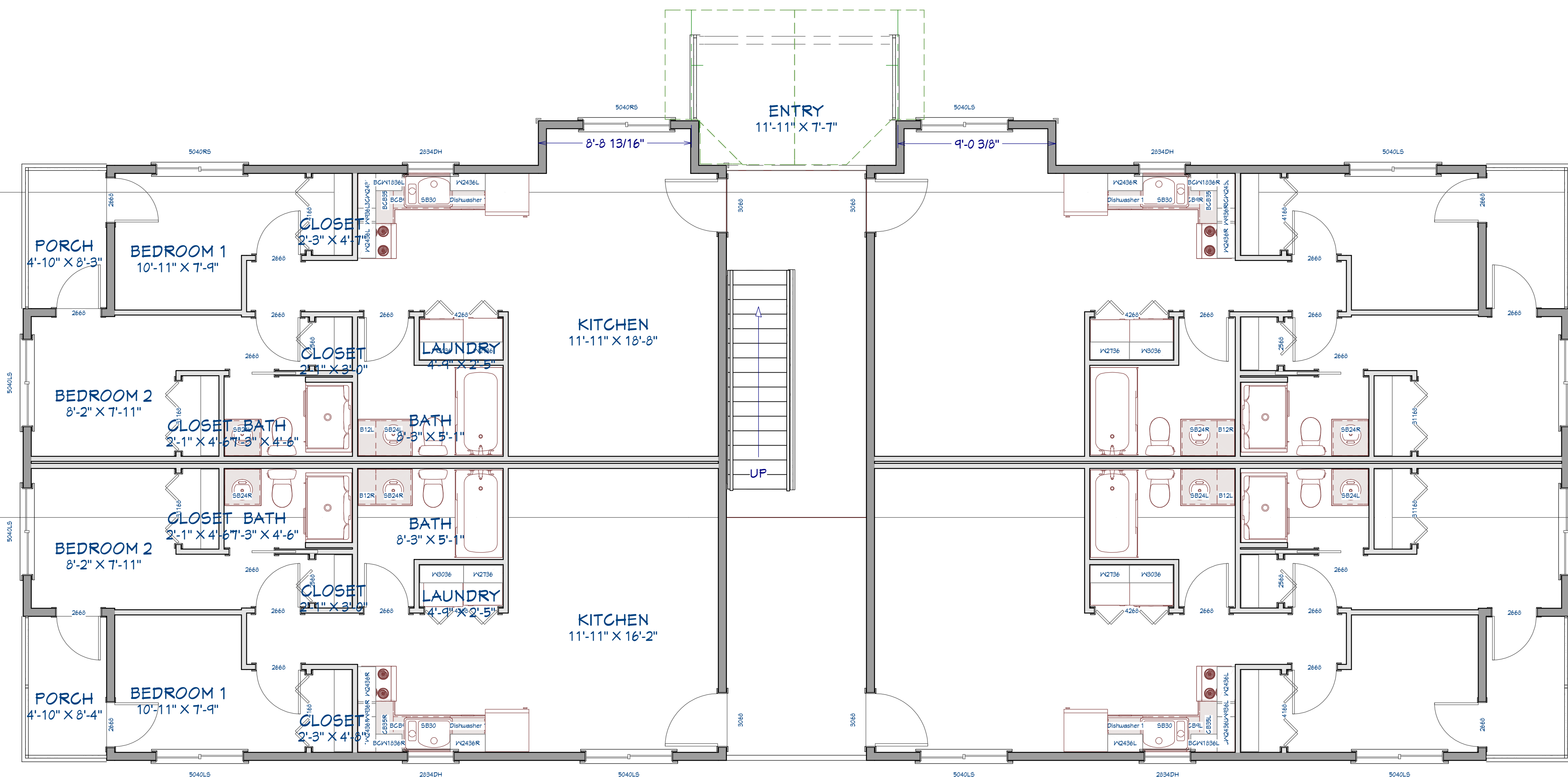
DATE:

11/5/2020

SCALE:

SHEET:

P-1



Working Plan View

REVISION TABLE	
NUMBER	DATE

Royal Construction Group  
 11010 Harbor Hill DR.  
 NW, Gig Harbor WA 98332

All Floor plans Same 12  
 Units

DRAWINGS PROVIDED BY:  
 Evergreen A One

DATE:  
 11/5/2020

SCALE:

SHEET:

A-1



REVISION TABLE	
NUMBER	DATE

Royal Construction Group  
 11010 Harbor Hill DR.  
 NW, Gig Harbor WA 98332

3D back of Building View

DRAWINGS PROVIDED BY:  
**Evergreen A One**

DATE:

11/5/2020

SCALE:

SHEET:

**A-3**



Rear View  
1/4" scale



Elevation 3

REVISION TABLE	
NUMBER	DATE

Royal Construction Group  
11010 Harbor Hill DR.  
NW, Gig Harbor WA 98332

Front and Back View

DRAWINGS PROVIDED BY:  
Evergreen A One

DATE:  
11/5/2020

SCALE:

SHEET:

A-4

# RECORD OF SURVEY

**LEGAL DESCRIPTION**

LOTS 1 AND 2, AND THE EAST 20 FEET OF LOT 3, BLOCK 3, SMITH'S ADDITION TO THE CITY OF TACOMA, W.T., ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 60, RECORDS OF PIERCE COUNTY, WASHINGTON;

SITUATE IN THE CITY OF TACOMA, COUNTY OF PIERCE, STATE OF WASHINGTON.

**SURVEYOR'S NOTES**

1. THE PURPOSE OF THIS SURVEY IS TO DETERMINE THE LOCATION OF THE BOUNDARIES OF THE PARCEL AS DESCRIBED HEREON AND LOCATE POWER POLES ADJACENT TO SAID PARCEL.
2. THIS SURVEY WAS MADE BY FIELD TRAVERSE USING A LEICA 1203 3" ROBOTIC TOTAL STATION AND GS14RTK GPS WITH RESULTING CLOSURES EXCEEDING THE MINIMUM ACCURACY STANDARDS AS SET FORTH BY WAC 332-130.
3. THE BOUNDARY CORNERS AND LINES DEPICTED ON THIS MAP REPRESENT DEED LINES ONLY. THEY DO NOT PURPORT TO SHOW OWNERSHIP LINES THAT MAY OTHERWISE BE DETERMINED BY A COURT OF LAW.
4. THE LEGAL DESCRIPTION IS PER RECORDS OF PIERCE COUNTY AUDITOR'S OFFICE, RECORDING NO. 4525424, DATED MARCH 18, 2020.
5. FIELD WORK FOR THIS PROJECT WAS PERFORMED IN AUGUST, 2020 AND IS THEREFORE A REFLECTION OF THE CONDITIONS AT THAT TIME. ALL MONUMENTS WERE VISITED OR SET IN AUGUST, 2020. THIS SITE CONTAINS IMPROVEMENTS NOT LOCATED OR SHOWN AS A PART OF THIS SURVEY.
6. THIS SURVEY DOES NOT PURPORT TO SHOW EASEMENTS OF RECORD, IF ANY.

**HORIZONTAL DATUM**

NAD 1983(2011); PER RTK GPS TIES AND THE WASHINGTON STATE REFERENCE NETWORK (WSRN). UNITS OF MEASUREMENT ARE U.S. SURVEY FEET.

**REFERENCE SURVEYS**

- R1) THE PLAT OF SMITH'S ADDITION TO THE CITY OF TACOMA, W.T., RECORDED IN VOLUME 2 OF PLATS, PAGE 60
- R2) CONDOMINIUM SURVEY, RECORDING NO. 8508070243

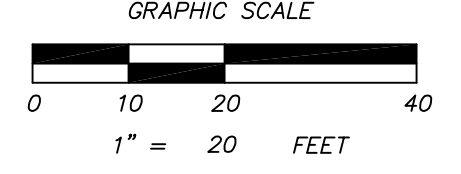
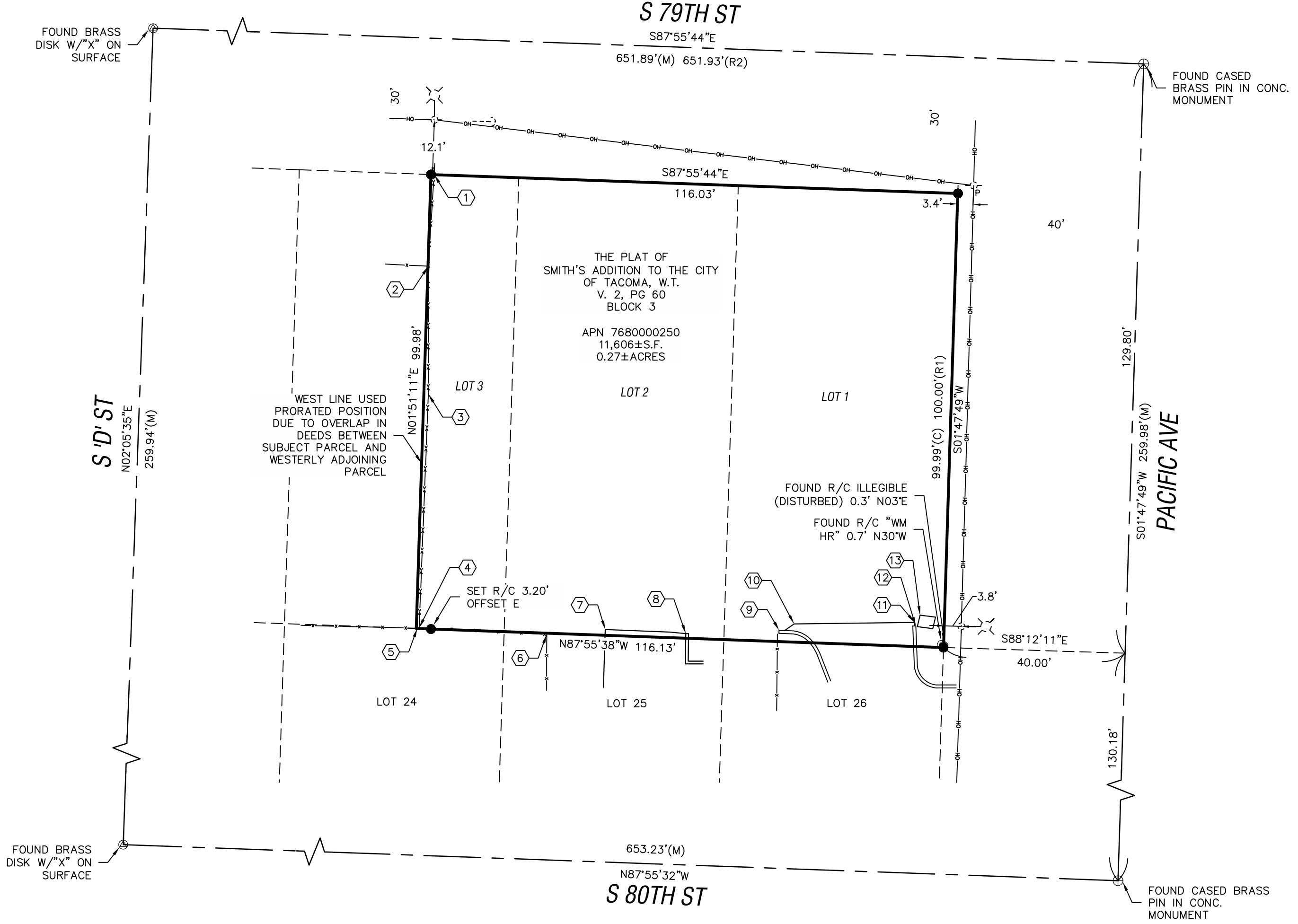
RECORDS OF PIERCE COUNTY AUDITOR'S OFFICE

**LEGEND**

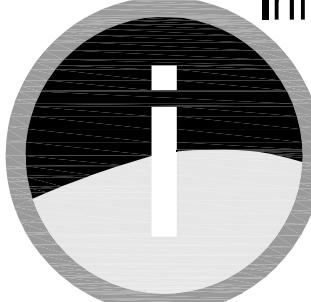
- SET REBAR & CAP EMW LS #44651
- FOUND REBAR & CAP (AS SHOWN)
- ⊕ FOUND CASED MONUMENT (AS SHOWN)
- ⊗ FOUND BRASS DISK (AS SHOWN)
- ⌄ GUY ANCHOR
- ⚡ POWER POLE
- ⚡⚡ POWER POLE W/LIGHT
- (M) DISTANCE AS MEASURED
- (C) DISTANCE AS CALCULATED
- LS LICENSED LAND SURVEYOR
- R/C REBAR & CAP
- x—x—x—x—x— CHAIN LINK FENCE
- ><-><-><-><-><- HOGWIRE FENCE
- OH—OH—OH— OVERHEAD UTILITY LINE

**OCCUPATION NOTES**

- ① HOGWIRE FENCE 0.7' E
- ② HOGWIRE FENCE ON LINE
- ③ HOGWIRE FENCE 1.0' E
- ④ HOGWIRE FENCE 0.6' E
- ⑤ CHAIN LINK FENCE ON LINE
- ⑥ CHAIN LINK FENCE 0.3' S
- ⑦ EDGE OF CONC. PAD 1.3' N.
- ⑧ EDGE OF CONC. & N. FACE OF BLOCK WALL 1.0' N.
- ⑨ CONC. CURB 2.5' N.
- ⑩ EDGE OF ASPHALT 4.0' N
- ⑪ EDGE OF ASPHALT 5.3' N
- ⑫ CONC. CURB 4.5' N.
- ⑬ N. EDGE OF CONC. AT SIGN BASE LIES 6.9' N.



**informed land survey**




PO Box 5137  
 Tacoma, WA 98415-0137  
 Phone: 253-627-2070  
 admin@i-landsurvey.com  
 www.i-landsurvey.com

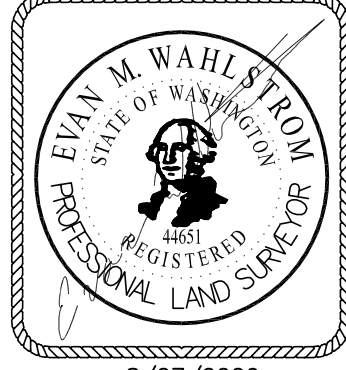
LAND SURVEYING • MAPPING • CONSTRUCTION LAYOUT

**SURVEYOR'S CERTIFICATE**

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE SURVEY RECORDING ACT AT THE REQUEST OF ROYAL CONSTRUCTION GROUP

ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_\_\_

  
 EVAN M. WAHLSTROM, LS#44651 EXP 10/04/20  
 8/27/2020



**RECORDING CERTIFICATE**

RECORDING FEE \$ \_\_\_\_\_

FILED FOR RECORD THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_ AT \_\_\_\_\_ M.

UNDER RECORDING NO. \_\_\_\_\_

RECORDS OF PIERCE COUNTY, WASHINGTON

AT THE REQUEST OF ROYAL CONSTRUCTION GROUP,

COUNTY AUDITOR \_\_\_\_\_ DEPUTY AUDITOR \_\_\_\_\_

INDEX DATA: SE 1/4 OF THE SW 1/4 OF SECTION 28, T20N, R3E, W.M. PIERCE COUNTY, WA

FOR: **ROYAL CONSTRUCTION GROUP**

SITE: **7904 PACIFIC AVE TACOMA, WA**

DRAFTED: JR	CHECKED: EMW	FIELD CREW: AG, ES
DATE: 8/27/2020	JOB NO.: PASED-200713	SCALE: 1"=20'

HEX2021-002 (LU20-0241) EX C-5



RECEIVED  
FEBRUARY 18, 2021  
HEARING EXAMINER

STATE OF WASHINGTON  
DEPARTMENT OF ECOLOGY

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

January 12, 2021

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

Dear Shirley Schultz:

Thank you for the opportunity to comment on the optional determination of nonsignificance/notice of application for the Pacific Avenue Residential Multiplex Project (LU20-0241) located at 7904 Pacific Avenue as proposed by Robert Plummer for Royal Construction Group. The Department of Ecology (Ecology) reviewed the environmental checklist and has the following comment(s):

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

All grading and filling of land must utilize only clean fill. All other materials may be considered solid waste and permit approval may be required from the local jurisdictional health department prior to filling. All removed debris resulting from this project must be disposed of at an approved site. Contact the local jurisdictional health department for proper management of these materials.

**TOXICS CLEANUP: Eva Barber (360) 407-7094**

This property is within a quarter mile of one contaminated Site. The Site is Taylor Auction and Uncle Sam's Pawn and Thrift Store, Facility Site ID (FSID) 17998. To search and access information concerning this Site, see <http://www.ecy.wa.gov/fs/> and <https://fortress.wa.gov/ecy/gsp/SiteSearchPage.aspx>.

If contamination is suspected, discovered, or occurs during the proposed construction of an apartment building, testing of the potentially contaminated media must be conducted. If contamination of soil or groundwater is readily apparent, or is revealed by sampling, the Department of Ecology must be notified. Contact the Environmental Report Tracking System Coordinator at the Southwest Regional Office at (360) 407-6300. For assistance and information about subsequent cleanup and to identify the type of testing that will be required,



contact Eva Barber with the Toxics Cleanup Program at the Southwest Regional Office at (360) 407-7094.

**WATER QUALITY/WATERSHED RESOURCES UNIT:  
Jessica Eakens (360) 407-0246**

Erosion control measures must be in place prior to any clearing, grading, or construction. These control measures must be effective to prevent stormwater runoff from carrying soil and other pollutants into surface water or stormdrains that lead to waters of the state. Sand, silt, clay particles, and soil will damage aquatic habitat and are considered to be pollutants.

Any discharge of sediment-laden runoff or other pollutants to waters of the state is in violation of Chapter 90.48 RCW, Water Pollution Control, and WAC 173-201A, Water Quality Standards for Surface Waters of the State of Washington, and is subject to enforcement action.

Construction Stormwater General Permit:

The following construction activities require coverage under the Construction Stormwater General Permit:

1. Clearing, grading and/or excavation that results in the disturbance of one or more acres **and** discharges stormwater to surface waters of the State; and
2. Clearing, grading and/or excavation on sites smaller than one acre that are part of a larger common plan of development or sale, if the common plan of development or sale will ultimately disturb one acre or more **and** discharge stormwater to surface waters of the State.
  - a) This includes forest practices (including, but not limited to, class IV conversions) that are part of a construction activity that will result in the disturbance of one or more acres, **and** discharge to surface waters of the State; and
3. Any size construction activity discharging stormwater to waters of the State that Ecology:
  - a) Determines to be a significant contributor of pollutants to waters of the State of Washington.
  - b) Reasonably expects to cause a violation of any water quality standard.

If there are known soil/ground water contaminants present on-site, additional information (including, but not limited to: temporary erosion and sediment control plans; stormwater pollution prevention plan; list of known contaminants with concentrations and depths found; a site map depicting the sample location(s); and additional studies/reports regarding contaminant(s)) will be required to be submitted. For additional information on contaminated construction sites, please contact Carol Serdar at [Carol.Serdar@ecy.wa.gov](mailto:Carol.Serdar@ecy.wa.gov), or by phone at (360) 742-9751.

Additionally, sites that discharge to segments of waterbodies listed as impaired by the State of Washington under Section 303(d) of the Clean Water Act for turbidity, fine sediment, high

pH, or phosphorous, or to waterbodies covered by a TMDL may need to meet additional sampling and record keeping requirements. See condition S8 of the Construction Stormwater General Permit for a description of these requirements. To see if your site discharges to a TMDL or 303(d)-listed waterbody, use Ecology's Water Quality Atlas at:  
<https://fortress.wa.gov/ecy/waterqualityatlas/StartPage.aspx>.

The applicant may apply online or obtain an application from Ecology's website at:  
[http://www.ecy.wa.gov/programs/wq/stormwater/construction/- Application](http://www.ecy.wa.gov/programs/wq/stormwater/construction/-Application). Construction site operators must apply for a permit at least 60 days prior to discharging stormwater from construction activities and must submit it on or before the date of the first public notice.

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

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

Department of Ecology  
Southwest Regional Office

(GMP:202006420)

cc: Derek Rockett, SWM  
Eva Barber, TCP  
Jessica Eakens, WQ

**CITY OF TACOMA**  
Planning and Development Services  
**COMMENT MEMO - Review**  
12/9/2020

747 Market St., 3rd Floor  
Tacoma, WA 98402  
**(253) 591-5030**

RECORD # LU20-0241 - 7904 Pacific Ave

## NEXT STEPS

Please find attached review comments for your permit application.

Next Steps:

1. A complete set of revision documents and plans that correspond to each review comment must be provided.
  - a. For **ALL COMMERCIAL** permits, a revision response letter to the review comments must be provided.
  - b. For **ALL RESIDENTIAL** permits with plans or documents completed by a design professional, the design professional must provide a revision response letter to the review comments.
2. If you have any questions or believe any of the review comments should not apply, please contact the appropriate staff reviewer to clarify. If staff agrees that a comment does not apply, please document the date of communication and provide a brief summary in the revision response letter.
3. Please submit all revision documents to [aca.accela.com/tacoma](http://aca.accela.com/tacoma). If you need assistance on how to submit revisions, please look at our tip sheet <http://tacomapermits.org/wp-content/uploads/2016/11/G-600-How-to-Submit-Revisions.pdf>.

## CONTACTS

For general inquiries or questions about permitting or process, please contact a permit specialist at (253) 591-5030 (option 3) or [permitplandesk@cityoftacoma.org](mailto:permitplandesk@cityoftacoma.org). You can also contact the assigned project coordinator directly with their information below. For questions regarding specific review comments or interpretation of code, please contact the appropriate review staff.

Project Coordinator: Shirley Schultz [shirley.schultz@cityoftacoma.org](mailto:shirley.schultz@cityoftacoma.org) 253-345-0879

Professional Engineer: Alicia Floyd afloyd@cityoftacoma.org 253-320-1189  
Water Review: Chris Hicks chicks@cityoftacoma.org 253-502-8384  
Fire Review: Chris Seaman cseaman@cityoftacoma.org 253-591-5503  
Traffic Engineer: Dan Hansen dhansen1@cityoftacoma.org 253-591-5529  
Chief Surveyor: Gary Allen gallen@cityoftacoma.org 253-591-5772  
Power Review: Jeff Rusler jrusler@cityoftacoma.org 253-502-8309  
Real Property Review: Lee Russell lrussell@cityoftacoma.org 253-591-5277  
Plans Examiner: Lucas Shadduck lshadduc@cityoftacoma.org 253-380-7786  
Site Commercial Review: Lyle Hauenstein lhauenstein@cityoftacoma.org 253-594-7843  
Land Use: Shirley Schultz shirley.schultz@cityoftacoma.org 253-345-0879  
Real Property Review: Teague Pasco tpasco@cityoftacoma.org 253-591-5570  
Traffic Review: Vicki Marsten vmarsten@cityoftacoma.org 253-591-5556

**Comment**

**Reviewer**

11/24/20 Solid waste will be serviced at the curb of 79th Street. Containers must have 4 feet clearance between them when placed out for service. TMC 12.09.040

Lyle Hauenstein

11/24/2020 - Construction must comply with the adopted Fire Code at the time of building permit submittal. Construction plans included with the land use action are not reviewed for Fire Code compliance.

Chris Seaman

There is no outstanding in-lieu sewer assessment owing on this property.

Lee Russell

12/7/20:

Lucas Shaddock

Construction shall comply with the adopted Building Code(s) at the time of building permit application acceptance. Note the 2018 editions of the Building Code(s) will be adopted Feb 1, 2021.

12/7/2020 RPS Comments:

Teague Pasco

RPS has no objection to the requested rezone. Please note that the submitted site plan appears to place the parcel boundaries in the wrong location, and appears to be inconsistent with the submitted survey. Please review the site plan and revise if necessary to conform to the surveyed location.

12/7/20

Jeff Rusler

Tacoma Power has no issue with the rezone.

Informational Notes:

Tacoma Power's easement along the east property line is only 5 feet wide, not 8 feet, per AFN 1341387 from 1944. Tacoma Power's internal reference for the easement is E1181.

It's up to the developer/their contractors to make sure they can construct the building while meeting any requirements of the WAC 296-24-960 – General Safety and Health Standards - Working on or Near Exposed Energized Parts. Proper clearances must be maintained from the lines while construction the building and for any future maintenance work performed on the building.

12/08/2020

Dan Hansen

• Trash collection shall not require trucks to back across the sidewalk where they may pose a hazard to pedestrians. Trash pick-up will be required on S 79th St unless a turn around is incorporated on-site.

• Sidewalk must be built along the Pacific Avenue frontage to the minimum required width of 7'. Design Manual Ch 4, 7.1.2. Sidewalk along S 79th St must be built to Standard Plan DR-04, Design Manual Figure 4-9.

• The driveway on S 79th St must be reconstructed to City of Tacoma standards including Standard Plan SU-07. Its placement shall be as close as practicable to the property line farthest from Pacific avenue. The width must be a minimum of 20' wide to serve two-way travel.

• New curb ramps are required to serve both sides of all three pedestrian crossings at the intersection of S 79th St and Pacific Avenue.

12/9

Shirley Schultz

Site plan doesn't match up with location of right of way, but is okay for the purposes of public notice and scheduling the hearing.

Document Name: Redlined Site Plan.pdf

Document Category: Site Plan

<u>Page</u>	<u>Comment</u>	<u>Reviewer</u>
1	Show property aligned better	Vicki Marsten
1	The parcel boundaries do not appear to be placed in the correct location relative to the aerial image and current infrastructure	Teague Pasco

. It is also inconsistent with the survey provided.

---

**Site Development Group  
Pre-Application Scoping Notes**

**TO:** Charla Kinlow, Application Services  
**FROM:** Alicia Floyd, Site Development Group

**Permit Number:** PRE20-0124  
**Project Name:** 7904 Pacific Avenue Apartments  
**Address:** 7904 Pacific Avenue  
**Project Description:** Construction of new multifamily building and associated surface parking  
**Date:** July 7, 2020  
**Parcel Number:** 7680000250

**Stormwater Management**

1. Stormwater scoping review is limited to Volume 1 of the SWMM and the identification of applicable Minimum Requirements.
2. A site development permit is required. This project must comply with the SWMM in effect at time of vesting.  
Regulatory Citation: TMC 2.19.030, TMC 12.08.007
3. It appears this project will disturb one or more acre of land or is part of a larger common plan of development or sale that has disturbed or ultimately will disturb one or more acres of land; and discharge stormwater from the site. Coverage under a Washington State Department of Ecology (Ecology) NPDES Stormwater Construction General Permit (CSWGP) may be required.
  - For assistance with the CSWGP contact the Ecology Southwest Region Pierce County Permit Administrator: (360) 407-7451.
  - For Information about the Construction Stormwater General Permit and requirements, visit Ecology's ISWGP webpage: <https://ecology.wa.gov/Regulations-Permits/Permits-certifications/Stormwater-general-permits/Construction-stormwater-permit>.
  - To submit a Notice of Intent (NOI) for coverage under the CSWGP apply online through Ecology's WQWebPortal: <https://ecology.wa.gov/Regulations-Permits/Guidance-technical-assistance/Water-quality-permits-guidance/WQWebPortal-guidance>.Regulatory Citation: Washington NPDES Phase 1 Municipal Stormwater Permit
4. This project appears to trigger Minimum Requirements #1-10 which would require on-site stormwater to be managed in accordance with Onsite Management BMPs List #2 or demonstrate compliance with the LID Performance Standard to achieve MR#5 compliance. Design of onsite stormwater systems may require a soil analysis prepared by a qualified soils professional per the SWMM, Volume 3.  
Regulatory Citation: SWMM Volume 1 Sections 3.4.5; Volume 3
5. Minimum Requirement #6 may need to be evaluated for this project. On-site and off-site pollution generating hard surface (PGHS) areas shall be all be added together to determine the project PGHS total. If any thresholds of Minimum Requirement #6 are met, the project shall

construct water quality treatment facilities. Separate water quality facilities shall be provided for on-site and off-site PGHS. If the project site meets the MR #6 (water quality treatment) enhanced treatment per Volume 1, Section 2.5.11 of the SWMM shall be required as this site discharges to Hosmer Holding Basin.

Regulatory Citation: SWMM Volume 1 Chapter 3, Sections 3.3 & 3.4.6

6. If the project site meets the MR #6 (water quality treatment) threshold and discharges to natural resources restoration sites or sensitive areas, enhanced treatment per Volume 1, Section 2.5.11 of the SWMM shall be required.

Regulatory Citation: SWMM Volume 1, Section 2.5 & Sections 3.3 & 3.4.6

7. Minimum Requirement #7 will likely need to be evaluated for this project. On-site and off-site improvements shall be considered to determine whether any thresholds of MR #7 are met. If so, flow control requirements vary by watershed and can be reviewed in Volume 1, Section 3.3.7 of the SWMM. This project is in the Flett watershed.

Regulatory Citation: SWMM Volume 1 Chapter 3, Sections 3.3.7 & 3.4.7

8. This project may be eligible to participate in the Flett Creek Payment In-Lieu of Construction Program. The Program allows applicants to pay a one-time systems development charge instead of constructing required stormwater flow control facilities on their project site to fulfill Minimum Requirement #7. Please contact Alicia Floyd for more information if you are interested in participating in this program.

Regulatory Citation: Payment-In-Lieu-of-Construction Program

9. Per SWMM Minimum Requirement #10, all projects shall include a qualitative offsite analysis as described in Volume 1 of the SWMM.

Regulatory Citation: SWMM Volume 1 Section 3.4.10

10. The project site is not currently served by the existing City stormwater system, therefore, stormwater must be managed on-site or the stormwater system shall be extended to serve the project area. (The public storm conveyance system is on the East side of Pacific Avenue.)

Regulatory Citation: SWMM Volume 1 Section 3.4.4.2, Volume 3 Section 2.6

11. Any private storm drainage system will require a Covenant and Easement Agreement for maintenance and access.

Regulatory Citation: SWMM Volume 1 Section 3.4.9

### **Utilities (Sanitary Sewer, Power, Water)**

12. Each new Townhouse/Multi-unit Building shall have a new, independent connection to the City sanitary sewer.

Regulatory Citation: Side Sewer & Sanitary Sewer Availability Manual, Sec 3.6

13. Dumpsters that will be used for wet or moist trash and all garbage compactors shall be located on a stand-alone pad that drains to the sanitary sewer system. Cardboard compactors are not required to drain to the sanitary sewer.

Regulatory Citation: SWMM Volume 4, Section 4.5



## Traffic Flow, Parking, Street Improvements

14. This project appears to be subject to off-site improvements which will be issued at time of building permit, SEPA Determination, or Land Use Action. The following are improvements likely to be required.  
Regulatory Citation: TMC 2.19
15. Street Trees are required per TMC 13.06.502 Landscaping and buffering standards.  
Approved list of trees -  
<http://cms.cityoftacoma.org/surfacewater/UrbanForestManual/APPENDIX%207.pdf>  
Regulatory Citation: TMC 13.06.090 B
16. Cement concrete curb and gutter shall be constructed, abutting the site along Pacific Avenue to the approval of the City Engineer. In addition, any damaged defective, and/or hazardous curb and gutter on South 79<sup>th</sup> Street shall be removed and replaced. See Tacoma design reference DR-04 for the alignment of the curb.  
Regulatory Citation: TMC 2.19
17. Cement concrete sidewalk shall be constructed abutting the site along Pacific Avenue and South 79<sup>th</sup> St to the approval of the City Engineer. New sidewalk shall meet Public Right-of-Way Accessibility Guidelines and requirements set forth by the Americans with Disabilities Act. The sidewalk adjacent to Pacific Avenue shall be a minimum 7 feet wide with Street Trees provided at the back of walk. The sidewalk adjacent to South 79<sup>th</sup> Street shall be 5 feet wide with a 5 foot planter strip width.  
Regulatory Citation: TMC 2.19
18. The type, width, and location of all driveway approaches serving the site(s) shall be approved by the City Engineer and Traffic Engineering. It appears that a Type 1per SU-07 is appropriate for this project.  
Regulatory Citation: ROW Design Manual Chapter 4 Section 6.5
19. Directional cement concrete curb ramps shall be constructed at the Northwest and Southwest corners of the intersection of Pacific Avenue and South 79<sup>th</sup> Street for a total of four directional curb ramps. Note that this may likely require the relocation of the existing utility pole at the Northwest corner of the subject property at the property owner's expense. The project shall also provide receiving ramps for the directional ramps proposed to cross Pacific Avenue (2 additional ramps on the East side of Pacific Ave). Receiving ramps must be aligned within one half the width of the primary ramp on the west side of Pacific Avenue and may not conflict with the existing driveway located on the East side of Pacific Ave. It is the applicant's responsibility to demonstrate any potential design conflicts or feasibility constraints and justify any non-standard or alternative designs. The City encourages early submittal of the ramp configuration to site and traffic staff for coordination.

In addition, the Pierce Transit Bus Rapid Transit project will take place adjacent to the project in the coming years. The design of the BRT project may affect the placement and design of curb ramps as well as the feasibility of providing some crossings. It may be possible for this project to coordinate some of the required frontage improvements with this project, with the approval of

the Public Works Director. If the applicant wants to pursue the potential for a coordinated approach, please contact the site and traffic department reviewers to discuss further.

Regulatory Citation: ROW Design Manual Chapter 4 Section 1.2 & Chapter 8

20. Any cuts made to Pacific Avenue or South 79<sup>th</sup> Street fronting the property shall be restored in accordance with the Right-of-Way Restoration Policy. The City's records indicate that these Blocks of Pacific Avenue and South 79<sup>th</sup> Street are Asphalt Concrete Pavement. Restoration shall be in accordance with Tacoma standard plan SU-15A.

Regulatory Citation: Right-of-Way Restoration Policy

January 13, 2021

Record ID: SR0257389

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

RE: SEPA Review, Rezone LU20-0241 7904 Pacific Avenue

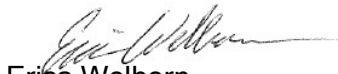
Dear Shirley Schultz:

The Tacoma-Pierce County Health Department's Environmental Health Program received the above mentioned checklist on December 22, 2020 and has reviewed your proposal.

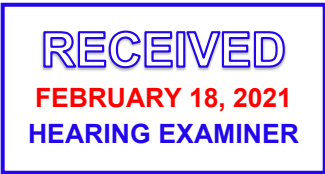
There are no comments at this time to the proposal as presented.

Thank you for the opportunity to respond.

Sincerely,



Erica Welborn  
Environmental Health Specialist II  
Environmental Health Division



LU20-0241 Rezone 7904 Pacific Avenue

Applicable Zoning Regulations

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

13.05.030 Zoning and Land Use Regulatory Code Amendments.

A. General Provisions.<sup>1</sup>

- 1. Whenever this chapter has been, or is hereafter, amended to include in a different district, property formerly included within classified district boundaries of another district, such property shall be deemed to thereupon be deleted from such former district boundaries.
- 2. Unless specifically classified otherwise, zoning district boundaries shall be considered to extend to the centerline of rights-of-way. Right-of-way, which has had prior approval for vacation pursuant to Chapter 9.22 or which is hereafter approved for vacation, shall be deemed to be added to the district boundaries of the property which the vacated right-of-way abuts. In instances where a vacated right-of-way is bordered on one side by a district which is different from the district on the other side, the right-of-way shall be deemed to be added apportionately to the respective districts.

...

C. Site Specific Zoning Reclassifications.<sup>2</sup>

a. Application submittal.

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

b. Criteria for rezone of property.

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

- (1) That the change of zoning classification is generally consistent with the applicable land use intensity designation of the property, policies, and other pertinent provisions of the Comprehensive Plan.
- (2) That substantial changes in conditions have occurred affecting the use and development of the property that would indicate the requested change of zoning is appropriate. If it is established that a rezone is required to directly implement an express provision or recommendation set forth in the Comprehensive Plan, it is unnecessary to demonstrate changed conditions supporting the requested rezone.
- (3) That the change of the zoning classification is consistent with the district establishment statement for the zoning classification being requested, as set forth in this chapter.
- (4) That the change of the zoning classification will not result in a substantial change to an area-wide rezone action taken by the City Council in the two years preceding the filing of the rezone application. Any application for rezone that was pending, and for which the Hearing Examiner’s hearing was held prior to the adoption date of an area-wide rezone, is vested as of the date the application was filed and is exempt from meeting this criteria.
- (5) That the change of zoning classification bears a substantial relationship to the public health, safety, morals, or general welfare.

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

### 13.06.030 Commercial Districts.<sup>3</sup>

#### A. Applicability.

The following tables compose the land use regulations for all districts of Section 13.06.030. All portions of Section 13.06.030 apply to all new development of any land use variety, including additions and remodels, in all districts in Section 13.06.030, unless explicit exceptions or modifications are noted. The requirements of Section 13.06.030.A through Section 13.06.030.C are not eligible for variance. When portions of this section are in conflict with other portions of Chapter 13.06, the more restrictive shall apply.

#### B. District purposes.

The specific purposes of the Commercial Districts are to:

1. Implement goals and policies of the City's Comprehensive Plan.
2. Implement Growth Management Act goals, county-wide, and multi-county planning policies.
3. Create a variety of commercial settings matching scale and intensity of use to location.
4. Attract private investment in commercial and residential development.
5. Provide for predictability in the expectations for development projects.
6. Allow for creative designs while ensuring desired community design objectives.

#### C. Districts established.

##### 2. C-1 General Neighborhood Commercial District.

This district is intended to contain low intensity land uses of smaller scale, including office, retail, and service uses. It is characterized by less activity than a community commercial district. Building sizes are limited for compatibility with surrounding residential scale. Residential uses are appropriate. Land uses involving vehicle service or alcohol carry greater restriction. This classification is not appropriate inside a plan designated mixed-use center or single-family intensity area.

#### E. District use restrictions.

1. The following use table designates all permitted, limited, and prohibited uses in the districts listed. Use classifications not listed in this section or provided for in this section are prohibited, unless permitted via Section 13.05.080.

Uses <sup>4</sup>	C-1	Additional Regulations <sup>2, 3, 4</sup> (also see footnotes at bottom of table)
Adult family home	P	See definition for bed limit.
Adult retail and entertainment	N	Prohibited except as provided for in Section 13.06.080.B.
Agricultural uses	CU	Such uses shall not be located on a parcel of land containing less than 20,000 square feet of area. Livestock is not allowed.
Airport	CU	
Ambulance services	P	
Animal sales and service	P	Must be conducted entirely within an enclosed building.
Assembly facility	P	
Brewpub	N	2,400 barrel annual brewpub production maximum, equivalent volume wine limit.

<sup>3</sup> Code Reviser's note: Previously codified as 13.06.200 (Commercial Districts); relocated to 13.06.030 per Ord. 28613 Ex. G; passed Sept. 24, 2019.

Uses <sup>4</sup>	C-1	Additional Regulations <sup>2,3,4</sup> (also see footnotes at bottom of table)
Dwelling, single-family detached	P	Per Ordinance No. 28470, on an interim basis, prohibited along Marine View Drive. See TMC 13.04.030.D for area of applicability. Subject to additional requirements pertaining to accessory building standards as contained in Section 13.06.020.G.
Dwelling, two-family	P	Per Ordinance No. 28470, on an interim basis, prohibited along Marine View Drive. See TMC 13.04.030.D for area of applicability. Subject to additional requirements pertaining to accessory building standards as contained in Section 13.06.020.G.
Dwelling, three-family	P	Per Ordinance No. 28470, on an interim basis, prohibited along Marine View Drive. See TMC 13.04.030.D for area of applicability. Subject to additional requirements pertaining to accessory building standards as contained in Section 13.06.020.G.
Dwelling, multiple-family	P	Per Ordinance No. 28470, on an interim basis, prohibited along Marine View Drive. See TMC 13.04.030.D for area of applicability.

F. District development standards.

	C-1
1. Lot area and building envelope standards	
c. Minimum Lot Area	0
d. Minimum Lot Width	0
2. Building coverage.	
a. Applicability.	Applies to single-use multi-family residential development only.
b. Purpose.	
c. Maximum Building Coverage	None non-residential; Residential maximum building coverage in accordance with the R-4-L District
3. Setbacks	
c. Minimum Front Setback	In all districts listed above, 0 feet, unless abutting a residential zoning, then equal to the residential zoning district for the first 100 feet from that side. Maximum setbacks (Section 13.06.030.F.8) supersede this requirement where applicable. Animal sales and service: shall be setback from residential uses or residential zoning district boundaries at least 20 feet.
d. Minimum Side Setback	In all districts listed above, 0 feet, unless created by requirements in Section 13.06.090.B. Animal sales and service: shall be setback from residential uses or residential zoning district boundaries at least 20 feet.
e. Minimum Rear Setback	In all districts listed above, 0 feet, unless created by requirements in Section 13.06.090.B. Animal sales and service: shall be setback from residential uses or residential zoning district boundaries at least 20 feet.
4. Height	
c. Maximum Height Limit	35 feet Height will be measured consistent with Building Code, Height of Building, unless a View Sensitive Overlay District applies. Height may be further restricted in View-Sensitive Overlay Districts, per Section 13.06.070.A South Tacoma. Certain specified uses and structures are allowed to extend above height limits, per Section 13.06.010.

C-1	
5. Maximum floor area.	
c. District standard.	30,000 square feet per building
6. Minimum usable yard space.	
a. Applicability.	Applies to single use residential development only.
b. Purpose.	
c. Minimum Usable Yard Space	Minimum usable yard space shall be provided in accordance with the residential building type requirements in 13.06.020.D.7. Duplex/triplex dwellings shall provide usable yard space in accordance with the R-3, R-4-L, R-4 and R-5 Districts.
7. Tree Canopy Coverage	
a. Applicability.	Applies to single-use residential development only.
c. District standard (percent of lot).	30
	Tree canopy shall be provided in accordance with the standards in 13.06.020.D.8.
8. Maximum setback standards on designated streets.	
a. Applicability.	Pedestrian streets as defined in TMC 13.06.010.D.1.
b. Purpose.	To achieve a pedestrian supportive environment, where buildings are located in close proximity to the street and designed with areas free of pedestrian and vehicle movement conflicts, maximum building setbacks are required as follows:
c. Maximum Setback Applied	<ul style="list-style-type: none"> <li>a. 10 feet maximum front and/or corner side setback from property lines at the public right-of-way shall be provided for at least 75 percent of building facing the designated street frontage.</li> <li>b. When the site is adjacent to a designated pedestrian street, that street frontage shall be utilized to meet the maximum setback requirement with the front, side, and/or corner side of the façade as indicated above.</li> <li>c. This requirement supersedes any stated minimum setback.</li> <li>d. Maximum setback areas shall be designed to be sidewalk, pedestrian plaza, public open space, landscaping, and/or courtyard and to be free of motor vehicles at all times.</li> </ul>
d. Exceptions	<ul style="list-style-type: none"> <li>a. Additions to legal, nonconforming buildings are exempt from maximum setbacks, provided the addition does not increase the level of nonconformity as to maximum setback..</li> <li>b. Buildings that are 100 percent residential do not have a maximum setback..</li> <li>c. The primary building of a gas station, where gas stations are allowed, is subject to the maximum setback on only one side of the building on corner parcels. Kiosks without retail and intended for fuel payment only are exempt.</li> <li>d. Within parks, recreation and open space uses, accessory or ancillary structures, such as restroom buildings, playground equipment and picnic shelters, are exempt from the maximum setback standards.</li> </ul>

H. References to other common requirements.

- 13.01 Definitions.
- 13.05.010 For Land use permits, including conditional use and variance criteria.
- 13.06.010 General provisions (contains certain common provisions applicable to all districts, such as general limitations and exceptions regarding height limits, yards, setbacks and lot area, as well as nonconforming uses/parcels/structures.)
- 13.06.070 Overlay districts (these districts may modify allowed uses and/or the development regulations of the underlying zoning district.)
- 13.06.080 For Home occupations and Short-term rentals.

- 13.06.090.B Landscaping standards.
- 13.06.090.C Off-street parking areas.
- 13.06.090.D Loading spaces.
- 13.06.090.F Pedestrian and bicycle support standards.
- 13.06.090.H Transit support facilities.
- 13.06.090.I Signs standards.
- 13.06.100 Building design standards.

**13.06.020 Residential Districts.<sup>4</sup>**

F. District development standards.

<b>R-4-L</b>	
<b>1. Minimum Lot Area (in square feet, unless otherwise noted)</b>	
a. Purpose.	
b. Single-family detached dwellings – Standard Lots	5,000
c. Single-family detached dwellings – Small Lots (Level 1)	2,500
d. Two-family dwellings	4,250
e. Three-family dwellings	5,500
f. Multiple-family dwellings	6,000 sq. ft. plus 1,500 sq. ft. for each unit in excess of four
g. Townhouse dwellings	1,500
h. Mobile home/trailer court	3.5 acres, provided at least 3,500 sq. ft. is provided for each mobile home
<b>2. Lot Measurements (in feet)</b>	
a. Purpose.	
b. Minimum Average Lot Width – Standard Lots	50
c. Single-family Small Lots – Minimum Average Lot Width	25
d. Minimum Lot Frontage The minimum lot frontage requirement does not apply to townhouse dwellings. Pipestem lots which only serve one single-family dwelling are not required to meet the minimum lot frontage requirements, provided the access easement or lot extension to such pipestem lot has a minimum width of 10 feet.	25
<b>3. Building Coverage (total building coverage / lot area x 100 = percentage)</b>	
a. Purpose.	
b. Maximum building coverage, percent of lot	50

<sup>4</sup> Code Reviser’s note: Relocated from 13.06.100 per Ord. 28613.



	<b>R-4-L</b>
<p>c. Bonus: Corner Lot: May add an additional 10% of the lot area to the total lot area for the purpose of calculating the maximum building coverage allowance.</p> <p>Alley: Lots with an alley may count 50% of the abutting alley as lot area for calculating the maximum allowable building coverage.</p>	
<p>d. Exceptions:</p> <p>Usable Yard Space that is covered, but not enclosed, shall not count towards the maximum building coverage.</p> <p>Detached Accessory Dwelling units and small-lot single family: Building coverage limitations do not apply to Detached ADUs, small-lot single family, or cottage housing.</p>	
<b>5. Max. Height Limits (in feet)</b>	
a. Purpose.	
b. Main Buildings	35
c. Accessory Buildings	15-feet
<b>8. Tree Canopy Coverage</b>	
a. Purpose.	
b. Tree Canopy, percentage of lot area	30
<p>c. Calculating Tree Canopy Tree Canopy is measured as a percentage of the overall lot area. Example: 6,000 square foot lot in the R-3 District would require a tree canopy of 1800 square feet (6000 x .3 = 1800). The Urban Forest Manual classifies trees as small, medium, and large based on the overall tree factor, which also weighs growth rate. In meeting the tree canopy requirement planted trees will receive the following canopy credit:</p> <ul style="list-style-type: none"> <li>• Small Trees: 300 sq. ft.</li> <li>• Medium Trees: 500 sq. ft.</li> <li>• Large Trees: 1000 sq. ft.</li> </ul> <p>1800 square feet of tree canopy could be met as a combination of one large, one medium, and one small tree, or any other combination that meets or exceeds the overall canopy requirement.</p> <p>The canopy requirement may include the trees located on the lot or from street trees planted in the abutting right-of-way that overhang the lot. Tree canopy provided on the lot as a result of other landscaping requirements of this Chapter may be used to fulfill this requirement.</p>	
d. Other standards and flexibility Trees planted to meet this requirement are subject to the standards in Section 13.06. 090.B landscaping requirements applicable to all required landscaping. Trees may be located within private or common usable yard space. Tree retention credits from Section 13.06.090.B may be applied.	
e. Enforcement Violations of the provisions of this section are subject to Code Enforcement, per TMC 13.05.150.	

## **13.06.090 Site Development Standards.**

### **B. Landscaping standards.<sup>5</sup>**

#### **1. Applicability.**

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

#### **b. Alterations.**

#### **e. Street trees.**

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

(1) Construction of new permanent roadways, excluding residential Local Improvement Districts; alterations to the width of existing permanent roadways; construction of new sidewalk; and replacement of more than 50% of an existing sidewalk along a site's frontage (when 50 linear feet or more is being constructed). In the case of sidewalk replacement, street trees shall be required proportionate to the linear footage of sidewalks replaced.

(2) If street trees are required in the applicable zone, then existing street trees shall be preserved in healthy, thriving, and safe condition per the tree installation, maintenance, and preservation requirements of this section and the technical specifications of the UFM. If required street trees are improperly pruned, damaged, or removed, they shall be replaced per the provisions of this section.

#### **2. Purpose.**

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

#### **3. General Landscaping Requirements.**

#### **4. District landscaping requirements.<sup>6</sup>**

##### **a. Applicability.**

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

##### **(2) Exemptions:**

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

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

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

<sup>6</sup> Code Reviser's note: Relocated from Table TMC 13.06.502.E., "Landscaping requirement applicable to Residential, Commercial, Industrial, and Mixed-Use Districts", per Ord. 28613.

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

b. Purpose.

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

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

d. Overall Site Landscaping.

(1) Purpose.

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

(2) Overall Site Landscaping Minimums.

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

- Residential Districts: 5 percent

(3) Planting requirements.

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

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

e. Site Perimeter Landscaping:

(1) Purpose.

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

(2) Exceptions.

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

(3) General Standards.

(a) When applicable, a Site Perimeter is required around the entire perimeter of the site. Perimeter strips may be broken for primary structures, vehicle and pedestrian access crossings, and to allow limited access to and use of utility services located in alleys, but not by accessory structures, paved areas, outdoor storage or other development.

(b) A minimum 7-foot wide site perimeter strip shall be provided on sides without abutting street trees. The required perimeter strip shall be reduced to 5 feet for parcels of 150 feet or less in depth.

(c) A minimum 5-foot wide site perimeter strip shall be provided on sides with abutting street trees.

(4) Planting Requirements.

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

(a) At least one Small Tree per 200 sf; one Medium Tree per 300 sf; or one Large Tree per 400 sf of required landscaped area.

(b) Trees planted shall be generally evenly distributed over the site.

(c) Place trees to create a canopy in desired locations without obstructing necessary view corridors.

(d) Shrubs and groundcover to completely cover the remaining area within 3 years.

f. Street trees:

(1) Purpose.

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

(2) Exceptions.

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

(3) Planting Requirements.

(a) Four Small Trees; three Medium Trees; or, Two Large Trees per 100 linear feet of site frontage.

(b) Street trees should generally be evenly spaced to create or maintain a rhythmic pattern, but can be provided with variations in spacing and/or grouped to accommodate driveways, building entrances, traffic signs, or other streetscape features, or if such variations are demonstrated to better achieve the intent.

(c) Street trees shall, when possible, be planted within the right-of-way adjacent to the curb and between the pedestrian lane/sidewalk and curb. When this is not possible or a different location would better achieve the intent, street trees may be located elsewhere within the right-of-way, including behind the sidewalk, in street medians, parking strips or bulbouts. If neither of these preferred locations is possible, such as when existing infrastructure prevents trees from being planted within the right-of-way, trees located within 10 feet of the right-of-way may be counted as street trees.

(4) Street Trees in Downtown Districts.<sup>7</sup>

C. Off-street parking areas.<sup>8</sup>

1. Applicability.

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

2. Purpose.

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

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

<sup>7</sup> Code Reviser's note: Relocated from 13.06A.070.C.3 per Ord. 28613.

<sup>8</sup> Code Reviser's note: Relocated from 13.06.510 per Ord. 28613. Prior legislation: Ord. 28613 Ex. E; passed Sept. 24, 2019: Ord. 28518 Exs. 1, 6; passed Jun. 26, 2018: Ord. 28511 Ex. B; passed May 15, 2018: Ord. 28376 Ex. B; passed Aug. 16, 2016: Ord. 28336 Exs. B, C; passed Dec. 1, 2015: Ord. 28230 Ex. D; passed Jul. 22, 2014: Ord. 28157 Ex. F; passed Jun. 25, 2013: Ord. 28109 Ex. O; passed Dec. 4, 2012: Ord. 28088 Ex. A; passed Sept. 25, 2012: Ord. 28077 Ex. C; passed Jun. 12, 2012: Ord. 27995 Ex. D; passed Jun. 14, 2011: Ord. 27893 Ex. A; passed Jun. 15, 2010: Ord. 27818 Ex. A; passed Jul. 28, 2009: Ord. 27813 Ex. D; passed Jun. 30, 2009: Ord. 27771 Ex. C; passed Dec. 9, 2008: Ord. 27644 Ex. A; passed Sept. 18, 2007: Ord. 27539 § 16; passed Oct. 31, 2006: Ord. 27432 § 9; passed Nov. 15, 2005: Ord. 27296 § 22; passed Nov. 16, 2004: Ord. 27245 § 12; passed Jun. 22, 2004: Ord. 27079 § 35; passed Apr. 29, 2003: Ord. 26966 § 14; passed Jul. 16, 2002: Ord. 26933 § 1; passed Mar. 5, 2002.

compact stalls, shared parking between uses, transportation demand management, and incentives for reducing the size of parking areas.

3. Off-street parking spaces - quantity.

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

a. Fractions.

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

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

<b>TABLE 1 – Required Off-Street Parking Spaces<sup>9, 14</sup></b>		
<b>Use</b>	<b>Unit</b>	<b>Required parking spaces</b>
		<b>Min.</b>
<b>Residential</b>		
Multiple-family dwelling <sup>1, 2, 12, 16</sup>		
Located in R-3, R-4-L, T, HMR-SRD, and PRD Districts <sup>12</sup>	Dwelling.	1.50
Located in R-4, C-1, C-2, HM, and M-1 Districts <sup>12</sup>	Dwelling.	1.25
Located in R-5 District <sup>12</sup>	Dwelling.	1.00

4. Parking Quantity Reductions.

b. 13.06.020 Residential Districts, 13.06.030 Commercial Districts, and 13.06.060 Industrial Districts.

(2) Parking requirements may be reduced through provision of one or more of the Parking Quantity Reduction options, up to a minimum of 1 stall per 2 rooms, suites or dwellings. Each parking reduction option provided shall receive 50 percent of the credit available in Mixed-Use Center Districts. This reduction may not be utilized in combination with the bonus offered through (1), above. [The reduction is 25% for transit proximity.]

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

a. Applicability.

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

b. Purpose.

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

c. Off-street Parking Location:

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

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

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

(2) CCX, UCX, HMX and CIX Districts

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

(3) Multi-Family Development Parking

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

(b) Non-X-Districts: In multi-family residential developments all on-site parking shall be located in the rear portion of the lot and shall not be accessed from the front if suitable access to the rear is available, such as an abutting right-of-way that is or can practicably be developed. If access is not practicably available to the rear yard or not practicably limited only to the rear and sides (such as for institutional and other large uses), subject to determination by the City Engineer, then vehicular access to the front may be developed. However, in all cases such access and parking shall be limited to the minimum necessary and in no case shall driveway and/or parking areas exceed the following:

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

d. Loading Spaces.

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

9. Development Standards – Driveways.

a. Applicability.

b. Purpose.

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

c. General Standards.

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

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

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

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

f. Location and frequency standards.

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

(2) Pedestrian streets.

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

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

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

g. Drive way width.

- (1) Except as otherwise provided by TMC 10.14.050, the width of any driveway shall not exceed 30 feet and shall not be less than 10 feet.
- (2) For two and three-family and townhouse dwellings, driveway approach widths on streets are limited to 14 feet when serving one unit and 20 feet in width when serving multiple units.
- (3) All driveways for other than single-family residences and duplexes shall be a minimum of 20 feet in width.
- (4) The maximum driveway approach width shall be 25 feet on designated pedestrian streets and 30 feet on all other streets.
- (5) The radius of all driveway returns shall be a minimum of 10 feet, except on non-arterial streets for single-family residences or duplexes, which shall have a minimum radius of five feet.
- (6) In all cases, the driveway approach width limitations indicated are exclusive of the radii of the returns (see graphic below). The measurement of the driveway approach width shall be made parallel to the center line of the street.

### 13. Other limitations on parking areas.

- a. Where the principal use is changed and additional parking space is required as a result, it is unlawful and a violation of this chapter to begin or maintain such altered use until such time as the required off-street parking provisions of this chapter are complied with.
- b. Where the minimum number of required off-street parking spaces has been provided to serve a use, such parking area shall not be subsequently reduced in the number of parking spaces provided.
- c. Where off-street parking areas are developed and operated as a business and where a parking fee is charged, the parking area shall be located only in a commercial or industrial district.

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

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

### F. Pedestrian and bicycle support standards.<sup>9</sup>

#### 1. General Applicability.

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

#### 2. Exceptions.

##### c. Residential or Mixed-Use.

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

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<sup>9</sup> Code Reviser's note: Relocated from 13.06.512 per Ord. 28613. Prior legislation: Ord. 28511 Ex. B; passed May 15, 2018: Ord. 28376 Ex. B; passed Aug. 16, 2016: Ord. 28336 Ex. C; passed Dec. 1, 2015: Ord. 28230 Ex. D; passed Jul. 22, 2014: Ord. 27995 Ex. D; passed Jun. 14, 2011: Ord. 27893 Ex. A; passed Jun. 15, 2010: Ord. 27818 Ex. A; passed Jul. 28, 2009: Ord. 27245 § 13; passed Jun. 22, 2004: Ord. 27079 § 37; passed Apr. 29, 2003: Ord. 26933 § 1; passed Mar. 5, 2002.

3. Purpose.

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

4. Bicycle and Pedestrian Connections.

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

a. Interior Access Roads.

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

b. Connection between streets and entrances.

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

d. Route directness.

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

e. Internal pedestrian system.

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

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

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

f. Facility Design.

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

(2) Size and materials.

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

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

(c) Where the system is parallel and adjacent to an auto travel lane, the system must be a raised path or be separated from the auto travel lane by a raised curb, bollards, landscaping or other physical barrier. If a raised path is used it must be at



least four inches high and the ends of the raised portions must be equipped with curb ramps. Bollard spacing must be no further apart than five feet on center.

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

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

13.06.100 Building design standards.<sup>10</sup>

C. Multi-family Residential Minimum Design Standards.

1. General applicability.

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

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

e. Residential and/or mixed-use.

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

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

2. Zoning District Applicability.

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

3. Pedestrian Orientation Standards.

Purpose: These requirements are intended to enhance pedestrian mobility and safety by providing increased circulation, decreasing walking distances required to enter large developments, and providing walkways partially shielded from rain and/or snow.

a. Entrances	(2) Weather protection is required for all multi-family building entries. For private entries, required weather protection must be at least 3 feet deep along the width of the entry. For common building entries, the required weather protection shall be 5 feet.
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4. Mass Reduction Standards.

<sup>10</sup> Code Reviser's note: Relocated from 13.06.501 per Ord. 28613.

Purpose: The following standards are intended to help reduce the apparent mass of structures and achieve a more human scale environment by providing physical breaks in the building volume that reduce large, flat, geometrical planes on any given building elevation.	
a. Size to choice ratio for b below	<ol style="list-style-type: none"> <li>(1) Buildings under 7,000 square feet of floor area are not required to provide mass reduction.</li> <li>(2) Buildings from 7,000 square feet of floor area to 30,000 square feet of floor area shall provide at least one mass reduction feature.</li> <li>(3) Buildings over 30,000 square feet of floor area shall provide at least two mass reduction features.</li> </ol>

5. Roofline Standards.

Purpose: The following standards are intended to ensure that roofline is addressed as an integral part of building design to avoid flat, unadorned rooflines that can result in an industrial appearing, monotonous skyline. Roofline features are also intended to further reduce apparent building volume and further enhance features associated with residential and human scale development.	
a. Roofline Choices (All buildings shall use one or more of the roofline options)	<ol style="list-style-type: none"> <li>(1) Sloped roof. Use of a roof form with a pitch no flatter than 5/12. Rounded, gambrel, and/or mansard forms may be averaged.</li> <li>(2) Modulated roof. Use of features, which are a minimum of 2 feet in height, such as a terracing parapet, multiple peaks, jogged ridge lines, dormers, etc., with a maximum of 100 feet uninterrupted roofline between roof modulation elements. Modulation elements shall equal a minimum of at least 15 percent of the roofline on each elevation. The maximum shall be 50 feet of uninterrupted roofline along the eave between roof modulation elements in C-1 Districts and on sides facing residential uses or districts. Roof forms with a pitch flatter than 5/12 are permitted with this option; provided, the appropriate modulation is incorporated.</li> <li>(3) Corniced roof. A cornice of two parts with the top projecting at least 6 inches from the face of the building and at least 2 inches further from the face of the building than the bottom part of the cornice. The height of the cornice shall be at least 12 inches high for buildings 10 feet or less in height; 18 inches for buildings greater than 10 feet and less than 30 feet in height; and 24 inches for buildings 30 feet and greater in height. Cornices shall not project over property lines, except where permitted on property lines abutting public right-of-way.</li> </ol>

6. Windows and Openings.

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

7. Façade Surface Standards.

Purpose: The following standards are intended to help reduce the apparent mass of structures and achieve a more human scale environment by providing visual breaks at more frequent intervals to the building volume that reduce large, flat, geometrical planes on any given building elevation, especially at the first story. The choices are also	
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intended to encourage variety in the selection of façade materials and/or treatment and to encourage more active consideration of the surrounding setting.	
a. Building face orientation	All dwellings shall maintain primary orientation to an adjacent street or right-of-way and not toward the alley or rear of the site, unless otherwise determined by the Director. The building elevation facing the street or right-of-way shall not contain elements commonly associated with a rear elevation appearance, such as loading docks, utility meters, and/or dumpsters.
b. All residential buildings shall include at least three of the following articulation features at intervals of no more than 30 feet along all façades facing a street, common open space, or common parking areas. Buildings that have 60 feet or less of frontage on the street or façade width facing the common open space or common parking area are exempt from this standard. Buildings that employ brick as the siding material on a majority of the subject façade are required to only provide two of the articulation features instead of three.	<ol style="list-style-type: none"> <li>(1) Repeating distinctive window patterns at intervals less than the required interval.</li> <li>(2) Vertical building modulation. Minimum depth and width of modulation is 2 feet and 4 feet, respectively, if tied to a change in building material/siding style and/or roofline modulation. Otherwise, minimum depth and width of modulation is 2 and 15 feet, respectively. Balconies may not be used to meet modulation option unless they are recessed or projected from the façade at least 18 inches.</li> <li>(3) Horizontal modulation (upper level step-backs). To qualify for this measure, the minimum horizontal modulation shall be 5 feet and the treatment must be used in increments at no greater than the articulation interval or provided along more than 75 percent of the façade.</li> <li>(4) Roofline modulation.</li> <li>(5) Vertical articulation of the façade. This refers to design treatments that provide a clear delineation of the building's top, middle and bottom. <ol style="list-style-type: none"> <li>(a) Top features may include a sloped roofline or strong cornice line as defined in Section 13.06.501.D.4. For façades utilizing upper level stepbacks, the "top" design treatment may be applied to the top of the front vertical plane of the building or the top of the building where it is set back from the building's front vertical wall (provided the top of the building is visible from the centerline of the adjacent street).</li> <li>(b) Middle features: provide consistent articulation of middle floors with windows, balconies, exterior materials, modulation, and detailing.</li> <li>(c) Bottom: provide a distinctive ground floor or lower floors design that contrasts with other floors through the use of both contrasting window design/configuration and contrasting exterior materials.</li> <li>(d) Façade reduction elements including balconies and bay windows may project into street rights-of-way, where allowed by the Public Works Department, but not into alley rights-of-way.</li> </ol> </li> </ol>
c. Blank wall limitation	(1) Unscreened, flat, blank walls on the first story more than 25 feet in width are prohibited facing a public street and/or highway right-of-way, residential zone, or parking lot. These walls shall use modulation, windows, openings, landscaping, or architectural relief such as visibly different textured material to achieve the required visual break. The visual break shall be at least 1 foot in width. Items provided for other requirements may satisfy this requirement as appropriate. Stored or displayed merchandise, pipes, conduit, utility boxes, air vents, and/or similar equipment do not count toward this requirement.

#### 8. Rooftop Utilities.

Purpose: The following standards are intended to minimize visibility of utilities, mechanical equipment, and service areas to mitigate visual impact on residential privacy, public views, and general community aesthetics.

	<p>All rooftop mechanical equipment for new construction shall be screened with an architectural element such as a high parapet, a stepped or sloped roof form or an equivalent architectural feature which is at least as high as the equipment being screened. Fencing is not acceptable. The intent of the screening is to make the rooftop equipment minimally visible from public rights-of-way within 125 feet of the building, provided said rights-of-way are below the roof level of the building. In those instances where the rights-of-way within 125 feet of the building are above the roof level of the building, the mechanical equipment should be the same color as the roof to make the equipment less visible. Limited flexibility in this standard is allowed to ensure that the function of the HVAC equipment is not compromised by the screening requirement.</p>
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10. Utilities.

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

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

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FEBRUARY 18, 2021  
HEARING EXAMINER



*Broadway farmers' market*

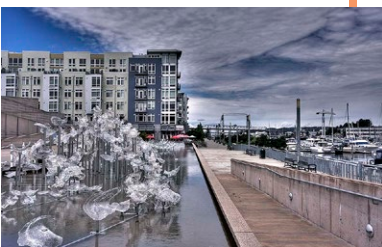
## WHY IS THIS IMPORTANT?

Tacoma's identity now and in the future is significantly shaped by the design and physical structure of the city and its neighborhoods. How people live and get around is partly determined by the location of services and other destinations and the arrangement and design of buildings, streets and other public spaces. Together these design characteristics help determine whether: (1) a community is walkable, (2) children have safe places to play, (3) people have places to gather and (4) businesses are easy to access.

Where housing and services are built, where street networks are connected and how all of this is designed provides a key opportunity to: (1) enable people to meet more of their daily needs locally, (2) strengthen neighborhoods, (3) improve equitable access to services, (4) support healthy, active living and (5) reduce greenhouse gas emissions and adapt to climate change.

This chapter includes policies that support enhancing centers across the city as anchors to complete neighborhoods, providing Tacomans with convenient access to local services. Clustering and co-locating destinations in centers makes access by transit, walking, wheelchair, and bicycle more practical and reduces the amount of driving needed to access services. Focusing growth and investments in centers and along connective corridors can also make good use of existing infrastructure capacity and encourage efficiency in new infrastructure investments.

The location and distribution of centers, employment areas, corridors, open spaces, signature trails, and residential areas in this element continue the City's historical development patterns and accommodate growth by promoting the intensification of existing development patterns rather than a growth alternative that would significantly depart from the City's current character.



*Museum of Glass on the  
Thea Foss waterway  
public esplanade*

## GOALS + POLICIES

### CITYWIDE DESIGN + DEVELOPMENT

**GOAL UF-1** Guide development, growth, and infrastructure investment to support positive outcomes for all Tacomans.

**Policy UF-1.1** Ensure that the Comprehensive Plan Land Use Map establishes and maintains land use designations that can accommodate planned population and employment growth. See Figure 2, Comprehensive Plan Future Land Use Map.

*Tacoma's growth target is for 127,000 NEW RESIDENTS and 97,000 NEW JOBS by 2040.*

#### LAND USE DESIGNATIONS

The Future Land Use Map illustrates the City's intended future land use pattern through the geographic distribution of residential and commercial areas, the designation of mixed-use and manufacturing/industrial centers, as well as shoreline and single-family detached designations. This land use distribution was a result of analysis of the urban form policies, existing land use and zoning, development trends, anticipated land use needs and desirable growth and development goals. Various types of zoning and land use may be permitted within each of the designations. The map is to be used in conjunction with the adopted policies of the Comprehensive Plan for any land use decision.

The land use designations are established by adoption of the Comprehensive Plan and amendments thereof. The Future Land Use Map is the official land use map of the City, and is maintained by the Planning and Development Services Department in an electronic format to facilitate its accurate use and implementation.

The Future Land Use Map and the designations in Table 3 on page 2-7 provide a basis for applying zoning districts and for making land use decisions. Policies should be considered and interpreted in accordance with the geographic characteristics of the mapped areas. Table 3 depicts the relationship between the land use designations and zoning classifications.

**Policy UF-1.2** Implement Comprehensive Plan land use designations through zoning designations and target densities shown in Table 3, Comprehensive Plan Land Use Designations and Corresponding Zoning.

**Policy UF-1.3** Promote the development of compact, complete and connected neighborhoods where residents have easy, convenient access to many of the places and services they use daily including grocery stores, restaurants, schools and parks, that support a variety of transportation options, and which are characterized by a vibrant mix of commercial and residential uses within an easy walk of home.

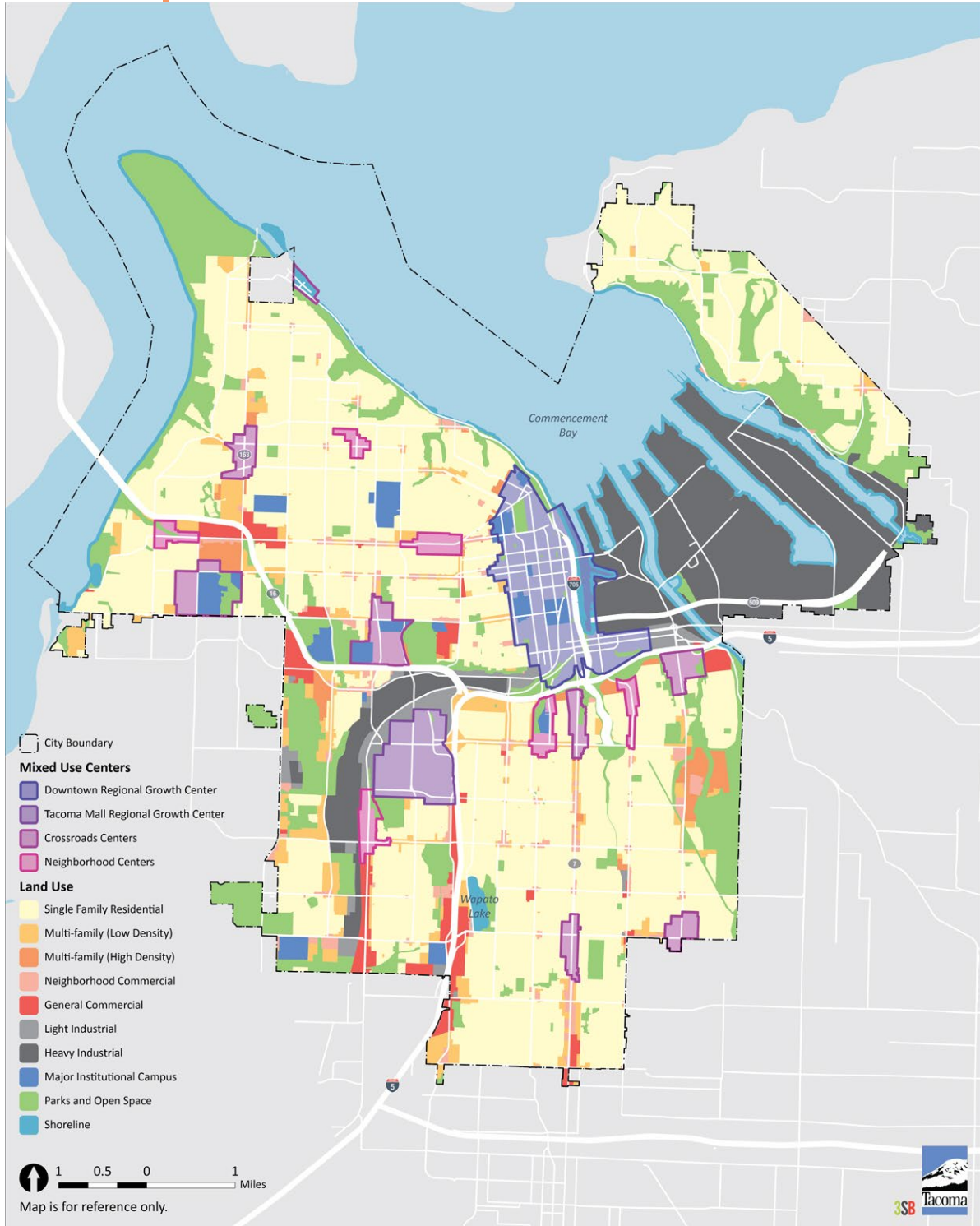


FIGURE 2. Comprehensive Plan Future Land Use Map

**COMPREHENSIVE PLAN FUTURE LAND USE DESIGNATIONS**

**CORRESPONDING ZONING**

**Neighborhood Commercial**

This designation is characterized primarily by small-scale neighborhood businesses with some residential and institutional uses. Uses within these areas have low to moderate traffic generation, shorter operating hours, smaller buildings and sites, and less signage than general commercial or mixed-use areas. There is a greater emphasis on small businesses and development that is compatible with nearby, lower intensity residential areas.

*Target Development Density: 14–36 dwelling units/net acre*

- C-1** General Neighborhood Commercial District
- T** Transitional District

**General Commercial**

This designation encompasses areas for medium to high intensity commercial uses which serves a large community base with a broad range of larger scale uses. These areas also allow for a wide variety of residential development, community facilities, institutional uses, and some limited production and storage uses. These areas are generally located along major transportation corridors, often with reasonably direct access to a highway. This designation is characterized by larger-scale buildings, longer operating hours, and moderate to high traffic generation.

*Target Development Density: 45–75 dwelling units/net acre*

- PDB** Planned Development Business District
- HM** Hospital Medical District
- C-2** General Community Commercial District

**Downtown Regional Growth Center**

The downtown center is the highest concentration of urban growth found anywhere in the city. It is the focal point for the city, the center of government, cultural, office, financial, transportation and other activities. This variety of day and night activities attracts visitors from throughout the city and region. The interstate freeway, major arterials, provides access and the center has both local and regional transit connections. Larger, often historic, buildings fronting on the sidewalk characterize the area. Pedestrian orientation is high. Parking is found along the street and within structures.

- DR** Downtown Residential District
- DMU** Downtown Mixed-Use District
- WR** Warehouse/Residential District
- DCC** Downtown Commercial Core District
- UCX-TD** Downtown Mixed-Use District

**Tacoma Mall Regional Growth Center**

The Tacoma Mall is a highly dense self-sufficient concentration of urban development. Buildings can range from one to twelve stories and activity is greater than in most areas of the city. It is an area of regional attraction and a focus for both the local and regional transit systems. Many major city arterials connect to the Tacoma Mall Regional Growth Center and nearby freeway access is present. Parking is provided both in surface lots and within structures. Internal streets and pathways provide connections among the developments within the center.

*Minimum Allowable Site Density: 25 dwelling units/net acre*

- UCX** Urban Center Mixed-Use District
- RCX** Residential Commercial Mixed-Use District
- URX** Urban Residential Mixed-Use District



## COMPREHENSIVE PLAN FUTURE LAND USE DESIGNATIONS

## CORRESPONDING ZONING

### Shoreline

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

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

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

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

**S1-S14** Shoreline Zoning Districts

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

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

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

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

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

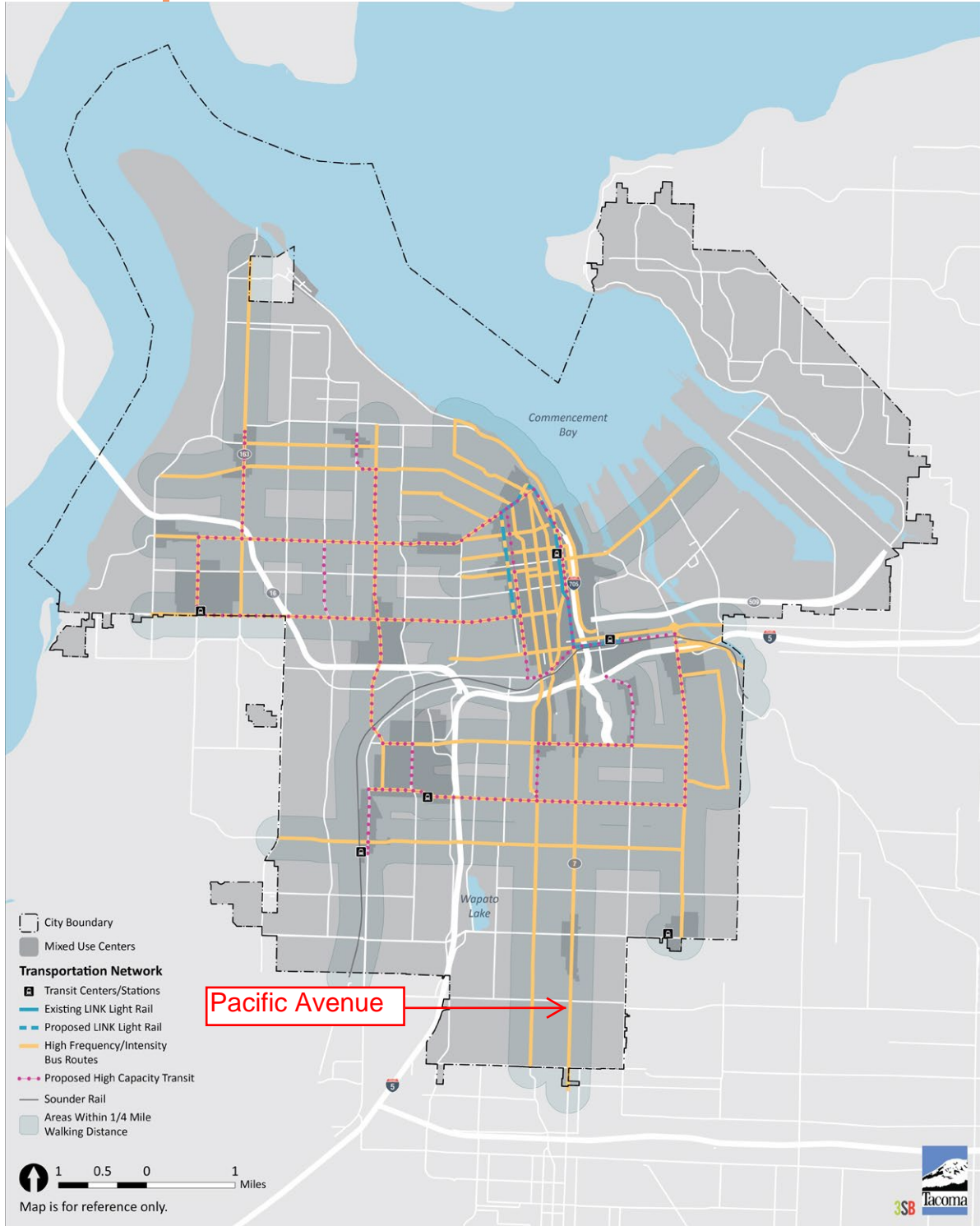


FIGURE 6. Transit Network

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

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

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

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

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

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

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

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

**TYPES OF  
DESIGNATED  
CORRIDORS:**

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

**GREAT STREETS:**

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

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

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

## CORRIDORS

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

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

.....

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

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

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

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

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

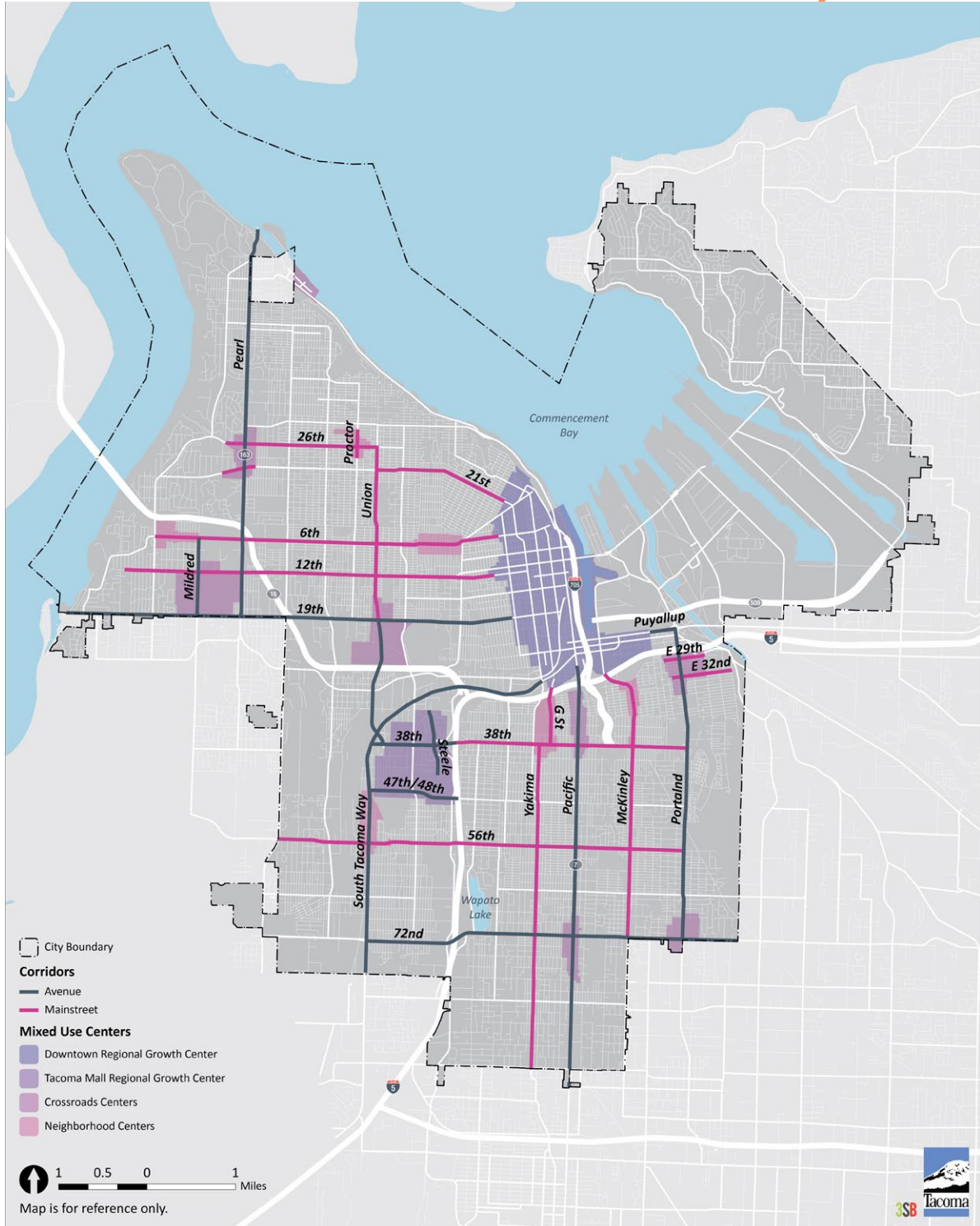


FIGURE 7. Corridors



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

## Avenue

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

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

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

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

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

## Main Street

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

*Residential Infill which  
Supports the Surrounding  
Neighborhood*



*Cottage housing*



*Duplex*



*Courtyard apartments*

## RESIDENTIAL AREAS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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





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

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

## DESIGN + DEVELOPMENT OF CENTERS + CORRIDORS

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

.....

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

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

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

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

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

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

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

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

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

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

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

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

## TRANSITIONS + OFF-SITE IMPACTS

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

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

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

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

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

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

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

*Examples of Different  
Housing Types*



*Detached ADU*



*Craftsman-Style duplex*



*Small lot homes*



*Cottage housing*

.....

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

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

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

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

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

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

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

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

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

*Kirwan Institute for the Study of Race and Ethnicity*

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

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

.....

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

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

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

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

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

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

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

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

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

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

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

## Stewardship + Coordinated Management

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

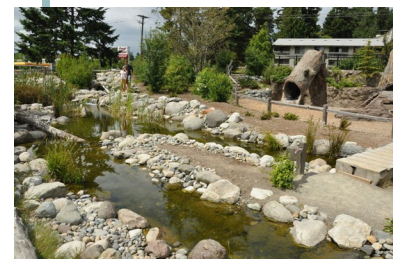
**Policy EN–1.12** Coordinate plans and investments with other jurisdictions, air and water quality regulators, watershed councils, soil conservation organizations and community organizations and groups to maximize the benefits and cost-effectiveness of watershed environmental efforts and investments.

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

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

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

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



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

## VOLUNTEER STEWARDSHIP PROGRAMS

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

## WHAT ARE THE CLIMATE CHANGE RISKS TACOMA COULD FACE?

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

### Best Available Science

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

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

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

### Natural Resource Inventory + Land Acquisition

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

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

## PROTECT TACOMA’S ENVIRONMENTAL ASSETS IN DEVELOPMENT SITUATIONS

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

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

### Avoiding or Minimizing Impacts

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

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

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

### WHAT ARE CRITICAL AREAS?

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