

APPENDIX J
DRAFT - AUGUST 7, 2015



**POINT DEFIANCE PARK:
MASTER PLAN UPDATE**
TACOMA, WASHINGTON - DRAFT - AUGUST 7, 2015



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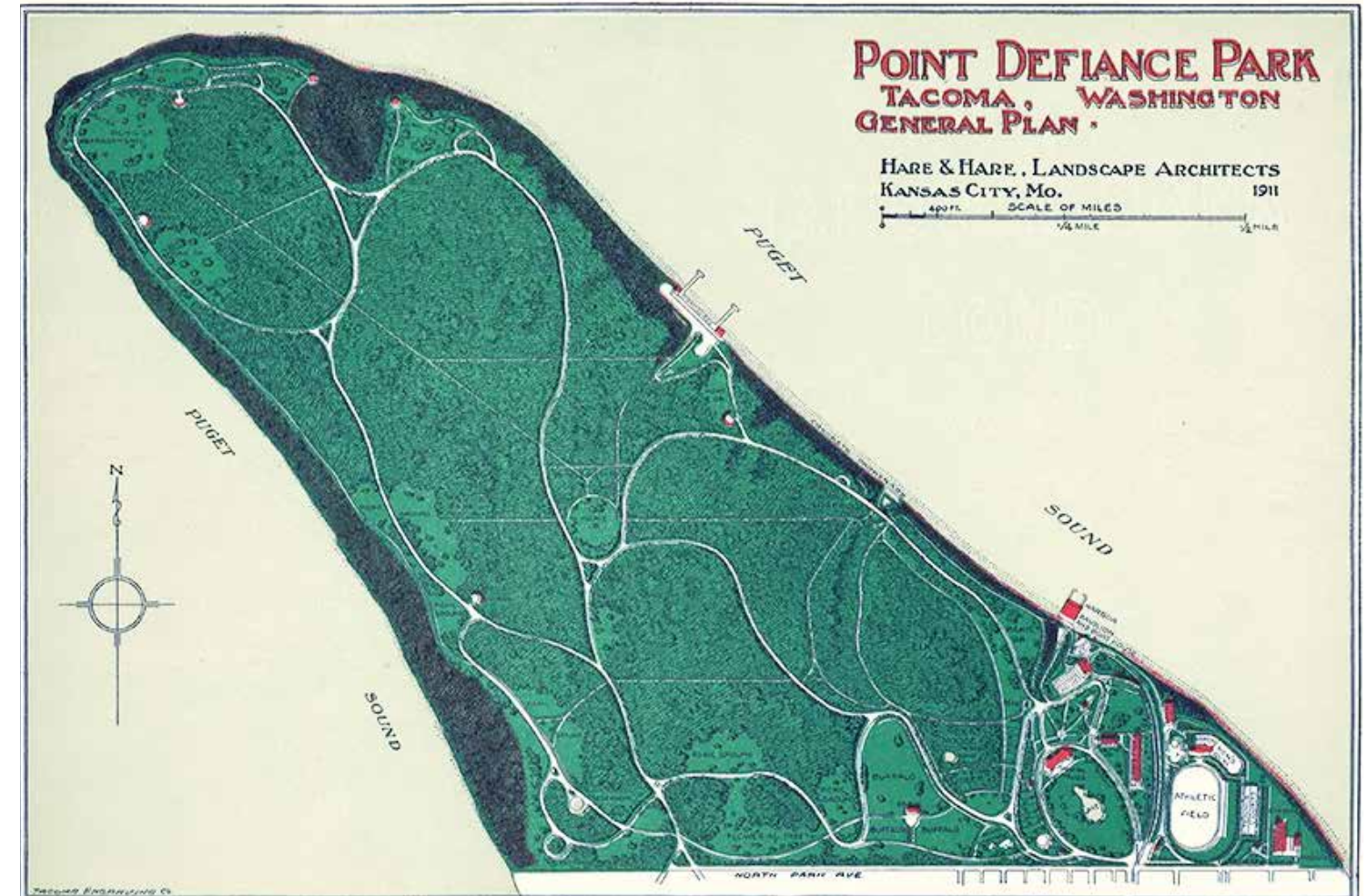
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“Probably no other city in this country has such a beautiful natural park. Its setting and relation to the city is unique and ideal. Surrounded on three sides by Puget Sound, and rising some three hundred feet above the tide level, it affords as beautiful views over land and water as can be seen in this or foreign lands.”

“Within the boundaries of the park are also many beautiful scenes: magnificent groups of trees, fine masses of shrubs, flowers and ferns. Those groups along the drives have been seen and appreciated by many, but hundred, yes thousands of such flower and fern masses lie hid in the almost tropical jungle of the wooded areas. The new paths and drives will open to the public many more beauties in this natural garden. It might be well to say here that strict rules, with zealous watching, will be necessary to prevent the ultimate destruction of these native plants by selfish or thoughtless persons. Every citizen of Tacoma should feel it a duty and privilege to become one of the guardians.”

“While the park will doubtless always be best known because of its beautiful natural scenery, the expanse and natural arrangement together with the diverse inclinations of the public, justify the devoting of reasonable areas to other attractions. The whole park naturally falls into three general divisions, namely: (1), athletic fields; (2), zoological garden with entrance and beach; (3), natural woodland.”

—Hare & Hare, Landscape Architects, 1911 report to Board of Park Commissioners



EXECUTIVE SUMMARY

In 2005, Metro Parks Tacoma began a lengthy process to develop a new master plan for Point Defiance Park. Previously the only Master Plan officially adopted by the Board of Park Commissioners was the Hare & Hare Plan in 1911. An extensive community involvement process undertaken in 2005 led to the development of the 2008 Concept Plan, which the Park Board adopted to serve as a set of guiding principles for future enhancements. The Concept Plan in turn became the starting point for this Master Plan Update.

In 2015, as Metro Parks undertook the next public engagement process, it became clear that the original vision of Hare & Hare still physically defines what we see at Point Defiance today and that the architects' acclamation of the Park's natural beauty and their tenets of preservation still resonate deeply with the community. We recognized that the current planning effort needed to be treated as an update of the 1911 plan that both honored the original vision for Point Defiance Park and maintained the value of what this Park has meant to Tacoma.

However, Hare & Hare could not have imagined that 100 years after laying out their plan, the Park would receive over 3 million visits a year, nearly all of them by automobile. Recreational pursuits have changed, and parasols and beauty pageants have given way to spandex and running events. How we use the Park today puts unique demands on the original design and uses. In addition, unforeseen environmental issues and new technologies all play a part in the challenges for the ongoing stewardship and management of this great natural resource. We recognize the long-lasting importance and impacts that our efforts as a community on this updated plan will have on the future of the Park. Consistent with the Hare & Hare approach, this Master Plan Update continues the focus on the Park's three major use areas: Forest, Waterfront and Activity Area. As its guiding principles, the Update relies on the Mission and Objectives developed with the community for the 2008 Concept Plan:

MISSION:

Achieve a balance of: Past, Present, and Future... Recreation, Leisure, Education, Conservation, Preservation, History and Progress

OBJECTIVES:

- Preserve, respect, and enhance the integrity of the Park's history and beauty
- Create an exceptional pedestrian environment
- Enhance the visitor experience through education, recreation, leisure and safety
- Create a destination and gathering space
- Provide financially sustainable opportunities to enhance revenue for maintenance and operations
- Encourage water-related/dependent activities
- Complete missing link between Ruston Way and Point Defiance.

PUBLIC OUTREACH

Early on, it was recognized that significant public outreach would be necessary and that it would need to go beyond the traditional public meeting format. To that end a communication plan was created to utilize the whole spectrum of public media, from a Web forum, Facebook and Twitter to email blasts and print media outreach. All of these tools provided additional opportunities to survey the broader community and engage them in a dialogue over individual concerns. In addition, a series of public meetings systematically discussed key elements and proposals to be included in any new plan. In total, five meetings were held that covered the topics of reaffirming the 2008 Concept Plan, discussing the Program Plan and related support facilities recommendations, vehicular circulation and parking, and pedestrian and bicyclist trails and improvements. Preliminary plans were presented at two additional meetings, which provided opportunities for final adjustments prior to submission to the Board of Park Commissioners.

PLAN DETAILS

The public participation process helped identify six primary Focus Areas: The Forest Zone, Owen Beach, Fort Nisqually, the Baker Tract/Camp 6, the Zoo & Bowl, and the Waterfront. Work also included a look at a number of parkwide issues including traffic and pedestrian circulation, parking, public transportation, and utility infrastructure. In addition, a preliminary environmental scan was completed to assess potential impacts and development of strategies and mitigations to respond to identified issues relevant to critical areas from wetlands to bluffs and wildlife habitat, and the overall cultural and historical resources of the park. These scans were developed as part of the State Environmental Policy Act (SEPA) Checklist review process. Finally, a set of General Design Guidelines has been developed with the intent to protect the integrity of the Park's character and aesthetics as new facilities are added.

The purpose of this planning process was to develop a broad list of options, and understanding of impacts and mitigation needs in order to best accommodate the future needs of the community that balances protection and access to the natural areas with providing a venue for community gathering and recreational use.

Activities planned for each focus area closely reflects the current intensity of activities and the natural divisions of the park. A spreadsheet of proposed project elements is included at the end of the document for easy reference. A number of improvements for each of the focus areas were refined from the public participation process that created the 2008 Concept Plan. For each area these improvements include:



Forest Area

- Viewpoint upgrades
- Pedestrian/bicyclist trail enhancements

Fort Nisqually

- Native American Plankhouse
- Parking and roadway upgrades
- New restroom
- Shelter restoration

Baker Tract/Camp 6

- New picnic shelter
- Nature education facility
- Parking & restroom
- Dog park
- Nature Adventure play area
- Maintenance facilities

Owen Beach

- New picnic shelter
- Replace concessions and add new restrooms
- Kayak boat launch
- Parking lot upgrades

Zoo & Bowl

- New Nature Education Building
- New Pacific Rim Aquarium
- Improved Rocky Shores and Polar bear exhibits
- Parking expansion
- Roundabout entry

Waterfront

- Marina upgrades
- New boat trailer parking
- Ruston Way trail connector
- Event plaza
- New park amenities on the Peninsula
- Park amenity buildings

In addition, parkwide improvements included:

Circulation

- Two-way traffic flow between Pearl Street and Mildred providing direct access to the Zoo Fort Nisqually and the Waterfront
- A roundabout entry at Pearl Street
- Continued scheduled closing of the outer loop of Five Mile Drive

Parking

- Consolidation at existing parking areas
- Expansion of the Zoo lot with a decking alternative
- Expanded parking at the Triangle site

Pedestrian/Bicyclist

- Creation of new unshared pathways from the entries to major destinations including the Zoo, Fort Nisqually, and Owen Beach
- Continued closure of the outer loop to vehicular traffic and pathway enhancements

Infrastructure Upgrades

- Overlook improvements for safety and environmental improvements
- Utility upgrades
- Trail upgrades and signage improvements
- Continued forest management

Moving Forward

Where do we go from here? This Master Plan Update will be a vital tool in our coordination with the City of Tacoma as Metro Parks moves forward to implement these recommendations over the next 20 years. As part of the process, Metro Parks will enter into a Development Regulation Agreement (DRA) with the City that will allow an efficient, economical, and streamlined permitting process to occur.

More important, however, will be the continued public involvement we will undertake as Metro Parks advances each of the Update’s six focus areas for implementation. Detailed plans for each of the focus areas will be included as addendums to this document. Each area plan will include a significant public outreach process to refine recommendations and develop final schematic plans to advance final implementation.

Thank you to everyone who has contributed to this effort, sharing your memories, thoughts and ideas. Your input has been vital to the creation of this updated vision for Point Defiance Park. We have been provided magnificent gifts not only with this Park, but with the vision and care that brought it through the last 100 years. This plan is a start of moving the community and Point Defiance through the next 100.

ACKNOWLEDGEMENTS

Park Board Commissioners

- Larry Dahl
- Erik Hanberg
- Aaron Pointer
- Tim Reid
- Andrea Smith

Executive Director

- Jack Wilson

The Steering Committee

- Gail Cram, Fort Nisqually Foundation
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- M. ‘Morf’ Morford, North End Neighborhood Council
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COMMUNITY INPUT

Metro Parks continues to be committed to an open public participation process and understands the importance of this in order to move forward with Destination Point Defiance. Since the adoption of the 2008 Concept Plan, Metro Parks has hosted numerous informational forums and made presentations throughout the community on what a new vision for the Park could look like. With the passing of the 2014 Park Improvement Bond, and a commitment for a new aquarium and other enhancements within the Park, it was time to reaffirm and advance the vision set in 2008.



STEERING COMMITTEE

A Steering Committee, formed in January 2015, was made up of citizens representing groups or organizations including The Zoo Society, Tacoma Wheelmen, Sierra Club, North and West End Neighborhood Councils, Cities of Tacoma and Ruston, Tacoma Public Schools, Great Metro Parks Foundation, Pacific Lutheran University, University of Washington–Tacoma, and others. The committee's purpose was to serve as a sounding board for planners and provide an ongoing source of input.

23 people participated in at least one of the four steering committee meetings that took place between January and April 2015. Each steering committee meeting occurred before the month's public meeting and served as a forum for updates from planners and comments from committee members. Committee members critiqued both the content and delivery of each month's public meeting presentation. They also considered outreach efforts, survey methods, and the growth of community input as the process continued.

PUBLIC MEETINGS

January 29 – Project overview: Zoo projects and Waterfront Phase I

This public meeting was an introduction to the process. Beginning in 2005, Metro Parks spent several years performing public outreach that culminated in the 2008 Concept Plan. This was presented as the starting point for this new public process to reaffirm the findings from 2008 and/or make adjustments for moving forward. Additionally in 2014, Metro Parks' staff went through an internal process resulting in the Destination Point Defiance Program Plan. The Program Plan was a more detailed look at improvements suggested through the Concept Plan as to how they can be advanced to provide an increase in services, recreation programs, and educational opportunities. At this first public meeting the ongoing work and the need for a more effective City process was discussed, as well as an overview of what the next few months would bring.

Breakout sessions were held for projects that were moving ahead of the Master Plan so the public would be aware of that work. Consultants for the Point Defiance Zoo & Aquarium presented an overview of plans for the new aquarium and the joint education building, both of which are within the fence line of the zoo. Consultants for the Waterfront Phase I project presented ongoing work at the Triangle which addresses stormwater and design development of a new trail and pedestrian bridge.

February 26 – Program and Support Facilities

Based on feedback from the first meeting, specific program and support facility options were presented for discussion. This included an overall assessment of the Park into 3 zones of intensity, from the most active zone at the entrance of the Park, a central active area, and the least active area being the forest. Development planned for each area corresponds to the allocated intensities, consistent with the Park Mission and Objectives to maintain the character of the Park and move toward a pedestrian-focused environment.

An outcome of this meeting resulted in shifting a proposed Nature Play use out of the edge of the Forest Zone to align more with proposed education and active uses in the Former Camp 6 / Baker Tract area.

March 26 – Circulation: pedestrian, bike, auto, shuttle, and parking

This meeting discussed existing circulation and parking issues, and anticipated growth and impacts. A key element included suggestions for rerouting traffic, increasing parking near the key use areas, and creating an unshared pedestrian / bicycle path throughout the Park.

April 23 – Master Plan presentation

For this meeting all previous work was combined along with public comments and suggestions as appropriate into a draft Master Plan Update. Additional issues, most notably the entrance roundabout and roadway directions, were discussed and input was solicited.

May 28 – Open House

This open house gave the public a final opportunity to review and make comments on the completed Master Plan Update prior to submission to the Board of Park Commissioners for their review and consideration for adoption. Opportunity was also provided to once again see plans for the new Aquarium, joint education building, Waterfront Phase 1, and other current activities within the park.

COMMUNICATIONS PLAN - WEBSITE/BLOG

Metro Parks Communications staff and planners began with the premise that not everyone in the district could attend a public meeting. In addition to helping traditional news media cover the master plan process, Metro Parks set out to use its own tools to disseminate information and develop two-way communication with the public.

Metro Parks' staff distributed posters and information cards about the process to community centers, libraries, and county offices, and to Metro Parks' community liaisons, who spoke directly to people in specific organizations. Local news media also gave the process exposure. To promote a conversation beyond the public meeting format, staff used multiple tools:

Web:

The tag line "Destination Point Defiance" had been used in earlier marketing tools and it was decided to continue to market under that heading for ongoing outreach. Staff built up the DestinationPointDefiance.org URL as a go-to source of information about the process. Content increased throughout the process, and by May the site included a calendar of public meetings and other events; pdf files of public meeting presentations; a link to an online forum for community discussion; background pages on the Development Regulation Agreement (DRA), Destination Point Defiance, the 2008 Concept Plan; information about each of the major pieces of Destination Point Defiance, such as the Master Plan and Waterfront Phase I; and compilations of public comments.

MindMixer:

Metro Parks began using MindMixer, now called mySidewalk, as an online forum for people to discuss proposals and give input.



Paper surveys ...

Direct invitation:

Just as Metro Parks' staff invited members of some groups to join the steering committee, they encouraged representatives of other groups to participate in the general public meetings and the rest of the process. The first round of invitations went to groups with close ties to the park, such as Fort Nisqually volunteers, Tacoma Yacht Club, and Tacoma Public Schools. The second round extended the outreach to organizations with broader ties, like the Tacoma Urban League, AMVETS, and the Korean Women's Association. Community liaisons were kept up to date on the process and supplied with invitation cards, fliers, maps, and other printouts to take to their groups.

Facebook and Twitter:

To support Point Defiance Park, Metro Parks' staff created a dedicated Facebook page in late 2014 and set a goal of 1,500 fans by March 1. The goal was met early, and by May the number of fans exceeded 5,000. Staff used the Point Defiance Park and Metro Parks Tacoma Facebook pages, and the Metro Parks Twitter account, to announce meetings, send meeting reminders, and give updates on the process, with nearly all posts linking to the DestinationPointDefiance.org web page. Paid social media advertising extended the reach to many in Metro Parks' social media target audience. Social media also served as a source of public input about the process, and comments were pulled into reports for BCRA.

Print materials: cards, posters, fliers ...



Email blasts:

The monthly Metro Parks Today e-newsletter featured the master plan process from January through May. Visitors to DestinationPointDefiance.org also were able to sign up for email updates on the process.

Public meetings:

The meetings themselves were a valuable source of public input and dialogue. Surveys were distributed in these meetings and served as an additional source of public input.

The first public meeting, held at the Pagoda, brought nearly 200 people, such a large number that subsequent meetings were moved to the more spacious Point Defiance Zoo & Aquarium Education Building.



Joining the Interactive Forum is THE best way to get involved in the conversation.

Click on the icon to answer questions and provide input about topics important to our community.

You'll need to provide your email address and zip code to participate but be assured we treat your information with confidentiality and it will not be shared.



Email a Project Manager



Send a Letter



Join Us on Facebook



Sign Up for Email Updates

Public Comments and Feedback

In addition to face-to-face conversations, Metro Parks planners have received a variety of comments about the master plan process. Read the comments.

MAPPED CRITICAL AREAS AND PRIORITY HABITAT AND SPECIES – GRETTE ASSOCIATES

Grette Associates was engaged to conduct a review of existing databases to determine natural resource constraints for consideration early in the master planning process. These include Priority Habitats and Species, the National Wetland Inventory, U.S. Fish and Wildlife Service data points, and local spatial information. Field investigations were conducted in areas generally believed to be proposed for future work according to current planning scope. The purpose was to verify the presence of natural resources and critical areas, and to document their conditions and identify any undocumented areas. The results of the data review and field investigations were evaluated in light of Tacoma's Critical Areas Preservation Ordinance (TMC 13.11) and Shoreline Master Program (TMC 13.10).

The resulting document confirmed the presence of several wetlands and identified two new probable wetland features. Stream locations were verified, as well as the locations of geologically hazardous areas (steep slopes). Development constraints, including buffers and setbacks, were identified. The presence or absence of bald eagle nests was documented, as well. The entire park is mapped as a biological diversity area and corridor for terrestrial species. There are no development constraints associated with those specific designations.

Fish and Wildlife Habitat Conservation Areas (FWHCAs) include priority habitats and species. All of Point Defiance Park is considered a FWHCA since it is mapped by Washington Department of Fish and Wildlife (WDFW) as a priority habitat (biodiversity area and corridor). Per TMC 13.11.520, no development shall be allowed within a FWHCA with which state or federally endangered, threatened, or sensitive species have a primary association without approval from the City of Tacoma and/or WDFW. Proposals to complete activities within an FWHCA may have to submit a habitat management plan (HMP) to demonstrate that the development proposal would avoid or minimize impacts to FWHCA management areas.



TRAFFIC / PARKING / CIRCULATION – TILGHMAN GROUP

The Tilghman Group was hired to prepare a Transportation Analysis for the Development Regulation Agreement at Point Defiance Park. Their report describes existing transportation systems, identifies seasonal and daily variation in the park's traffic and parking demands, forecasts increases in traffic and parking based on the proposed improvements, and evaluates future traffic operations. The report also recommended actions to improve pedestrian and bicycle circulation, traffic operations and parking throughout Point Defiance Park. The Transportation Analysis for the Master Plan was prepared in close coordination with the City of Tacoma.

As part of the Master Plan and Development Regulation Agreement with the City of Tacoma, Metro Parks has proposed a variety of expanded functions and new uses within the park. The Tilghman Transportation Analysis summarized these development changes in three phases, at 5-year intervals.

In order to support the proposed changes and improvements with appropriate access and parking, and to improve walking and cycling in the park, the following actions related to transportation and circulation are being evaluated in the Master Plan:

- Construct a new traffic roundabout at the Pearl Street entry.
- Convert the internal road from the Zoo to Pearl Street to two-way flow and extend two-way operation past the Zoo to Ft. Nisqually.
- Reallocate the lane now used for access to the boat ramp for use as a holding lane for the ferry.

New improvements were also looked at with regards to pedestrian and bicycle access throughout Point Defiance Park. They include:

- Creating a protected shared-use pathway by extending and widening the existing path from the newly proposed bridge across the waterfront access road to Owen Beach.
- Creating a new walking path from the Pearl Street entry to the Zoo and beyond to the former Camp 6 area.

Parking within the Park was analyzed as well and the following improvements were proposed in this Master Plan:

- Deck a portion of the Zoo lot to create an additional parking spaces to meet the Zoo's design day needs.
- Provide parking at the Triangle to meet its future needs (approximately 450 spaces).
- Provide new boat trailer parking (construction began July 2015) to consolidate and formalize parking for boat trailers.
- Expand parking at Owen Beach by using the area located at the top of the existing lot to meet demand on busy days. Approximately 60 new spaces could be added.
- Add permanent parking to the former Camp 6 site to support its uses. 120 stalls are proposed.
- Create a limited amount of parking at key trailheads on Five-Mile Drive.



The Tilghman analysis of the proposed improvements at Point Defiance Park identified several transportation-related impacts resulting from the proposed future improvements. These identified impacts are limited mainly to busy summer weekends and include:

- Increased congestion at the intersection of N. Pearl Street and N. 51st Street on summer Saturdays.
- Potential parking shortages along the waterfront and at Owen Beach.

Recommended mitigation measures to address these impacts were identified in the Tilghman report.

CULTURAL AND HISTORIC RESOURCES –

ARTIFACTS CONSULTING, INC.

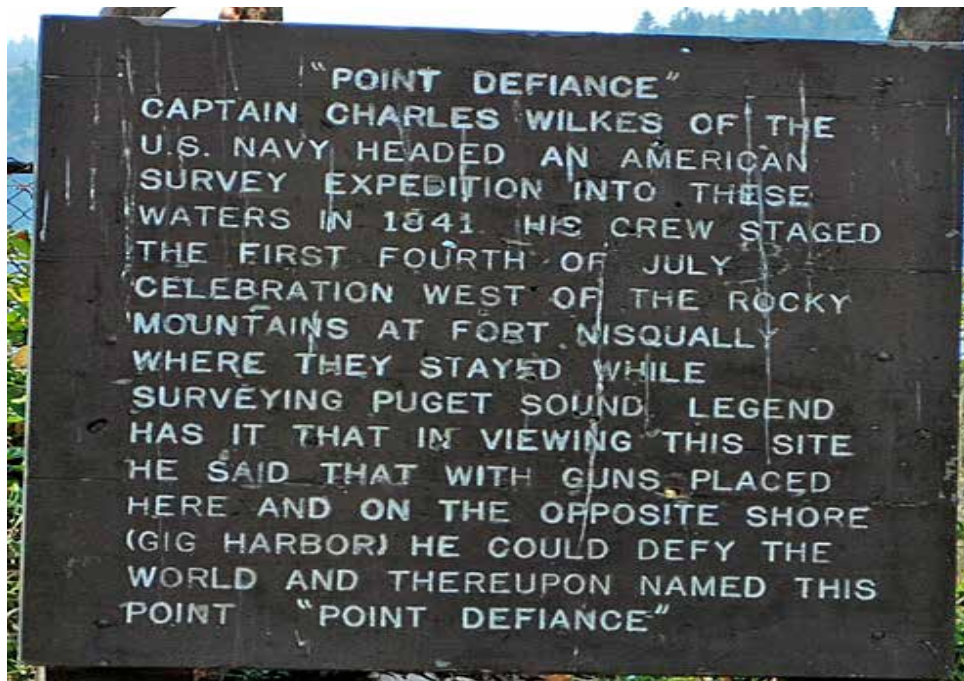
The purpose of the Historic Property Management Plan (HPMP) is to provide information on the historic building structures, objects, circulation networks, archaeology, traditional cultural properties, and landscapes within the park. The HPMP provides the background to streamline local, state, and federal regulatory compliance; guide treatment of the identified historic properties; and inform education and interpretive opportunities.

The HPMP provides a tool to make the following goals, articulated in many of the recent Metro Parks Tacoma planning documents, more accessible:

- Support and expand the Historic and Cultural Assets Inventory
- Guide and prioritize treatment of historic properties
- Provide guidance on property and cultural landscape stewardship
- Provide guidance on regulatory compliance
- Support education and interpretation goals of park programming

The park may be eligible for listing in the National Register of Historic Places (NRHP) and Washington Heritage Register (WHR) as a district at the local level of significance under criteria A, C, and D. The park also may be eligible for listing in the Tacoma Register of Historic Places (TRHP).

There are currently three listed built environment properties within the park: the Point Defiance Streetcar Station (Pagoda), Fort Nisqually Granary and Factor's House, and the Fort Nisqually Restoration. Note that this does not address archaeological or traditional cultural properties.



STORMWATER –

BCRA ENGINEERING

A stormwater report has been prepared to provide information related to the existing storm drainage basins within Point Defiance Park and to identify storm drainage mitigation that will be required as development occurs within the Park in accordance with the Point Defiance Park Master Plan Update.

The site has approximately 19 separate threshold discharge areas (storm drainage basins) that discharge directly to Puget Sound either through an outfall, ditch, or overland flow, and each has been analyzed in the report for existing land use, storm drainage systems and patterns and proposed improvements.

The following is a list of minimum requirements:

- A stormwater site plan will be prepared for individual projects within the Park as they are developed. The report provides information related to the existing conditions within the storm drainage basins on the site.
- A Construction Stormwater Pollution Prevention Plan (SWPPP) will be prepared for individual projects within the Park as they are developed.
- Source control Best Management Practices (BMPs) will be selected and designed for individual projects within the Park as they are developed.
- Except in areas where continuing the current drainage patterns will result in further accelerating bluff erosion, natural drainage patterns and discharge locations will be maintained. Where maintaining current discharge locations will likely result in further bluff erosion, stormwater from developed projects, or as part of a conservation project, will be directed to a piped conveyance system or fully dispersed in native vegetation.
- Where feasible, Roof Downspout Control BMPs, Dispersion, Soil Quality BMPs, and Tree Retention and Transplanting BMPs will be selected and designed for individual projects within the Park as they are developed.
- Projects within the Park that exceed the thresholds in Section 3.4.6.1 of the Stormwater Management Manual (SWMM) will provide water quality treatment for all pollution generating surfaces.
- If individual projects within the Park propose to discharge to a wetland, they will be required to comply with the Wetland Protection requirements in the SWMM.

ASSIGNING APPROPRIATE MITIGATION

Mitigation for projects will be reviewed for project-specific impacts and adjacencies to other program elements. Each development project can provide suggested mitigation for its development that include a broad range of possibilities that can be project- or park-focused.

All project development will provide some level of environmental sustainability, and this contribution is included in each project's mitigation requirements. This is attributable to the design and management of the environment, including stormwater systems and Low Impact Development (LID), in addition to other sustainable decisions that may include building certification through programs such as Leadership in Energy and Environmental Design (LEED).

All projects that bring additional activity to the park will be required to address access and parking needs. This will be reviewed in conjunction with previous work and future proposed work to provide sufficient capacity and to promote shared use.

Mitigation Elements

Critical Areas: steep slopes and wetlands
 Forest and Trail Management
 Priority Species Management
 Traffic, Roads, and Parking
 Historic and Cultural Resources
 Stormwater and Utilities



OVERALL SITE PLAN

FOREST

- Realign Road and Parking at Gig Harbor Overlook
- Viewpoint Upgrades for Safety and Bluff Protection

FT. NISQUALLY

- Upgrade Existing Parking
- New Native American Plank House
- Eliminate Parking Along Five Mile Drive (Bluff Side)
- Replace Restroom Facility / Restore WPA Shelter
- Implement Fort Nisqually Program Plan

CAMP 6

- Upgrade Parking
- New Environmental Learning Center / Restroom
- New Program Support Building

BAKER TRACT

- New Picnic Shelter
- New Parking
- New Restrooms
- Fenced Dog Park with Shelter
- Nature Adventure and Play Area
- Maintenance Facility

ZOO

- New Environmental Learning Center
- New Aquarium
- New/Improved Arctic Tundra Exhibit
- Improved Rocky Shores Exhibit
- Parking Deck over Existing Parking Lot

LEGEND

- One-way Road
- Two-way Road
- Existing Pedestrian Trail
- Proposed Unshared Pedestrian Trail
- Close off or modify



OWEN BEACH

- Add 2nd Picnic Shelter
- Replace Existing Concession and Restrooms With New Joint-Use Facility
- Improve Human-powered Boat Launch Ramp
- Restripe and Improve Existing Parking Lot
- Provide Area for Overflow Parking

WATERFRONT

MARINA

- Improved Access to Ferry and Waterfront
- Add 2nd Level to Boathouse

TRIANGLE

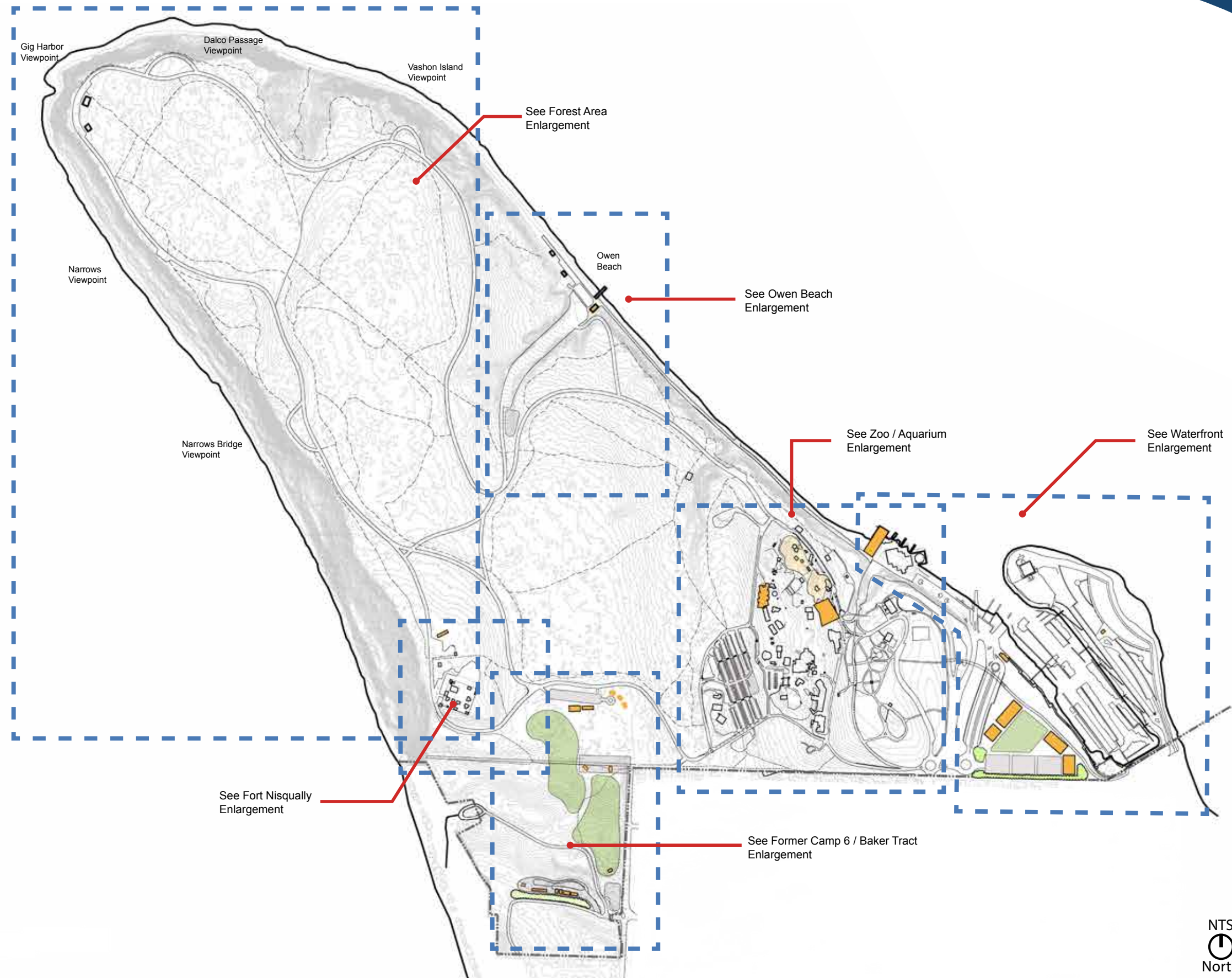
- New Boat Trailer Parking
- Amenity Facilities Totaling 150,000 sf
- Event Plaza
- Parking for 450 Vehicles
- Children's Play Area

PENINSULA

- Restrooms
- Open Air Event Lawn
- Viewing Areas
- Parking for 100 Vehicles



OVERALL SITE PLAN KEY MAP



FOREST ZONE

Point Defiance Park is unique among urban parks because of its old-growth forest and location on a peninsula surrounded on three sides by Puget Sound. Most of the park sits high above the water, with dramatic views and steep cliffs that drop down to a narrow beach. The 560-acre Point Defiance forest includes approximately 500 acres of old growth, which is a valuable asset to the citizens of Tacoma and to the region, both for the ecosystem services and the recreational and educational opportunities.

This area of the Park needs to be managed to protect this valuable resource. The fragile bluff edge and the ecosystem must take precedence over the impacts of humans. It is a careful balance between managing this part of the Park and maintaining the existing level of use.

All of the viewpoints and some of the roadways that abut the bluff edges need serious work in the near future to relieve pressure on and stabilize the edges. Limiting vehicular access to these edges is critical, so pull-offs will be modified to remove parking further off the edges. This will be a continuing work effort through the course of the Master Plan and on through the Park's future. Five Mile Drive will continue to have periods of closure to cars, allowing pedestrians and bicyclists to use the road without conflicts. Increasing the closure times and adding a shuttle service during high seasonal use times is desirable, in order to aid in decreasing vehicular traffic, yet enable access for those who need transport.

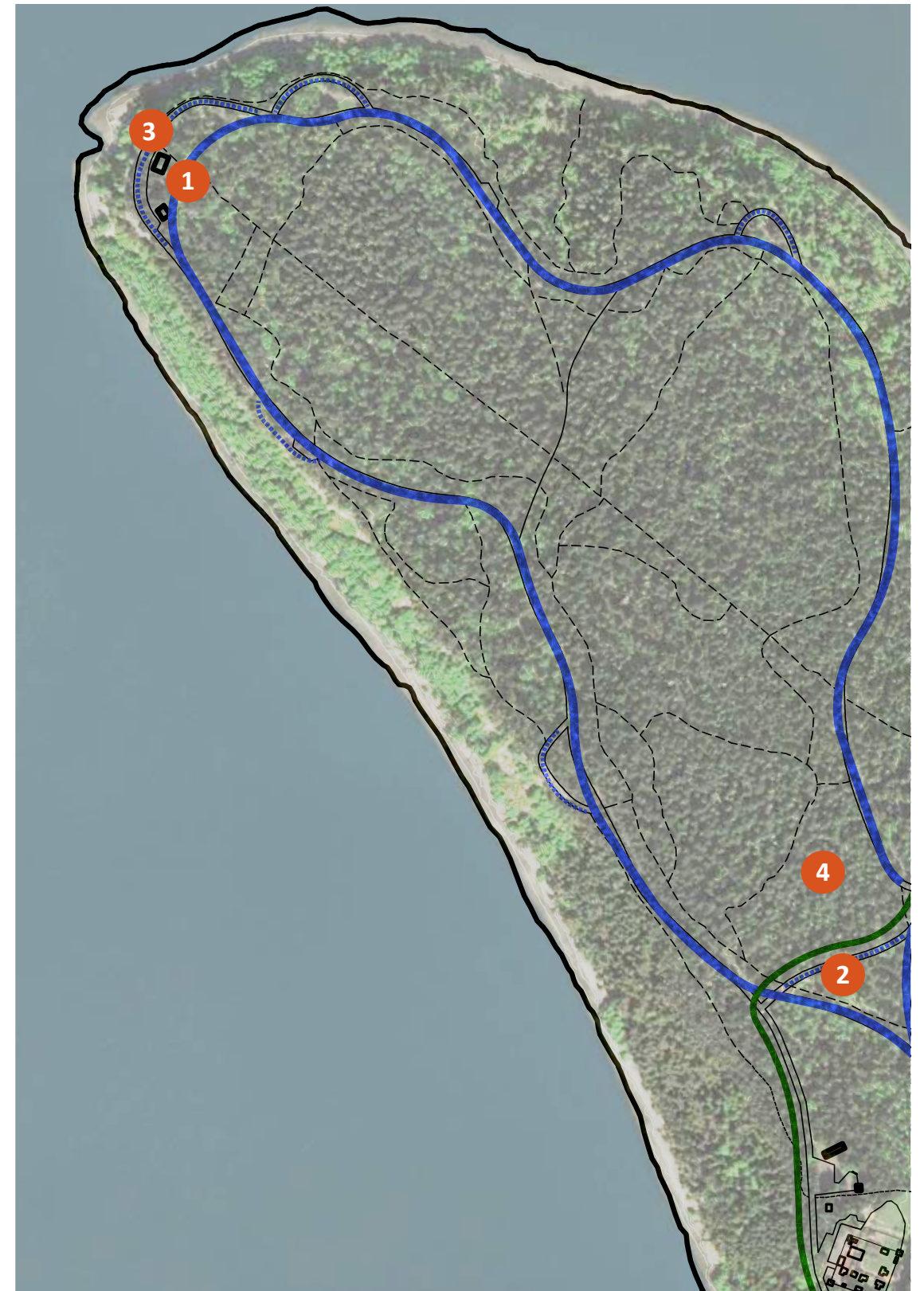
Any work in this area will be managed under the Forest Stewardship Plan created by Metro Parks in 2010.



Giants of the fir forest in Point Defiance Park

LEGEND

- █ One-way Vehicular Circulation
 - ⋯ Close off or modify
 - █ Pedestrian Circulation
-
- 1 Relocate Five Mile Drive to protect bluff
 - 2 Becomes pull-off parking (no through-access)
 - 3 Restore WPA Picnic Shelters and Replace Restroom
 - 4 Trail Enhancement for Pedestrian and Educational Opportunities; Construction of New Trailheads





Programming and Phasing of Capital Projects

Restore WPA Picnic Shelter and Replace Restrooms

Currently, the only structures within the Forest Zone are the WPA shelter and the Restroom building at the Gig Harbor Viewpoint. The WPA shelter is in need of restoration work that is planned to be completed by 2018. The restroom building will be replaced with a new structure of comparable size.

Relocate Road Away From Unstable Bluff in Multiple Locations; Stabilize Bluff Edge Where Possible; Improve and Enhance the Viewpoints

Work on deteriorating road and bluff conditions will be a maintenance priority over the next few years. Viewpoints are being analyzed for safety issues and enhancements. Parking areas may be relocated to the opposite side of roadways to minimize possible impacts on the bluff edges and provide better view visibility. Replacement of chain link fencing with other types of fences will improve visual compatibility while still enforcing safety. Landscaping will be maintained to stabilize slopes while keeping views clear.

Provide Parking for 15-20 Cars in Area of Five Mile Drive Close-off

As unshared paths for pedestrians and bicyclists become more predominant, the desire to decrease the automobile's impact has resulted in the random parking of vehicles along the roadway edges. In order to protect and manage the edges of the forested areas, closing off a small, underutilized section of the roadway connecting the beginning to the end of the Five Mile Drive loop has been proposed. This area can then be used for the vehicles of those who want to continue on foot or bicycle through Five Mile Drive.

Trail Enhancements for Pedestrian and Educational Opportunities; Construction of New Trailheads

Ongoing maintenance of trails is a necessity for the positive performance of any park. Over time some trails have become unsafe due to proximity of steep slopes, are impacting critical areas such as wetlands, or are unsanctioned. These trails need dedicated focus to return them to a stable wooded environment. In other areas, signage for trail guidance and educational opportunities will be expanded. Many of the visitors to the Park are missing out on the wealth of knowledge that exists in the forest through the lack of interpretive signage. A signage plan will be designed and implemented. The use of technology, such as mobile phone applications, will be included in this plan to supplement the information that can be accessed.



Forest Stewardship Plan

Protecting the natural forest processes for public recreation and education is the primary long term goal of the management of the forest zone.

Two areas in the western part of the Forest Zone have been designated as Washington Natural Heritage sites, and recognized as the Narrows Bluff madrona forest. The primary significant natural feature is the occurrence of a very rare type of old growth Douglas fir dominated forest: the Douglas fir / Pacific madrona / evergreen huckleberry plant association.

In general, tree pruning is necessary along designated trails, roadways and in picnic areas. Outside of trails, roads and developed areas, tree pruning should not be performed unless the part being removed poses a hazard or the pruning is recommended as part of specific fire or pest control. Any plant cutting or removal will follow the standards within the Forest Stewardship Plan.

Environment and Mitigation Aspects

- Forest and steep slope management
- Restoration of historic WPA structure
- Decrease of impacts to critical areas
- Decrease vehicular impacts on Forest
- Traffic revisions and dedicated parking
- Stormwater management



FORT NISQUALLY

The Fort was brought to the Park from Dupont in the 1930s and is a reconstruction of its original layout, containing two of the original Hudson Bay Fort buildings. Plans are underway to continue and expand upon the Fort's programs.

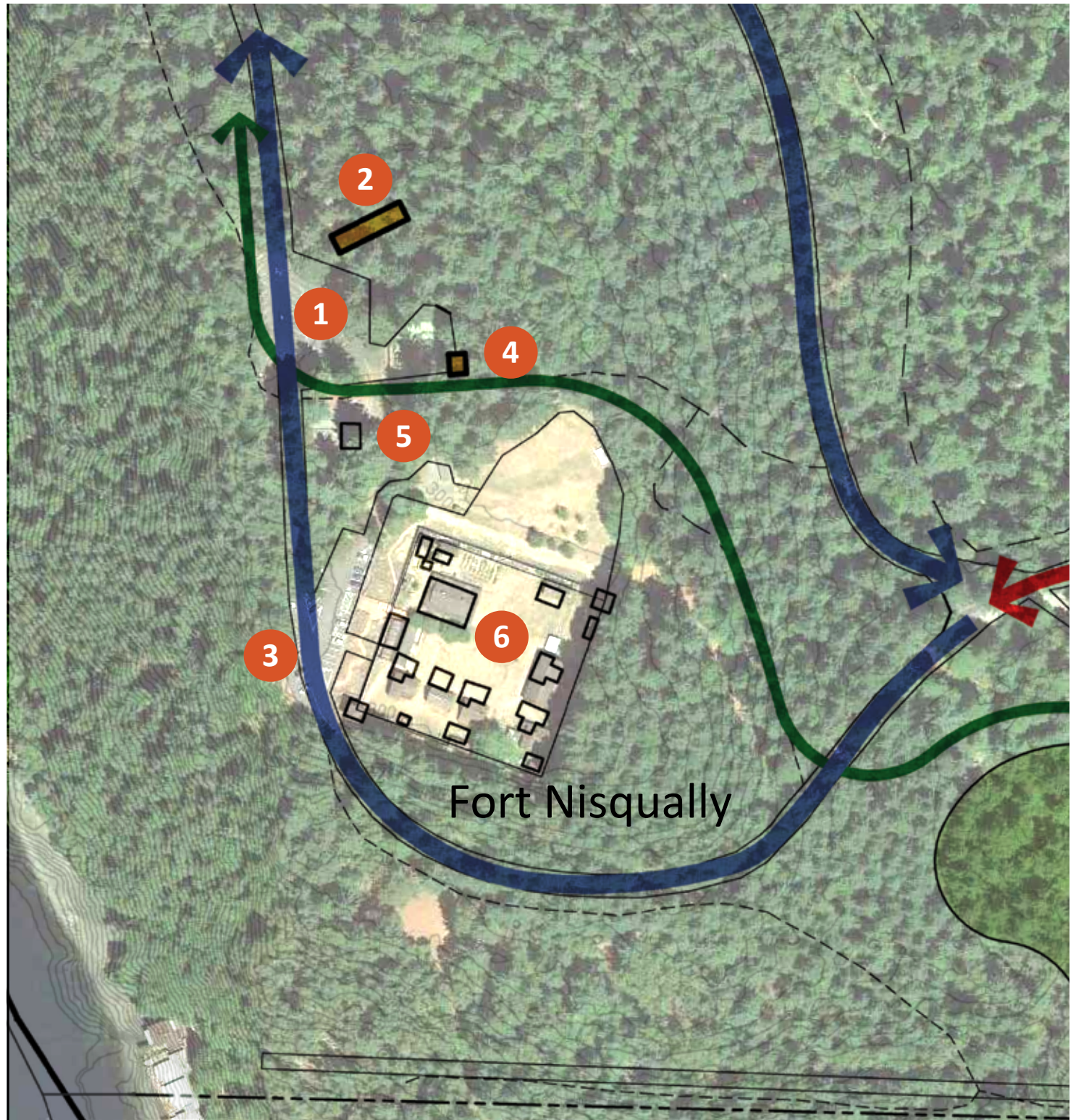
Another element of historical significance is the existence of a camp for the Civilian Conservation Corps that was in the vicinity of the current off-leash dog park. Interpretive signage may be developed to recognize this piece of history.

There is an active bald eagle nest to the west of the Fort that will require proposed program or construction to be reviewed under the National Bald Eagle Management Guidelines. Although bald eagles are no longer listed as a federally endangered or state threatened species, proposed development within 600 feet of a nest may require a management plan and adaptive management strategies.

LEGEND

- █ Two-way Vehicular Circulation
- █ One-way Vehicular Circulation
- █ Pedestrian Circulation

- 1 Rework Existing Parking Lot
- 2 New Native American Plank House
- 3 Eliminate Parking along Five Mile Drive (Bluff Side)
- 4 Replace / Relocate Restroom Facility
- 5 Restore WPA Picnic Shelter
- 6 Fort Nisqually Master Plan





Programming and Phasing of Capital Projects

Internal to Fort – Renovate Kitchen and Clerk’s House and Others

Renovations and maintenance of existing buildings will continue to be ongoing. At this time the Clerk’s House is in need of replacement, the kitchen should be reconstructed to be more historically correct, the Sales Shop may need significant repairs, the Tye House may be reconstructed and the missing structure between the Blacksmith Shop and Clerk’s House may be reconstructed.

Native American interpretive Center – Plank House

Including more historic elements that feature Native American culture is a park goal, and will be explored through the development of a Plank House, or Long House, and programs that will be managed through this new facility. The location of this structure is proposed to be near the main parking lot and within the area that previously held the Never Never Land amusement park.

Expansion of Agricultural Activity: Native Plants and Heritage Trees

The meadow to the north of the Fort is planned to be utilized for these activities and will include the plantings and study of historic plants and agriculture.

Restore WPA Picnic Shelter; Replace and Relocate Restroom Building; Add Service and Storage Functions

The WPA shelter is in need of restoration work. The Restroom building will be replaced with a new structure of a slightly larger size to include service and storage functions, further away from the Fort and closer to the existing parking area.

Reverse Driving Direction of Loop Road around Fort; Eliminate Parking along Bluff; Modify Existing Parking Areas to Improve Efficiency

As part of the overall automobile circulation plan, reversing the roadway direction around the Fort is under consideration. This would allow for more direct access from the entrances of the park to the Fort and other park destinations. This would also allow for a logical approach and drop-off area at the front of the Fort and preceding to the main parking lot. Improved signage along Five Mile Drive will be included as a tool to direct visitors to this facility.

Parking will be removed from the bluff edge through the park bluff stabilization effort. Replacement of chain link fencing with other types of fences will improve visual compatibility while still enforcing safety. Landscaping will be maintained to stabilize slopes while keeping views clear. Parking will be removed at Fort to work as a drop-off area with a continuing connection to the main parking area. Main parking area will be analyzed and re-striped, with minor modifications to edges, in order to increase efficiency.



Master Plan of Fort Nisqually

Design development for a master plan of Fort Nisqually is in process and the proposed traffic modification and other prospective projects will be subject to detailed analysis and discussed through a public forum.

Environment and Mitigation Aspects

- Forest and steep slope management
- Decrease of critical area impacts
- Bald Eagle habitat management
- Incorporation of additional element to Historic Museum
- Preservation of historic park element
- Restoration of historic WPA structure
- Traffic revisions and dedicated parking
- Stormwater management



FORMER CAMP 6 / BAKER TRACT

The Logging Museum that was called Camp 6 was added as a privately operated exhibit in 1964, and removed in 2011 as interest waned. The area has been maintained as a gravel lot used for backup parking, most notably for large zoo events such as Zoolights.

This area will be planned to serve as an Environmental Learning Center. Buildings constructed at Camp 6 will be designed to be multiuse so they can be used for varied park programs and events. This may include nature camps, retreat facilities, and other park-related uses.

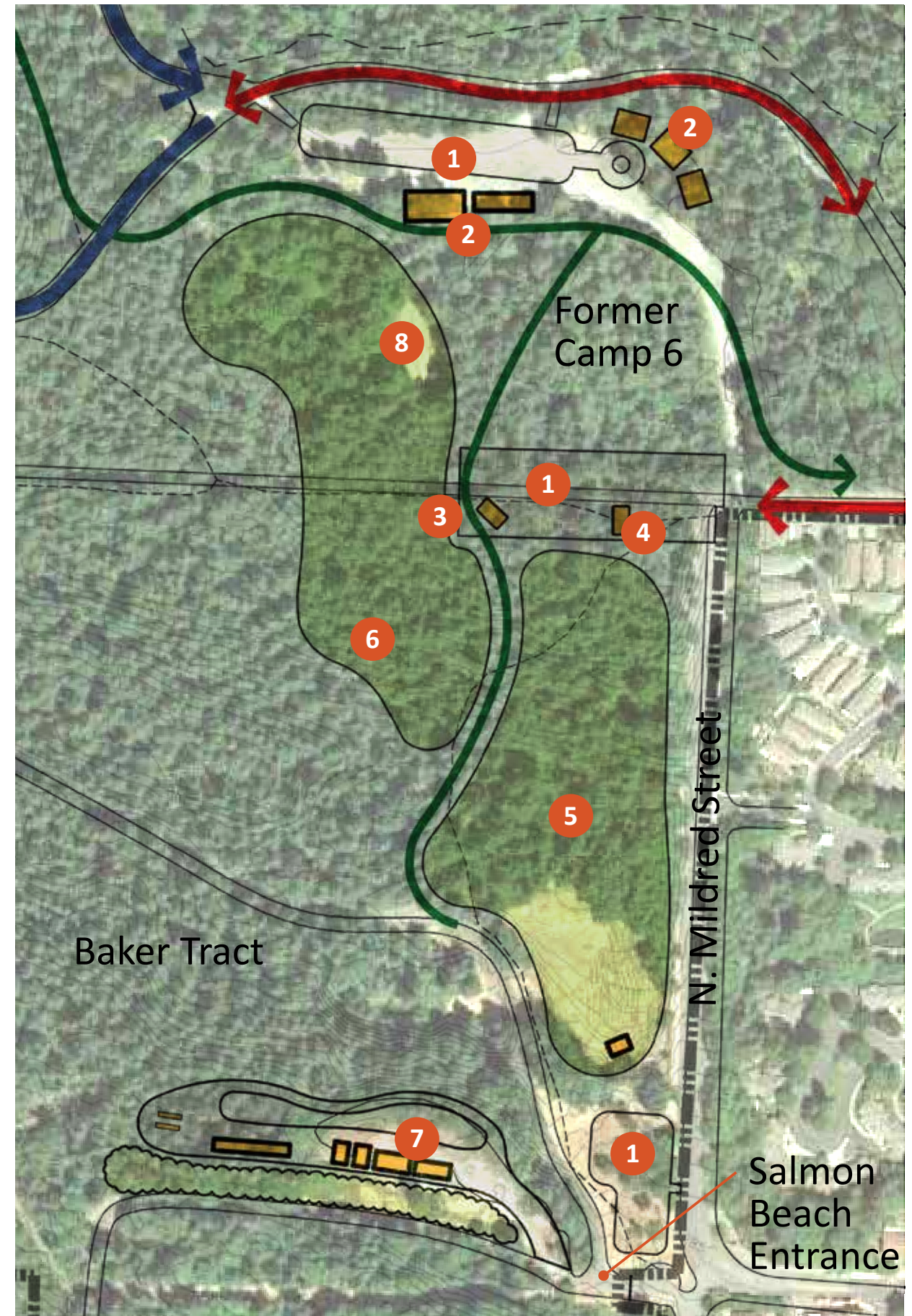
The former Camp 6, along with the Baker Tract to the south, is seen as the best option for providing additional educational and low impact nature-based recreational activities. This reasoning is partly based on the earlier use of the site as a Logging Museum, and the relatively young forest in this area in relation to the old growth forest to the north. In 1902, a fire on the west side of Tacoma consumed 600 acres of trees, including 50 acres within the park. Subsequent logging cleared most of the Baker Tract and the Camp 6 area in the early 1930's. This cleared area extended up to where Fort Nisqually is located.

The secondary entrance to Point Defiance Park occurs at the southern edge of the former Camp 6 site and will likely see a minor increase in use as park road systems are revised to provide two-way access between the two park entrances and the main destinations of the park. Encouraging the development of low key activities in this area is consistent with the approach of keeping the development compatible with the natural character of the park.

LEGEND

- █ Two-Way Vehicular Circulation
- █ One-way Vehicular Circulation
- █ Pedestrian Circulation

- 1 Paved Parking
- 2 Environmental Learning Center- 20,000 sf
- 3 Group Picnic Shelter
- 4 Restroom
- 5 Fenced Dog Park with Shelter
- 6 Nature Play Area
- 7 Maintenance Area
- 8 Outdoor Educational Venue



Programming and Phasing of Capital Projects

Multiuise Environmental Learning Center with Assembly Spaces, Storage, and Public Restrooms; Multiple Buildings Totaling 20,000 SF

These facilities are proposed to be built over the course of several years. They will host a number of programs and be notably education- and nature-based.

Outdoor Educational Venue with Seating for 100

This seating area, intended for informal or formal outdoor presentations, would likely be placed in conjunction with a picnic shelter and restrooms at the north end of the Baker Tract, and incorporate support parking.

Support Parking for 125

Support parking areas should be located in close proximity to planned program areas. Redesign and new uses will result in a reduction from the current 200 spaces within the parking lot.

Environment and Mitigation Aspects

- Forest management
- Decrease of impacts to critical areas such as wetlands
- Traffic revisions and dedicated parking
- Stormwater management



BAKER TRACT

The Baker Tract consists of 48 acres acquired by Metro Parks in 1975. There is a gravel fire road running east-west that physically separates this area from the rest of the Park. Additionally, a portion of the tract that was used as a borrow pit has become a problem, due to collecting storm drainage runoff and is noted in the Grette Technical Memorandum as a probable wetland. Also the forest in this area contains mostly growth that originated subsequent to being cleared in the early 1930's, although there were some trees remaining along the bluff edge overlooking the Salmon Beach historic community. There are two paved roads cutting through the tract that give access to Salmon Beach.

The recommended boundary for the potential National Register of Historic Places district includes those properties that contributed to the park's areas of significance and were developed within the period of significance, from 1888 to 1941. While this doesn't include the Baker Tract, it can be noted that the Olmsted Brothers drafted a Preliminary Plan for the Tract to develop a single family subdivision in 1917, which was never undertaken.

Programming and Phasing of Capital Projects

Nature Play Area for Active Recreational Opportunities

Several wooded acres within the Baker Tract, and potentially extending up into Camp 6, will be utilized for nature-themed programs and activities. These are intended for low-impact use that can occur within the trees and trails as they currently exist. Possible elements include a playground area, ropes course, climbing structure or other similar activities. Minor modifications may be made if the intended activity is deemed appropriate for this location.

Relocate Off-leash Dog Park

The location of the off-leash dog park has been actively discussed with issues revolving around fencing of the park and dog owners who don't follow the off-leash rules. The general consensus is to move the dog park far enough away from Fort Nisqually and the Salmon Beach community to decrease impacts from noise, access and parking. Ideally, dog owners should be able to directly access the dog park from Mildred Street. This will help minimize the wandering of unleashed dogs into areas that are off-limits.

Shelters with Running Water

At most, two new support shelters for the relocated dog park and nature adventure recreational opportunities will be located in this area. A shelter for the dog park would be relatively small in size, as it would provide cover and running water. These should be located a reasonable distance to new dedicated parking areas and for efficiency/availability of water or other utility service.

Support Parking

Small support parking areas should be located in close proximity to planned program areas such as shelters, the dog park, and the nature recreation zone. Access to these areas should be directly from Mildred Street if possible.

Park Maintenance Facilities, including Maintenance Offices, Shop Buildings, Container Storage, Open Covered Storage, Parking, and Material Stockpiling

As the Triangle is being cleared for upcoming work, a new location needs to be found for the existing maintenance facilities. Expansion of the existing stockpiling area at the entrance to South Salmon Beach Drive is a logical choice to consolidate this function. This would essentially double the area currently occupied by storage and accommodate new buildings and additional stockpiling and parking areas. Additional screening will be placed for visual aesthetics along the side of the roadway.

Environment and Mitigation Aspects

- Forest/trail management and steep slope critical areas
- Dedicated parking
- Wetlands and stormwater management

OWEN BEACH & PROMENADE

Owen Beach, originally called Picnic Beach, has been a feature of Point Defiance Park almost since the park's inception. As the roads were built near the end of the 19th century, the beach became more accessible and is still one of the major Park destinations. Three structures exist at Owen Beach: a concessions building, restroom building, and picnic shelter. All of these are in need of repair or replacement. Capacity at Owen Beach is generally dependent on the ability to park nearby. A shuttle service to the beach may be viable for high seasonal usage and will be reviewed for inclusion in the early part of Master Planning of the Beach—Implementation

The promenade connecting Owen Beach to the waterfront further southeast has been improved over time and provides an easy and well-used pedestrian and bike path.

LEGEND

- █ Two-Way Vehicular Circulation
- █ One-Way Vehicular Circulation
- █ Pedestrian Circulation

- 1 Add 2nd Picnic Shelter
- 2 Remove existing Restroom Building
- 3 Replace Existing Concession with Larger Building Including Restrooms
- 4 Improved Launching Ramp for Human-powered Watercraft
- 5 Restripe and Improve Existing Parking
- 6 Provide Area for Overflow Parking
- 7 Pedestrian / Bicycle Use of Existing Entry Road
- 8 Two-way Vehicle Entry from Five Mile Drive Into Parking





Programming and Phasing of Capital Projects

Replace Existing Restrooms and Concession Building

These existing buildings are nearing the end of their useful life. The plan is to combine these uses in one structure and potentially add some additional building area for a multiuse purpose.

Add Second Picnic Shelter

Another picnic shelter will open up the possibility for simultaneous functions. This will require management of attendance numbers by staff to not overburden parking or picnic tables.

Expand Human-Powered Boating Availabilities, Improve Human-Powered Boat Launch Area and Provide ADA Access to Beach

The existing ramp is in need of improvements. At the same time, this area could be used to provide ADA access to the beach.

Improve Parking Efficiency and Add Overflow Area at Top of Lot

Main parking area will be analyzed and re-striped to increase efficiency, with minor modifications to edges to accomplish this. At the top of the parking lot there is a gravel/grassy area that is occasionally used for overflow parking. This area will be improved for more dedicated parking to be used by both Owen Beach visitors and during Five Mile Drive closures for pedestrian and bicyclist use.

Additionally, the main entry drive to Owen Beach may be converted to pedestrian and bike access only, with the exit converted to a two-way drive. The main entry drive has conditions of steep slopes that would benefit from the removal of cars, and pedestrians would benefit from having a safe access to the Beach.

Environment and Mitigation Aspects

- Shoreline permits required
- Providing ADA
- Forest and trail management
- Stormwater management
- Traffic revisions and dedicated parking



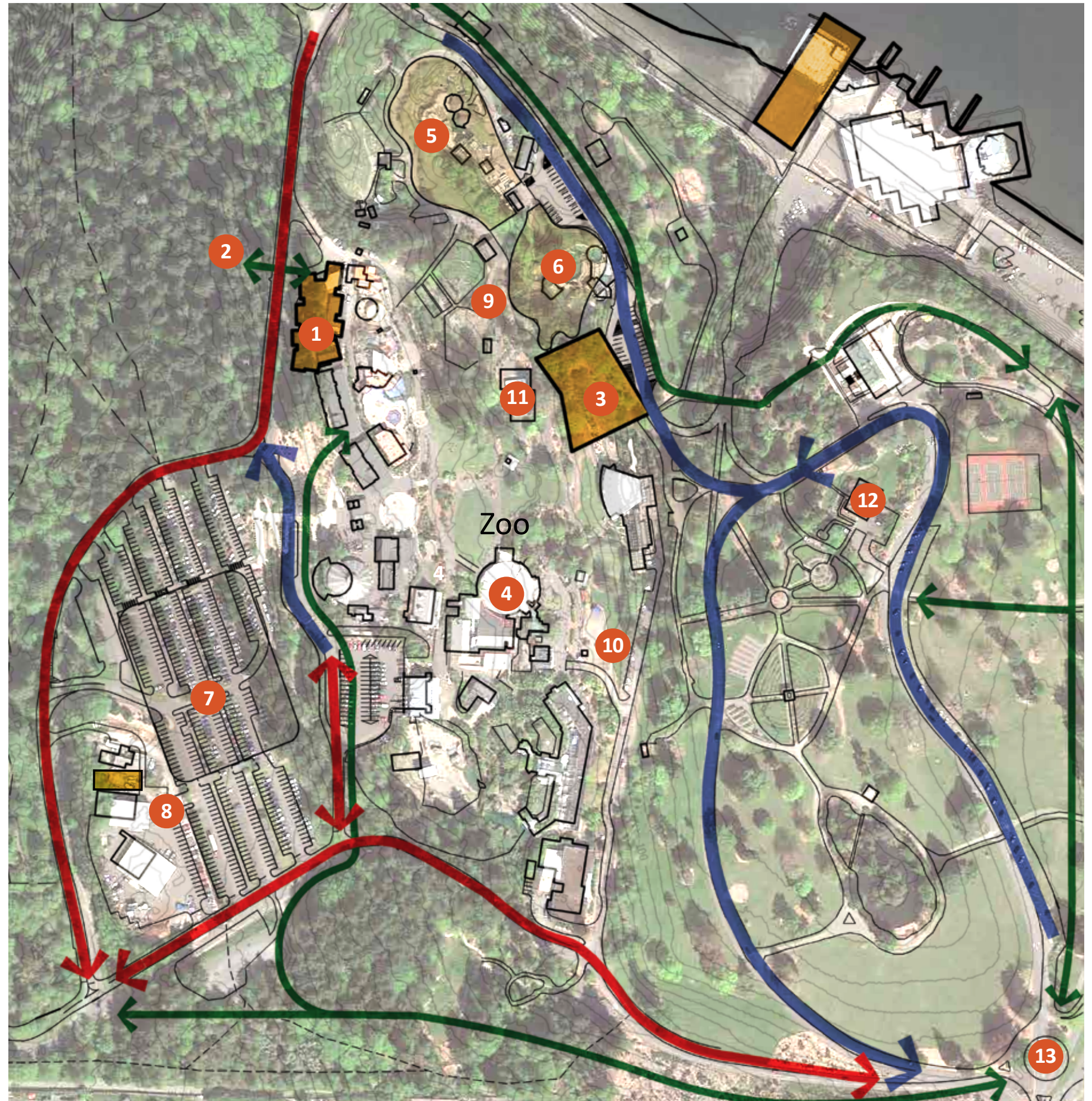
ZOO/AQUARIUM ENTRANCE AND BOWL

The Activity Area of the park is approached from the Main entrance on Pearl Street. This area brings the greatest amount of traffic, both vehicular and pedestrian, and leads to the Waterfront uses. These types of program elements are in keeping with the traditional historic elements that developed at the beginning of the 20th century and as formally documented by the Hare & Hare Plan of 1911.

LEGEND

- █ Two-way Vehicular Circulation
- █ One-way Vehicular Circulation
- █ Pedestrian Circulation

- 1 Environmental Learning Center
- 2 Pedestrian Bridge From New Environmental Learning Center to Trails
- 3 New Aquarium
- 4 Convert existing Aquarium to South American Exhibit
- 5 New/Improved Arctic Tundra Exhibit
- 6 Improved Rocky Shores Exhibit
- 7 Parking Deck Over Existing to Add 460 Cars
- 8 New Storage Building
- 9 New Russian Far East Exhibit
- 10 New Australia Exhibit
- 11 New Picnic Shelter
- 12 Lodge Renovations
- 13 New Roundabout





ZOO/AQUARIUM

A zoo component has been a part of Point Defiance Park since before the 1911 Hare & Hare Plan. Now an accredited zoological facility, Point Defiance Zoo & Aquarium (PDZA) has expanded facilities and added new exhibits. Limited parking at the Zoo entrance has required them to provide off-site parking with shuttle service during high attendance times such as Zoolights. With the construction of the new aquarium, additional parking within their current lot is a priority.

Programming and Phasing of Capital Projects

New Aquarium Building

The Zoo's 52-year-old North Pacific Aquarium is failing, weakened by decades of salt-water corrosion, and its life support systems are increasingly fragile. A new Pacific Rim Aquarium will continue the longstanding tradition of highlighting Puget Sound marine life while also showcasing some species new to the aquarium. The new aquarium will be completed in 2018 and will sit between Wild Wonders and Rocky Shores. This structure is one of two in the Master Plan that will be over 35' in height to accommodate the program design.

Expand and Refurbish Arctic Tundra (Polar Bear) Exhibit and Renovate Rocky Shores Exhibit

The polar bear exhibit will be renovated to meet rising international standards and expanded with the goal of acquiring additional polar bears in the future. The three decades-old Rocky Shores exhibit is showing signs of deterioration, age, and heavy use. Renovations to Rocky Shores – home to walruses, sea otters, seals, and puffins – will improve health and safety features for animals and keepers. Upgrades to animal life-support systems and expanded animal viewing opportunities also will be included in the project. This work will include some new structure space, seating areas, and updated exhibits. These exhibits are also dependent on the seawater systems. Modifications to those will include new lines and overall improvements to the way the seawater is handled.

Re-purpose Existing Aquarium to Become a South American Exhibit, including Additional Outdoor Exhibit Space

After the transfer to the new facility, this building will be re-purposed and updated for use with a new focus. This work includes removal of outdated seawater systems that will improve environmental conditions.

Development of Environmental Learning Center

This new structure will replace outdated buildings and house multiple education programs. This building will support youth and adult education programs, will house zoo education programs and staff offices, among other administrative space. There will be a pedestrian link from the second level across the adjacent roadway and into the woods, connecting participants and staff with the forest resources.

Russian Far East Exhibit

This new exhibit is proposed for completion in 2024.

Australia Exhibit

This new exhibit is proposed for completion in 2026.

Add Parking / Deck Level for Additional 465 Cars

A partial second level deck will be added to the middle of the existing main zoo parking lot. The deck will be designed to work with the sloping topography to tuck into the slope and minimize its visual impact. Trees will be planted within the lower level landscape strips to provide additional visual enhancement. This construction is needed to support the attendance that the new aquarium will bring. Ideally, the creation of the two-way access road between the Pearl Street entrance and the zoo would be completed within a year of this timing. This central parking will also serve the Bowl, Fort Nisqually, Camp 7; as well as a staging area for walks and general park use.

Environment and Mitigation Aspects

- Forest management with the addition of replacement trees
- Improvements to seawater systems and fish habitat
- Addition of trees to internal lot landscaping
- Traffic revisions and additional parking within zoo main lot
- Management of parking through shared use concepts
- Possible mitigation of wetlands across roadway
- Stormwater management

ENTRANCE AND BOWL

As the most active area of the park, creating efficiencies of movement and reducing the number of automobiles through the bowl is of utmost importance. The confusion of roadway intersections at the main entrance will be improved with a roundabout that more clearly defines the purpose of each road. Revising roadways and other visual cues will enable drivers to efficiently move through the intersection and reach their destinations and increase the safety of pedestrians and bicyclists.

A new Visitor's Center needs to have either a prominently visible location near the Pearl Street entrance roundabout or clear directional signage to its location.





Programming and Phasing of Capital Projects

New Roundabout at Entrance; Relocate Parking Around Loop to be on Bowl Side of Drive

This is the main entrance to the Park, and as such the design and layout must be reflective of the Park character. The design needs to include current thinking of roadway directions through the park, and include changes for two-way access to the zoo. Significant trees in this area must be acknowledged and accommodated to the greatest practical extent.

An option to reverse the direction of traffic around the bowl was presented as it would more safely accommodate the flow from the roundabout to the two-way roadway to the zoo. It would have the added benefit of providing a flow to the park that visually connects the visitor to where they want to go. As the direction is changed, roadside parking should be shifted to the right side (bowl side) of the road for pedestrian safety. Continuing analysis on roadway system changes in the bowl will be reviewed in conjunction with the roundabout design, taking the historic relevance of circulation as a factor when weighing the considerations.

Lodge Restoration

The Keeper's Lodge is one of the remaining original structures at the Park, built in 1898 as a residence for the Park's first superintendent. More recently it has housed the Visitor's Center and staff offices, with some storage in the basement. If the Visitor's Center is moved to a more visible location nearer to the entrance to the Park, this building should be preserved and re-purposed for other uses. Metro Parks is moving forward to prepare an application to have the Lodge added to the National Register of Historic Places.

New Gardens

The many gardens are one of the highlights of the Park and are part of the historic legacy. Additional themed gardens may be carefully added over time, but should be complementary to the existing and adhere to the policies in the Historic Property Management Plan.

Environment and Mitigation Aspects

- Historic Property Management Plan
- Preservation of Keeper's Lodge in accordance with Historic Property Management Plan
- Management of Significant park trees
- Traffic revisions and safety of pedestrians
- Stormwater management



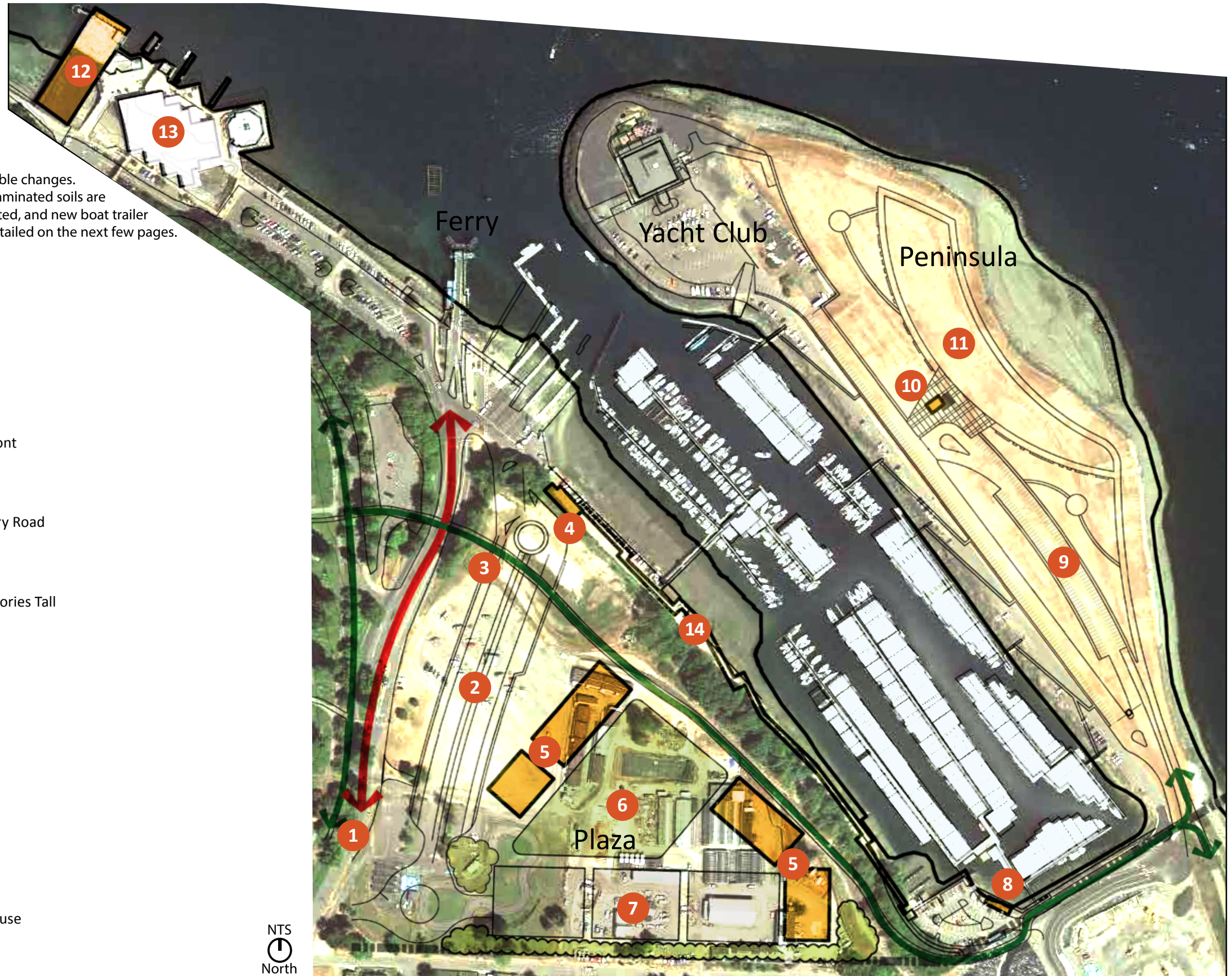
WATERFRONT

This area of the park will experience the most noticeable changes. A large portion of the Triangle will be cleared as contaminated soils are remediated, a regional stormwater facility is constructed, and new boat trailer parking is created. Future planned development is detailed on the next few pages.

LEGEND

- █ Two-way Vehicular Circulation
- █ Pedestrian Circulation

- 1 Improved Access to Ferry and Waterfront
- 2 Boat Trailer Parking
- 3 Elevated Pedestrian Walkway over Ferry Road
- 4 New Marine Services Building
- 5 150,000 sf of Building Space, up to 4 Stories Tall
- 6 Event Plaza
- 7 Parking for 450 Vehicles
- 8 New Storage Building
- 9 Parking for 100 Vehicles
- 10 Restrooms
- 11 Open Air Event Lawn
- 12 Add Level to Boathouse
- 13 Interior Renovations to Existing Boathouse
- 14 Estuary and Boardwalk





Site Workshop - Stephanie Bower, Architectural Illustration

WATERFRONT PHASE 1

Metro Parks is working with the City of Tacoma and the Environmental Protection Agency on several related projects. This work includes a new park on the Point Defiance peninsula and an innovative regional stormwater facility to filter runoff. Destination Point Defiance envisions an even more accessible, active, and thriving waterfront that allows pedestrian access to Puget Sound.

This project will:

- Extend and improve the waterfront trail system for access to and through the waterfront, including building a bike and pedestrian bridge over traffic.
- Work with the City of Tacoma and State Department of Transportation to redesign the Pearl Street entrance. The project also will add a ferry traffic lane and improve ferry traffic flow.
- Provide a new boat trailer parking lot to support the existing boat launch.
- Protect and enhance Puget Sound through habitat and shoreline restoration.
- Integrate green infrastructure enhancements, including constructing an innovative regional stormwater facility to filter runoff.
- Coordinate with the Environmental Protection Agency to remediate contaminated soils from the undeveloped parking area to the northeast of the Pearl Street entrance.

PT. DEFIANCE MARINA (PUBLIC)

Programming and Phasing of Capital Projects

Multiuse Space, Classrooms and Other; Renovate Existing Boathouse and Add Second Level; Conversion of Existing Boat Storage Building to Other Uses.

Additional space is needed at the Marina to provide support services and other uses, such as educational programs. There are various location opportunities, such as remodeling space within the existing boat storage facility. The addition of new buildings on the marina is limited, due to spacing and shoreline permitting requirements. A possible solution would be to use the base of the boathouse that lost its upper floors in a fire and add a second floor to it, or to replace it entirely.



Develop Marine Sciences: aquaculture, fish/shellfish raising, study and release.

Modify Parking to Improve Efficiency

Main parking area will be analyzed and re-striped to increase efficiency, with minor modifications to edges to accomplish this.

Water Taxi

A water taxi service could help decrease vehicular traffic within the park and surrounding park streets. The service would likely be under private ownership and would be run from the downtown Thea Foss Waterway to the Marina and Owen Beach.

Environment and Mitigation Aspects

- Shoreline permits required
- Steep slopes and critical areas
- Stormwater management
- Traffic revisions and parking

TRIANGLE

The "Triangle" located near the Pearl Street entrance has served as the front door to the park for many years. Over the years the Triangle's function has been to support activities in the larger portion of the park, and to host activities and services which may have diminished the rest of the Park's integrity. The entire area contains a layer of contaminated soils from the previous Asarco Smelter located in the immediate vicinity of the Park. As part of an EPA-funded soils remediation project, the contaminated soils will be excavated throughout the Triangle area. Most of that soil will be re-deposited on the slag peninsula that creates the adjacent Breakwater Marina, where a new Park will be created. Because of the large impact of the soils remediation, much of the land within the Triangle area will be cleared and existing structures relocated elsewhere.

Future Triangle development will provide for an enhanced entrance to Point Defiance Park. Proposed future uses include services to support other activities within the park. Alternatives could include a lodge and conference center, a new visitor center, restaurants and Environmental Learning Center facilities.

Programming and Phasing of Capital Projects

New Visitor Center; Public Restrooms; Administration; Multi-Use Spaces

A new Visitor Center located at the Triangle will provide users of the Park an opportunity to get interpretive and general information about the Park and the various programs and activities provided. The Visitor Center will also provide space for Park administrative functions.

Small Retail Shops

Small retail shops located at the Triangle will serve the Park attendees by providing goods and services. Uses could include services such as bike and/or kayak rentals, gift shop, or other amenities typical of parks or regional destinations.

Up to Three Mid-Size and Large Restaurants or Cafes

Proposed restaurants or cafés would provide a range of services from sit-down meals to quick service concessions.

Lodge and Conference Spaces

The Triangle would be the location of the only overnight accommodations offered at Point Defiance Park. The proposed building is envisioned to serve as a destination lodge with a conference center for corporate retreats or events, approximately 100 rooms, and could be four stories in height.

Multi-Use Assembly and Environmental Learning Center Spaces to include Large Assembly Space for 300

A multiuse space that can hold large group events is being planned for the Triangle. This space will be utilized for educational programs and private events.

Event Plaza for Outdoor Events, such as Farmer's Market; Staging for Races

A plaza area is proposed within the Triangle area. This space is purposefully left un-programmed so it can accommodate festivals, farmers markets, or other outdoor activities that require an expanse of open space.

Park Shuttle Service Headquarters

A shuttle-bus service could provide connections from parking areas to the main destination areas of the Park. Because of its location at the entrance to the Park and the proximity to a large amount of parking, the Triangle is a logical location for the operations, maintenance, and management of the proposed shuttle service.

Pedestrian Trail

Construction on a pedestrian trail connecting to Ruston Way began July 2015. This new trail and elevated walkway is being built across the Triangle to provide a link from Point Ruston to Point Defiance Park. The trail will traverse the triangle from the southeast and provide direct access in to the Bowl Area of Point Defiance Park.

Stormwater and Outfall Improvements

The City of Tacoma is undertaking a significant regional stormwater treatment retrofit project along and adjacent to Pearl Street and State Route 163 as it leads down the hill towards the ferry dock. This project will include the construction of a new stormwater facility designed to collect and treat the run-off from the areas directly adjacent to the south end of the Park. The new system will collect, treat, and discharge the stormwater through a new outfall located immediately east of the current ferry landing. Construction began July 2015. Excavation for the placement of the stormwater infrastructure will be coordinated with the excavation required for the new boat trailer parking lot.

Boat Trailer Parking for 140

Adequate space for boat trailer parking has always been an issue at Point Defiance. At times of peak use, there is a shortage of parking that accommodates a vehicle and its attached boat trailer. The redevelopment of the Triangle will address this issue by providing a new parking lot designed specifically for vehicles with attached boat trailers. The proposed parking lot, because of its intended use, will not have typical landscape islands or stall striping. Instead, it will be designed for maximum flexibility and maneuverability. At times when demand for boat trailer parking is low, this parking lot can accommodate overflow parking for events or other programs.



Parking for 450 – Below and Grade Level

The Triangle will provide parking for approximately 450 cars in a combination of surface lots and below-building parking structures, in addition to the boat trailer parking area. Parking will be provided to support the proposed uses at the Triangle and serve to support the need for parking throughout the entire park. Pedestrian trails and a potential shuttle service will provide connections from Triangle parking to other areas and programs within Point Defiance Park.

Environment and Mitigation Aspects

- Pedestrian access trail management
- EPA soils remediation; shoreline permitting
- Steep slopes and critical areas
- Stormwater management
- Traffic revisions and dedicated parking

YACHT BASIN AND MARINA (PRIVATE)

This area lies between the Triangle and the Peninsula and includes the immediate shoreline at the bottom of the Triangle. The existing roadway that connects from the Point Defiance Marina to the Yacht Club entry has been closed to vehicular traffic with the completion of the connection from Point Ruston and Ruston Way. The Triangle hillside has always had erosion problems and will be reinforced and stabilized with the work currently underway (2015-16) for the Waterfront Phase I project. The previous roadway will be revised for a waterfront grade level pedestrian path to connect from Ruston Way to the Marinas and Owen Beach.

Programming and Phasing of Capital Projects

Create Additional Boat Moorage Facilities; Expand Boat Ramp Facilities

Additional boat moorage will be provided, while the existing boat ramp facilities will be expanded and enhanced.

New Marina Services Building

A new Marina Services building will be provided in place of the existing, outdated facility. This building will support the operations at the private marina.

Create Estuary and Boardwalk

At the base of the slope along what is now Marine Drive, a new boardwalk will be provided over a newly created estuary. This boardwalk will allow pedestrians to connect from the updated Lot A to the new boat trailer parking lot, the ferry terminal, and other uses located at the waterfront.

New Storage Building at Parking Lot A

A new storage building will be provided at parking Lot A. This building will help serve the needs of users of the yacht basin.

Environment and Mitigation Aspects

- Shoreline permitting requirements
- Pedestrian access trail management
- Steep slopes and critical areas
- Stormwater management

PARK AT THE PENINSULA

A new open-space park will be created on the peninsula, using soil removed from the excavation for the new boat trailer parking lot and Triangle re-grade.

Programming and Phasing of Capital Projects

Restrooms

Open-air event lawn with platform for events/performances

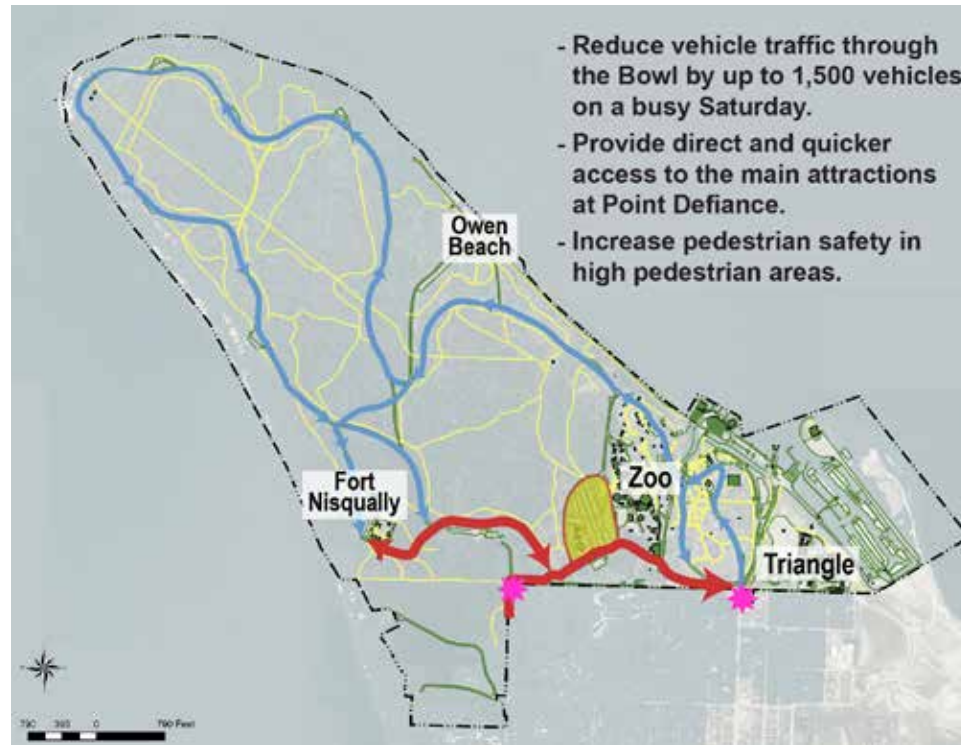
Parking for 100 vehicles

Environment and Mitigation Aspects

- EPA soils remediation; shoreline permitting
- Steep slopes and critical areas
- Stormwater management
- Traffic revisions and dedicated parking



CAPITAL PROJECTS / PRIORITIES



Two-Way Traffic Flow Between Pearl Street and Mildred Street

MANAGEMENT / OVERSIGHT OF CAPITAL PROJECTS

Common to all of the identified Focus Areas, there are improvements proposed that extend throughout the Park. These generally focus on circulation and access but also includes a broader scope of landscaping in general and infrastructure upgrades.

At the end of this Master Plan document is a spreadsheet outlining project elements, uses, parking needs, environmental mitigation, and the projected Capital Improvement Year. This spreadsheet will be revised over time depending on need and as funding for specific projects becomes available.

PARKWIDE ELEMENTS**Circulation Plan**

- A revised road system will be designed that will incorporate two-way traffic flow between Pearl Street, the Zoo, Mildred Street, and Fort Nisqually. This new system will significantly reduce overall vehicular traffic through the Park and provide more direct access to main destinations. In addition, it may be possible to work with Pierce Transit to provide service to these destinations if they are more easily accessed.
- Pedestrian and bicycle safety is a priority within the Park. It is the intent to create a 12'-20' wide unshared Pedestrian / Bike path that would be continuous from entry points to major destinations within the Park. This would extend from the southeast corner of the Park to the entrance of the Five Mile Drive loop that is closed during scheduled times. Five Mile Drive would continue to be closed during selected hours for bike and pedestrian use only.
- Incorporation of a future shuttle during high-use activities and seasons will be analyzed. This would likely be based in the Triangle.

Intensity of Uses and Development

The Park naturally divides into approximate thirds that transition from the most intensive active areas of the park at the entrance to the least intensive and mostly passive areas of the park within the forested areas. Uses within the most natural element of the Park, the forest and old growth areas, will remain consistent with the character that has been preserved for over 100 years. Trails and overlooks need ongoing management, especially in areas adjacent to bluff edges.

The central area of the Park extends from Owen Beach down through the central forest, and includes the Fort, the Former Camp 6 area, and the Baker Tract. This is a transition area between the most active part of the Park to the southeast, the Entryway and Waterfront Zone, and the most passive, the Forest Zone, to the northwest. While programs will be planned for this area and support structures will be built, a careful balance is needed to preserve the natural character of the Park and limit negative impacts. Decreasing automobile impact by providing more direct access to destinations while increasing the pedestrian and bicycle access through an unshared path system needs to be emphasized.

The eastern third of the Park is the most active and heavily used. The main entrance on Pearl Street is used by 75% of visitors accessing the Park's destinations. Heavy automobile use through the bowl of the park during high seasonal use time can be cumbersome, impacts user's enjoyment, and create unsafe environments for pedestrians. Traffic studies have proposed modifications to roadways; creating some two-way elements and reversing directions of some one-way streets, which will bring cars more directly to main destinations and decrease the numbers of cars driving through the middle of the Park unnecessarily.

Landscaping

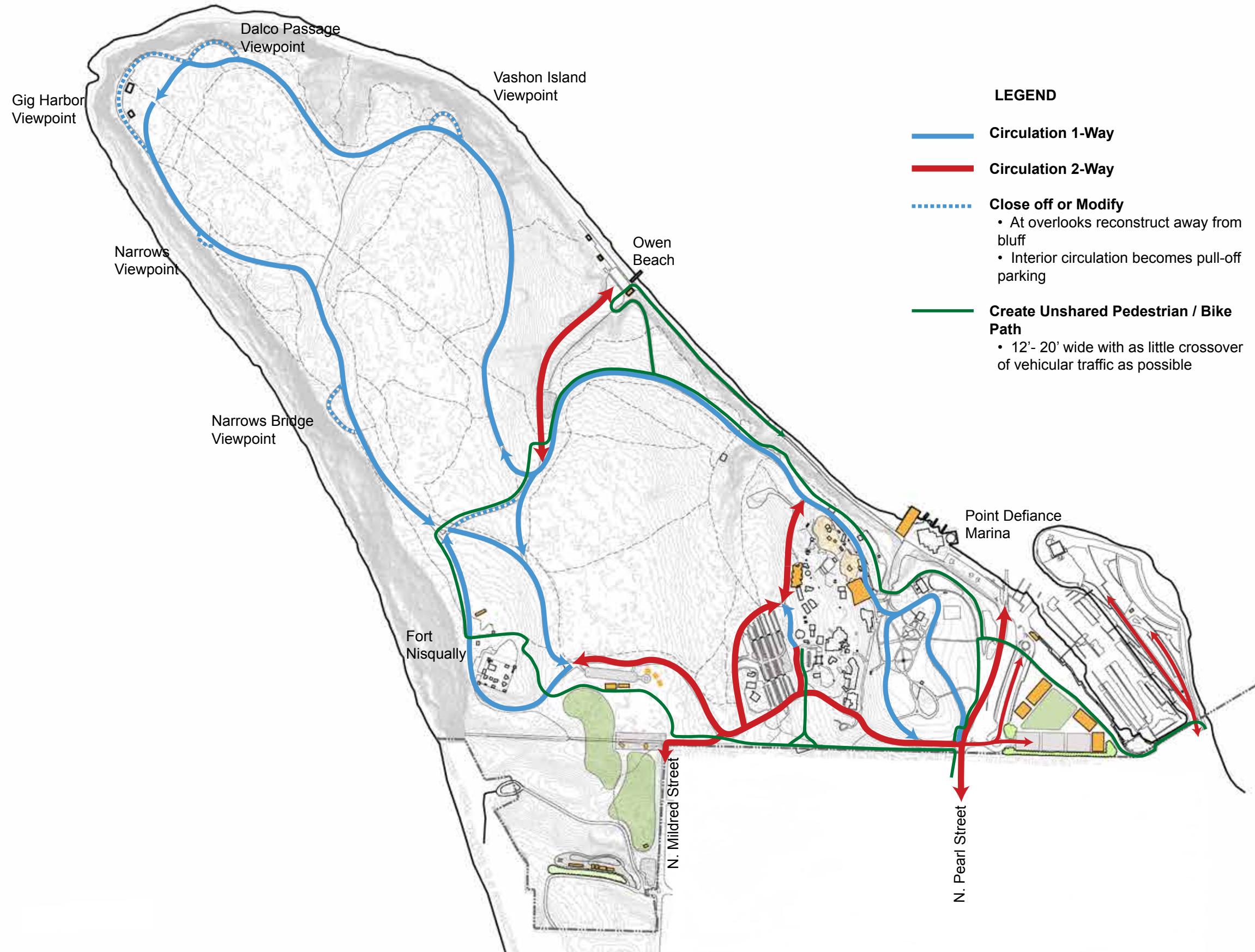
Landscaping within the Park will continue to promote the Park character. The environs of new elements will be designed to maintain that character and Point Defiance landscape requirements will be met. New parking lots will incorporate landscaping within the parking field to minimize the visual impact. However, navigation requirements within boat parking areas will take priority, with replacement landscaping being provided around the edges as appropriate.

Infrastructure Inventory / Plan

Metro Parks is working with City and public utilities staff to determine the most appropriate way to turn utilities and infrastructure over to the appropriate organizations. All utilities will be upgraded on an ongoing basis as projects are developed. The following services will require upgrades to meet current standards in order to be turned over:

- Stormwater
- Power
- Water
- Sanitary Sewer

OVERALL SITE PLAN CIRCULATION MAP



INTRODUCTION

“Very often in our culture as places develop, we lose our sense of place. We lose the sights, sounds, smells that most positively impressed us as children. Americans need places that are touchstones of their existence as a culture, places where wildness and history are paramount. More and more the national parks are the symbols for our national history and natural identity. Reverence and excellence in the stewardship and development of these parks is part of America’s heritage.”

— John J. Reynolds, Retired, National Park Service, February 2004

Point Defiance Park has been a prized landmark for over 100 years. How do we build upon what many consider as sacred ground? This will be an ongoing challenge that all designers must face when working within the Park, continuing through the foreseeable future. Many hands have touched this Park, working over the years to create a built environment that has provided enjoyment for many visitors and for generations to come. The natural setting, old growth forests, historic structures and gardens, and the overall cultural landscape, have become part of the total Park identity and visitor experience. Metro Parks and the City of Tacoma recognize that in order to uphold Point Defiance Park as a special place, development must be designed to be compatible and respectful of the Park setting, both natural and man-made.

PURPOSE

These Design Guidelines are intended to provide a framework for deciding appropriateness of the architectural and landscape character of new buildings, site work, and alterations. Creative professionals from many different fields will be tasked with the sensitive requirements of working within this setting. These guidelines go beyond basic universal principles of good design and focus on the character qualities in specific areas of the Park that are reflective of and contribute to each locale.

Development must complement the natural and historic setting, blending in as though a part of it, but at the same time should be distinctive enough to emphasize the special nature of the place. New facilities should be designed in a way that establishes a continuity with the most successful design elements of the past; while creating a respectful consistency between old and new. The resulting built environment should enrich the whole and become part of the evolving landscape.

Goals of the Design Guidelines include:

- Retention of natural site character, including setting, materials, and ecological processes. Critical areas such as wetlands or steep slopes should be avoided and improved, if possible
- Where applicable, adhere to the Secretary of Interior’s Standards for the Treatment of Historic Properties
- Design new buildings and facilities to blend with the natural environment, emphasizing non-intrusive design. Be sensitive to the environmental capacity of the site to absorb modifications. Facilities should be an element of their sites rather than dominate them. Buildings are subordinate to the environment
- Compatibility of structures and facilities with the cultural context and character in which they are located and protection of cultural integrity
- Coordination and integration of the design of individual structures with those of the site plan as a whole
- Enhancement of unifying architectural and landscape themes and elements within defined areas and throughout the Park

- Emphasis on simplicity and restraint in design and respect for past building character, traditions, and practices
- Recognition of the principles of rustic design used by previous designers, identification of those which retain validity today, along with appropriate locations for such, and contemporary interpretation of those principles.

The Design Guidelines should assist Metro Parks staff and designers to make informed and consistent decisions as facilities and development is planned, designed, constructed, modified and maintained. They provide background information on the development and most important design characteristics of the built environment. The detailed guideline sections provide direction as to which design strategies and themes may be suitable for particular areas. These recommendations recognize that neither buildings nor the landscape setting can be treated separately and need to be integrated in order to exist in harmony. Implementation of these Design Guidelines will contribute to the successful fulfillment of overall park goals of preservation of character and visitor enjoyment. The results should be buildings and landscapes that fit in with the natural surroundings and relate respectfully to the existing cultural landscape of Point Defiance Park. The evolving built environment should ultimately enhance the remarkable sense of place within the Park.

CONSISTENCY WITH HISTORIC PROPERTY MANAGEMENT PLAN

These Design Guidelines are intended to be used in conjunction with the Master Plan Update prepared by BCRA and the Historic Property Management Plan (HPMP) prepared by Artifacts Consulting, Inc., for Point Defiance Park in 2015. The Master Plan Update directs the future development of the Park while the HPMP details historic and existing buildings, locations, landscape features, views and other aspects of the Park, and designates levels of significance. Modifications to existing significant elements must be performed according to the HPMP and reviewed by the applicable agencies.

INADVERTENT DISCOVERY PLAN

Where activity involves no ground disturbance or where ground disturbance would extend no deeper than the known depth of fill at that location, no further action is required to address the possible effects to archaeological resources from the proposed activity. As artifacts have occasionally been encountered in fill, however, should artifacts or evidence of archaeological deposits be observed in such activity, further disturbance in the immediate vicinity of the find should cease immediately and appropriate Metro Parks staff notified as defined in the Inadvertent Discovery Plan.

Where activity involves ground disturbance greater than one foot deeper than the current ground surface in an area in which there is little or no evidence of the presence of fill, a systematic pedestrian survey will be conducted if the area of activity extends over an area greater than one acre and

1. no previous surveys for archaeological resources have been conducted in the activity area within the past 10 years that meet current state and federal standards; and
2. is in an area designated as having a moderate to high probability for archaeological resources documented in the Cultural Resource Assessment by Willamette Cultural Resources.

If the proposed activity would extend over an area of one acre or less and meets conditions 1 and 2, a qualified archaeologist will monitor the ground disturbance within the terms of the Inadvertent Discovery Plan.

GENERAL REQUIREMENTS

1. EXISTING CHARACTER

- A. Inspiration for facility designs within Point Defiance Park should come from the landscape, its ecological and cultural history, and existing and past architectural structures, as may be considered appropriate.
- B. Design should not necessarily repeat historical precedent, but instead, should reveal a contemporary expression of respect for the rich design traditions of Point Defiance Park and honor the particular uniqueness of the place.

2. SUSTAINABILITY

- A. Sustainable design concepts should be incorporated in new construction and alterations to existing structures. This is design that seeks to minimize long-term impacts to the earth's environment through strategies such as adaptive reuse, recycling, reducing material and water consumption, energy efficiency, life cycle cost analysis, long-term operations, maintainability, and using vernacular or local methods, materials, products and crafts.
- B. It is recognized that a large measure of sustainable practices can be supported through restoration and maintenance of the existing natural elements of Point Defiance Park. The addition of native plants, management of stormwater through natural drainage systems, maintaining trails and restoring non-sanctioned trails back to forest, are all excellent examples of primary contributions toward sustainability within the Park.

3. EQUAL ACCESS

- A. Providing equal access means ensuring that all individuals can make use of means of transportation, buildings and facilities, programs and services, employment opportunities, and technology.
- B. Designers of barrier-free access routes need to examine the significance levels of approaches to existing buildings and places and seek pathways that balance the retention of character-defining spaces while providing for access.
- C. Design of new playgrounds should follow the design standard for universal access and be fully inclusive.

4. SITE DESIGN

- A. Locate facilities sensitively and appropriately within the landscape to preserve resources and enhance the Park's natural beauty.
- B. Locate facilities to be subordinate to landscape features.
- C. Place structures at the edge of existing clearings to preserve vegetation and views and to promote coexistence within the setting rather than dominance.

5. BUILDING DESIGN

- A. Building design should portray the character of the Park and be compatible with other existing building styles, elements, materials and massing.
- B. Forms should be substantial and exhibit a sense of permanence.
- C. A building's primary entrance should face the public spaces and be easily identified through the use of a large door or framing devices (e.g., deep overhangs, recesses, porches, arches, arcades, etc.), other architectural treatment or landscape techniques.
- D. The mass of the proposed building should be compatible with those of surrounding buildings or other buildings of a similar type in the Park. Techniques to reduce the apparent mass include dividing the building mass into smaller sections through the use of vertical and horizontal offsets, and/or color or material changes.
- E. Roofs should have a significant slope of at least 5:12. Use of flat roofs is discouraged.
- F. A variety of different textures, complementary colors, shadow lines and contrasting shapes produce attractive façades and should be incorporated into the design.

6. MATERIALS AND COLORS

- A. Exterior materials should be compatible with those of surrounding buildings.
- B. Exterior materials and the appearance of rear and side façades should be similar to and compatible with the front or primary façade.
- C. Choice of exterior materials.
 - I. All exterior materials should be sufficiently durable to insure stability, maintainability and long life.
 - II. Natural materials such as wood, stone and masonry are preferred.
 - III. Smooth-face concrete block may be used only as a foundation element.
- D. The colors and materials used should reflect a general theme of environmental harmony with the surrounding topography and characteristics of the setting. Within a wooded setting the buildings would be expected to be more rustic with earth tone colors while inside the zoo or at the front entrance to the park, buildings may be more vibrant and dynamic in character.
- E. Accent colors should be used sparingly and be complementary to the more natural earth-tone color palette.

7. SCREENING OF MECHANICAL EQUIPMENT, TRASH AND SERVICE AREAS

- A. All service, loading and trash collection areas should be screened with a material compatible with the building or should be landscaped to minimize impact.
- B. Wherever possible, avoid locating service, loading and trash collection facilities in pedestrian-oriented areas.
- C. Rooftop equipment should be located so that it is not visible from pedestrian oriented areas or general public view.

8. LANDSCAPING

- A. A Forest Stewardship Plan was created in June 2010 to ensure quality management of this resource. Any landscaping improvements will require compliance with this Plan.
- B. Use native plant materials to provide interest, to create a relationship to a facility's natural surrounds, to support biodiversity and to reduce the need for irrigation or maintenance.
- C. When placing new facilities, structures or parking near to the property boundaries of the Park, provide landscape screening along edges, especially at adjacencies to residential areas. This applies to all areas of the Park except the bowl area which has historically been open to view.
- D. Landscaping within parking lots, most notably boat trailer parking, should comply with City regulations wherever possible; however, navigation requirements will take priority, eliminating some internal locations and instead placing additional landscaping around the edges as appropriate.
- E. Maintain historic and significant trees, gardens and landscaping in accordance with Historic Property Management Plan (HPMP).

PARK AREAS

1. FOREST

- A. Open shelters and restroom buildings and other structures within this zone would be accessory to Park uses. These should be rustic in style and complementary with others in existence throughout the Park.
- B. Trail enhancements and other features added should be low key and blend into surroundings.
- C. Maintain historic and significant trees and landscaping in accordance with Historic Property Management Plan (HPMP).
- D. Materials and colors:
 - I. All exterior materials should be sufficiently durable to ensure stability, maintainability and long life.
 - II. Natural materials such as wood, stone and masonry.
 - III. Earth tone colors.

2. FORT NISQUALLY

- A. Buildings outside the fort should be rustic in style and complementary with existing in this area. Those within the fort should be in keeping with the historic time period of the fort.
- B. Trail enhancements and other features added should be low key and blend into surroundings.
- C. Materials and colors:
 - I. All exterior materials should be sufficiently durable to ensure stability, maintainability and long life.
 - II. Natural materials such as wood, stone and masonry.
 - III. Mostly natural wood, stained or weathered to match existing. Some buildings may be painted with accent colors in earth tones, red or white, matching existing.

3. FORMER CAMP 6

- A. Access off Mildred Street is a secondary entrance to the Park and as such entrance elements and other structures should be on a smaller scale and be subordinate to the wooded setting.
- B. Trail enhancements and other features added should be low key and blend into surroundings.

C. Materials and colors:

- I. All exterior materials should be sufficiently durable to ensure stability, maintainability and long life.
- II. Natural materials such as wood, stone and masonry.
- III. Earth tone colors.

4. BAKER TRACT

- A. Buildings within this zone would be accessory structures and should be rustic in style and complementary with those in existence throughout the Park.
- B. Park Maintenance facilities will be located as far as practical from public areas and densely screened with landscaping.
- C. Trail enhancements and other features added should be low key and blend into surroundings.
- D. Materials and colors for public structures:
 - I. All exterior materials should be sufficiently durable to ensure stability, maintainability and long life.
 - II. Natural materials such as wood, stone and masonry.
 - III. Earth tone colors.

5. OWEN BEACH AND PROMENADE

- A. Buildings within this zone would be minor structures, rebuilding restrooms and concessions, with some small scale multiuse space. These should be rustic in style and complementary with those in existence throughout the Park. They should also be resistant to weather conditions related to seawater proximity.
- B. Trail enhancements and other features added should be low key and blend into surroundings.
- C. Materials and colors:
 - I. All exterior materials should be sufficiently durable to ensure stability, maintainability and long life.
 - II. Natural materials such as wood, stone and masonry.
 - III. Earth tone colors.

6. ZOO AND AQUARIUM

- A. Buildings, site elements and landscaping within the fence line of the Point Defiance Zoo & Aquarium are of a design and character of a premier destination zoo. New elements should be reflective of that and compatible with the Zoo as a whole.
- B. Materials and colors:
 - I. All exterior materials should be sufficiently durable to ensure stability, maintainability and long life.
 - II. Materials and colors may be more diverse in character, design and palette than the rest of the Park.

7. BOWL

- A. No new buildings are currently contemplated within this zone. Renovations to existing buildings should remain in character. Renovations to historic structures should be approved through the required agencies.
- B. Elements near the front of the park should announce the park and give clear direction to locations. An entrance roundabout is proposed to create a safer, more efficient, clear circulation feature.
- C. Materials and colors:
 - I. All exterior materials should be sufficiently durable to ensure stability, maintainability and long life.
 - II. Natural materials such as wood, stone and masonry.
 - III. Earth tone colors.

8. POINT DEFIANCE MARINA

- A. Renovations and/or additions to buildings within this zone would be in keeping with the existing buildings and the historic design and layout of buildings along the water's edge. They should also be resistant to weather conditions related to seawater proximity.
- B. Materials and colors:
 - I. All exterior materials should be sufficiently durable to ensure stability, maintainability and long life.
 - II. Natural materials such as wood, stone and masonry.
 - III. Earth tone colors.

9. TRIANGLE

- A. This area of the Park is the most commercial overall. Buildings within this zone would be dominant in the setting, consisting of 2-4 stories.
- B. All buildings will be designed to function cooperatively around a central plaza with parking and landscaping elements.
- C. Materials and colors:
 - I. All exterior materials should be sufficiently durable to ensure stability, maintainability and long life.
 - II. Materials and colors may be more diverse in character, design and palette than the rest of the park.

10. YACHT BASIN AND MARINA

- A. This marina area is currently leased to a private organization and is not considered an element of Point Defiance Park. If this marina is incorporated into the Park at some point in the future, this section of the Design Guidelines will be amended.
- B. Buildings within this zone would be accessory structures at most and should be complementary with those within the vicinity:

11. PARK AT THE PENINSULA

- A. Buildings within this zone would be accessory structures at most and should be complementary with the yacht club and those within the vicinity.
- B. Materials and colors:
 - I. All exterior materials should be sufficiently durable to ensure stability, maintainability and long life.
 - II. Natural materials such as wood, stone and masonry are preferred.
 - III. Earth tone colors or colors that are complementary to those of the Tacoma Yacht Club.

DEVELOPMENT REGULATIONS / STANDARDS

Taken in total, work within the Park would require multiple Conditional Use Permits that would be unable to encompass the breadth of work or manage all the related elements that will be affected by each individual project. In 2013, Metro Parks' staff and their consultants met with city staff to discuss appropriate ways to manage the volume of work that could happen at the Park over the next two decades. It was decided that a Development Regulation Agreement (DRA) was a logical and time-saving course of action, as it will provide one comprehensive review of the proposed park programs and is the best review process for managing the Master Plan.

PURPOSE OF A DEVELOPMENT REGULATION AGREEMENT

The DRA process provides a degree of flexibility for how the City's development regulations are applied, so that any required mitigation and conditions of approval are specifically tailored to the proposed project. This protects the community vision and secures significant public benefits.

The DRA approval process allows for site-specific negotiated benefits in exchange for regulatory conditions that will apply to the project over the life of the Agreement. In addition, the DRA process provides predictability for a development project applicant that government approval of the project may proceed in accordance with existing policies and regulations. Subject to conditions of approval, this will strengthen the public planning process, encourage private participation and comprehensive planning, and reduce the economic costs of development.

Project approval is designed so that anticipated project elements are realized according to agreed upon terms and conditions. A Master Plan of the park, attached to the Agreement, is the basis by which development is reviewed, both before and after the DRA is adopted by the City Council.

DESIGN STANDARDS

Point Defiance Park is located in the R1 Single Family Residential district in the City of Tacoma. A destination park such as this will always exceed the typical design standards of a residential zone, since anything outside a typical residential use would require a Conditional Use Permit (CUP). The DRA will allow for minor variations from the zone, such as additional height or non-traditional uses, in exchange for the public benefit of having a premier park. This well-loved Park will continue to be thoughtfully planned, with input from the public, in order to serve as a city jewel for generations to come.

Included in this document is a spreadsheet for intended development, which lists uses, sizes and building heights, and approximate locations. Mitigation for these elements must address both internal and external impacts. Environmental considerations are included in the spreadsheet for appropriate benefits as each development moves ahead. Parking needs must be considered in conjunction with respective programs for sufficient capacity and shared use possibilities for both current and future programs.

TEMPORARY USES AND LOCATIONS DUE TO CONSTRUCTION ACTIVITY

Due to coordination requirements for construction activity, there will be many ongoing efforts to provide temporary support services, including parking locations, in order to continue to adequately service park needs. The City of Tacoma will waive certain requirements, such as hard surface finishing for temporary parking, for these temporary conditions. Temporary per City Code is defined as a maximum of five years. Temporary conditions will be reviewed and monitored by city staff.

AMENDMENTS TO DRA

The Point Defiance Master Plan is a living document. Ongoing updates will be added to the Plan as areas such as Fort Nisqually, the Former Camp 6 area, and the Triangle are planned in more detail. This Master Plan will continue as the guiding document for the Park long after the limited timeline of the DRA ends.

The DRA is intended to vest development for a period of 20 years. Not all portions of the Master Plan will be implemented in that time period, and some elements of the plan may change over those years. Minor modifications to the DRA will be allowed as defined by TMC 13.05.080 B. Modifications not deemed as minor will be reviewed by City Staff with review and decision by the Director. This Agreement establishes a recurring five-year review timeline to modify and amend the Master Plan components. At this time, all work will be reviewed and updated with the Master Plan.

Minor Modifications

Minor modifications to the DRA may be reviewed by the City Planning Director outside of the five-year review cycle if the proposed modification is consistent with the following standards:

- The proposal results in a change of use that is allowed through the DRA.
- The proposal does not add more than a 10 percent increase in square footage to the site or approved structures.
- The proposed change does not modify the intent of original conditions.
- The proposal does not increase the overall impervious surface within the sub-area by more than 10 percent.
- The proposal is unlikely to result in a notable increase in or any new significant adverse effects on adjacent properties or the environment.

Major Modifications

Any modification exceeding any of the standards for minor modifications will require a review during the next five-year review cycle.

PROJECT REVIEW PROCESS

METRO PARKS TACOMA – SCOPE DEFINITION

Each capital project undertaken by Metro Parks will be initiated with a brief Scope Definition Document. It includes a brief description of the key features of the project including Project Funding; Scope of Work; Project Budget; Project Strategy; Client Considerations; Permit and Regulatory Considerations; Communication Considerations; Project Schedule; Constraints and Uncertainties.

METRO PARKS GROUPS INVOLVED IN PROJECT REVIEWS

CAPITAL PROJECTS GROUP (CPG)

The CPG will be the primary vehicle for Metro Parks in-house project review. It will include one representative from each department as described above.

STEERING COMMITTEE

For each specific project, the Project Manager will assemble a committee composed of individuals representing neighborhood interests, park / facility users, and MPT staff representatives likely to be assigned to program, maintain and manage the completed facility.

MPT TECHNICAL COMMITTEE

The Technical Committee will be charged with conducting detailed technical review of contract documents prior to final permitting and bidding.

MPT DIRECTOR AND SENIOR STAFF

For steps in planning and design that involve Park Board review, the Metro Parks Director and department heads may wish to receive a specific briefing and be provided with the opportunity to provide comment prior to placement of the required project review on the Board agenda.

CAPITAL IMPROVEMENTS COMMITTEE (CIC)

The Capital Improvements Committee is a committee of the Park Board charged with informal review responsibility for all capital development activities prior to submission to the Park Board for formal review.

MPT BOARD OF PARK COMMISSIONERS

The Metro Parks' Board is responsible for policy oversight and approval of financial commitments above established administrative limits. In accordance with financial limits and already-established procedures, the Park Board will formally approve contracts, by resolution, and will accept constructed assets at contract close-out.

DESIGN AND DEVELOPMENT REVIEW PROCESS PLANNING PROCESS

Planning projects carried out under the capital improvement program will focus on identifying and scoping subsequent capital improvements. They will not result in final design documents and construction.

Three-Phased Planning Process:

This will be used as a general outline for planning projects that develop site master plans and make significant decisions concerning future capital projects and capital spending. Emphasis is placed on creating a rational sequence of decision making and providing ample opportunity for the public to influence our planning decisions.

Design and Construction Process:

Standard Design / Bid / Build Process: This is the process Metro Parks will use in developing full design documents, bidding and building larger capital projects. In general the process is tied to the phases of design described in the District's standard A&E services agreements.

CITY OF TACOMA – COMPLIANCE WITH DRA AND CITY MUNICIPAL CODE

Prior to submittal for permits, projects would come before the city to be reviewed at an initial Scoping Meeting. Prior to the meeting, the City Planner, who is assigned to oversee the DRA, will review the project for compliance with the DRA. Mitigation of environmental impacts will be discussed for appropriateness.

In addition to the environmental studies provided for the DRA-SEPA applications, project specific analysis can be reviewed on an Annual and/or 5-Year Programmatic Review schedule with Metro Parks Tacoma under the DRA and an administrative amendment process.

SITE DEVELOPMENT REVIEW

Off-site improvements will not be reviewed for the roads inside the Park by Site Development. Off-Site improvements may be required for perimeter roads around the Park. If Traffic Engineering requires road improvements within or along the perimeter, Site Development will provide specifications and process for those improvements.

SHORELINE ENVIRONMENT

A large portion of the Park is bounded by shoreline. Development activity within 200 feet of the ordinary high water mark of "Waters of the State," which includes the waters adjacent to Point Defiance Park fall within the jurisdictional purview of the Washington State Department of Ecology. Washington State Department of Ecology categorizes the shorelines into different shoreline zones. Within Point Defiance Park there are several shoreline zones: S4, S5, S13, and S15. It is also a designated Shoreline of Statewide Significance, so statewide interest must be recognized and protected over the local interest. To ensure that statewide interests are protected, the City is required to review all development proposals within the 200 feet shoreline setback for consistency with RCW 90.58.020 and other regulations.

While elements of the Master Plan falling within the shoreline are included to show intent, it will be required that future development within the shoreline must be reviewed and permitted through the Shoreline Process. Elements of the Master Plan that are within the Shoreline have been carefully considered for appropriateness to both the applicable shoreline zone and the environmental designation.

All work within 200 feet of the Ordinary High Water Mark (OHWM) will require shoreline permits through the City of Tacoma, and possibly other state and federal permit review.

CRITICAL AREAS REVIEW

In general, Metro Parks Tacoma plans to avoid all wetland, streams and their buffers with development (including all construction activities) under its 20-Year Master Plan. If this is the case, then critical areas permits will not be needed. However, hydrology and soils information will be required for all projects within 300 feet of a known critical area and review under the building permits will be conducted to make sure that hydrology to and from the critical areas will not be impacted.

As project scope and locations are better defined, if impacts to a critical areas or its buffer is anticipated, then application and fee for the required critical area permit(s) and SEPA Environmental Checklist(s) will be submitted and reviewed under the Critical Areas Preservation Code at the time.

In addition to the environmental studies provided for the DRA-SEPA applications, project specific analysis can be reviewed on an annual and/or 5-Year Programmatic Review schedule with Metro Parks Tacoma under the DRA and an administrative amendment process.

TRAFFIC AND PARKING REVIEW

A Transportation Analysis has been provided that reviews overall traffic and parking issues within the parks. Additional parking allocations have been detailed in the Project Element Spreadsheet at the end of this document. Additional parking proposed in each area is listed first. As projects get underway, Metro Parks will determine the appropriate number needed to support specific usage.

ENVIRONMENTAL SERVICES

On-site management for stormwater is the first solution. If this is not feasible, other options will be considered. Design would be approved to the current Stormwater Management Manual in place at the time of permits. New storm and storm sewer mains designed and constructed per City Standards may be taken over by the City.

UTILITIES

For water and power utility systems currently operated and maintained by Metro Parks Tacoma within Point Defiance Park, Metro Parks will design and construct upgrades to utilities that meet material, assembly / construction, and operating standards of each utility's provider. The understanding is that Tacoma Water will maintain upgraded water facilities to the meter. Tacoma Power may in the future assume operation and maintain power facilities to what will become secondary / service metered locations.

HISTORIC PROPERTIES

Review of proposed changes to historic properties and sites occurs at the local, state and federal levels depending upon the extent of proposed work, the funding source(s)/permitting involved, and the significance of the affected property.

Maintenance and Minor Repairs

Approval of maintenance and minor repairs for Tacoma Heritage Register-listed properties is not required if repair does not remove or alter historic fabric. Administrative review may be required under Section 2.4 of the Landmarks Preservation Commission Rules and Regulations for in-kind replacement of materials not requiring structural modifications, and changes not visible from the public right-of-way.

Maintenance and minor repairs of other significant (but unlisted) properties within the Park are not subject to external design review, but should comply with guidelines developed in the HPMP.

Major Projects

Major projects are generally defined as activities requiring a building permit. Project review is generally recommended and/or required by local, state, and federal agencies during planning stages depending upon which permits are needed and if state or federal funds are used. This review would occur as part of the SEPA (RCW 43.21 State Environmental Policy Act) and/or NEPA (President's Council on Environmental Quality National Environmental Policy Act 42 U.S.C. § 4321 et seq) to address impacts to historic properties and sites. The Department of Archaeology and Historic Preservation (DAHP) is the review entity for all state and federal review.

City of Tacoma

Tacoma Landmarks Commission (TLC)

- TMC 13.07 Landmark and Historic Special Review Districts requires design review of all external alterations to properties listed on the Tacoma Heritage Register.

State of Washington

Executive Order No. 0505

- Executive Order #0505 requires review of capital construction and land acquisition projects funded through the State of Washington and not undergoing review through the federal Section 106 process.

Federal

Section 106 Review

- Section 106 of the National Historic Preservation Act 54 U.S.C. 306108, requires review of any federal undertaking (including actions, grants, and permits) for effects on historic resources. Projects on or eligible for the National Register of Historic Places are subject to review. Process includes the federal agency, DAHP, affected Tribes, and affected stakeholders. Review addresses avoidance or mitigation of potential adverse effects.

Section 4(f) Review

- Section 4(f) of the Department of Transportation Act, 49 U.S.C. § 303 and 23 U.S.C. § 138 addresses impacts on historic properties and parks for federally-assisted transportation projects. The law applies to properties listed on or eligible for the National Register of Historic Places and potentially those listed on state and local historic registers. Process includes the federal agency, DAHP, affected Tribes, and affected stakeholders. Review addresses avoidance or mitigation of potential adverse effects.

PROJECT ELEMENTS SPREADSHEET

The next three pages contain a spreadsheet of anticipated work throughout the Park, with as much detail as was available at time of printing. This spreadsheet is the main resource for project specifics and will be updated on a regular basis.

Cut and Fill numbers are approximations to give a general scope. Where no cut and fill is anticipated it is indicated with N/A. Where there are too many unknowns to make a fair approximation, the cell has been left blank.

Building heights are only noted when projects are anticipated to be equal to or greater than 35' in height.

Proposed parking is listed as a total by area. Metro Parks will determine appropriate parking allocations as elements are designed. This will be based on the Transportation Analysis provided by Tilghman Associates.

Project CIP dates are based on a Capital Improvement Program utilized as part of the Metro Parks Biennium Budget process. Year shown indicates the start date of a project with an approximate completion date in the following column. If multiple years are shown it indicates that there are multiple projects to be undertaken within the indicated time-frame.

Please request a current copy of this table from Metro Parks Tacoma.

PROJECT ELEMENTS SPREADSHEET

Area	Element	Size	Approx. Cut & Fill	Use	Tacoma Municipal Code designation	Bldg height	Parking	Environment; Mitigation	*CIP Year	Year complete	SHR Permit Req'd
Circulation	Create unshared 12'-20' wide pedestrian/bike path continuous from entry points to major destinations		30,000 CY	park service	park			Forest management along trail edges; parking at convenient/logical access points	2018	2020	
	Create two way vehicular access between Pearl Street and Mildred Street entrances, Zoo and Camp 6/Fort Nisqually		10,000 CY	park service	park				2017	2019	
	ADA accessibility		NA	park service	park				2015-2025	2015-2026	
	Relocate drive away from unstable bluff in multiple locations, stabilizing bluff edge where possible		10,000 CY	maintenance	park			Steep slope management	2018		
	Improvements as needed to accommodate future shuttle		NA	park service	park				2020		
Forest	Provide parking for 15-20 cars at Five Mile Drive closeoff		500 CY	recreation	park		20	Forest management	2022	2024	
	Restore WPA picnic shelter at Gig Harbor Viewpoint		50 CY	park service	park			Historic Property Management Plan	2017	2018	
	Replace restroom building at Gig Harbor Viewpoint	500 sf	20 CY	park service	park			Forest management	2022	2024	
	Trail enhancements for pedestrian and educational opportunities		NA	park service; recreation	park			Forest management	2016-2025	2016-2026	
	Construct new trailheads		50 CY	park service	park			Forest management	2016-2015	2016-2016	
	Overlook Enhancements		50 CY	park service	park			Steep slope management	2015	2017	
Fort Nisqually	Eliminate parking along bluff and modify existing parking areas to improve efficiency. Modify parking direction of loop road around Fort.		100 CY		park		no increase	Steep slope management; bald eagle management; forest management; stormwater	2018	2019	
	Plank house; Native American Interpretive Center	2,500 sf	300 CY	education; recreation	cultural institution		yes	Bald eagle management; forest management; stormwater	2019	2020	
	Restore WPA picnic shelter (20'x40')		150 CY	park service	park			Bald eagle management; Historic Property Management Plan	2017	2018	
	Replace restrooms; add service and storage	1,000 sf	100 CY	park service	park			Bald eagle management	2017	2018	
	Recognize CCC history; interp signage		NA	education	park				2019	2019	
	Meadow; agricultural activity, native plants, heritage trees		NA	education	cultural institution			Historic Property Management Plan	2017	2017	
Former Camp 6	Master Plan work effort: Replace Clerk's House; reconstruct kitchen to be more historically correct; renovate Sales Shop; reconstruct the Tyee House and the missing structure between the Blacksmith Shop and Clerk's House.	add'l bldg area 1,000 sf	50 CY	education	cultural institution			Historic Property Management Plan	2016-2025	2016-2026	
	120 support parking for new uses		4,000 CY	support	park		120	Stormwater	2018	2018	
	Environmental Learning Center with assembly spaces, storage and public restrooms, seasonal welcome center; multiple buildings- multi phased	20,000 sf	2,000 CY	park service; assembly uses; education; recreation	park services; school; commercial; recreation		yes	Wetland buffer; forest management; stormwater and utilities	2016/ 2018	2018/ 2020	
	Outdoor educational venue w/ seating for 100	1,250 sf	200 CY	recreation; assembly uses	park		yes	Forest management	2019	2021	
	Group Picnic Shelter and restrooms between Camp 6 and Baker Tract	2,000 sf	200 CY	recreation	park		yes	Forest management and utilities	2019	2021	
Baker Tract	150 Joint parking to support all activities		6,000 CY	park services	park		150	Forest management; wetlands; stormwater	2019	2021	
	Relocated fenced dog park	7-8 acres	150 CY	recreation	park		yes	Forest management; wetlands; stormwater and utilities	2017	2018	
	Destination Children's Nature Play Area (as part of larger Nature zone)	1/2 acre	50 CY	recreation	park			Forest management; wetlands; stormwater	2019	2021	
	Nature play recreation zone		NA	recreation	park			Forest management; wetlands; stormwater	2019	2021	
	Fill in area at low point of Baker Tract with Triangle soils, cap and use for parking			park services	park			Forest management; wetlands; stormwater	2016	2017	



PROJECT ELEMENTS SPREADSHEET

Area	Element	Size	Approx. Cut & Fill	Use	Tacoma Municipal Code designation	Bldg height	Parking	Environment; Mitigation	*CIP Year	Year complete	SHR Permit Req'd
	Enlarge maintenance area to include facilities currently at Triangle	1 addl acre	3,000 CY	park services	park			Forest management; wetlands; stormwater and utilities	2016	2020	
	Maintenance Offices	1,500 sf	See above	park services	park						
	Maintenance Shop bldgs	3,400 sf	See above	park services	park						
	Maintenance Container Storage	7,500 sf	See above	park services	park						
	Open covered Storage and Parking	3,300 sf	See above	park services	park						
	Material Stockpile	7,500 sf	See above	park services	park						
Owen Beach & Promenade	Modify parking lot to improve efficiency; add overflow area at top of parking		1,000 CY	park services	park		60	Shoreline; stormwater and utilities	2017	2017	
	Replace existing restrooms & concessions buildings with new 2-story structure; footprint 1,500 sf	3,000 sf	100 CY	park services; recreation; food service	commercial; recreation		yes	Shoreline; priority habitat and species; stormwater and utilities	2017	2019	yes
	Add second Picnic Shelter	1,500 sf	100 CY	park services	park			Shoreline; priority habitat and species; stormwater and utilities	2017	2019	yes
	Expand human-powered boating availabilities and improve boat launch area; provide ADA access to beach		50 CY	recreation	commercial; recreation		yes	Shoreline; priority habitat and species	2017	2019	yes
	Potential Water taxi stop		NA	park services; recreation	commercial; recreation			Shoreline; priority habitat and species	2025	2025	yes
PDZA	Add parking deck for 465 over existing	2 acres	5,000 CY	support	cultural institution		465	Forest management; wetlands; stormwater and utilities	2016	2018	
	Aquarium; multi-level building with 20,000 sf building footprint; 9,000 sf additional impervious surfaces	30,000 sf building area	9,000 CY	education; recreation	cultural institution	over 35'	yes	Forest management; stormwater and utilities	2015	2018	
	Environmental Learning Center with pedestrian bridge connecting to forest; separate permitting track; 17,500 sf bldg footprint; 4,000 sf additional impervious surfaces	33,000 sf	10,000 CY	education	cultural institution			Forest management; stormwater and utilities	2015	2017	
	Expand Arctic Tundra (Polar Bear) Exhibit	10,000 sf Exhibit; 2,000 sf bldg	15,000 CY	education	cultural institution			Forest management; stormwater and utilities	2015	2019	
	Improve Rocky Shores	500 sf; 1,600 sf seating	1,000 CY	education	cultural institution			Forest management; stormwater and utilities	2015	2019	
	Seawater systems pump house	400 sf on-shore pumphouse	400 CY	zoo services	cultural institution			Shoreline; stormwater and utilities	2015	2017	yes
	Convert existing aquarium to South American Exhibit; includes outdoor exhibits	12,000 sf bldg; 1 acre exhibits	10,000 CY	education	cultural institution			Forest management; stormwater and utilities	2020	2022	
	Russian Far East Exhibit	15,000 sf; 1 acre	10,000 CY	education	cultural institution			Forest management; stormwater and utilities	2022	2024	
	Australia Exhibit	5,000 sf bldgs; 5,000 sf paved; 2 acres	10,000 CY	education	cultural institution			Forest management; stormwater and utilities	2024	2026	
	Group picnic shelter to replace existing tents	1,500 sf	50 CY	park services	park			Stormwater and utilities			
	Maintenance Storage Building	2,400 sf	50 CY	support	park			Forest management; wetlands; stormwater and utilities	2015	2016	
Bowl & Entrance	New entrance roundabout			park services	park			Stormwater and utilities	2017	2019	
	Lodge restoration			assembly uses; education; visitor services	park			Historic Property Management Plan; stormwater and utilities	2019	2021	
	Additional gardens			park services	park				2019	2021	

PROJECT ELEMENTS SPREADSHEET

Area	Element	Size	Approx. Cut & Fill	Use	Tacoma Municipal Code designation	Bldg height	Parking	Environment; Mitigation	*CIP Year	Year complete	SHR Permit Req'd
Point Defiance Marina	Multiuse space: classrooms and other; renovate existing boathouse and add second level	26,000 sf		education; recreation; park service	commercial; recreation		yes	Shoreline; Priority Habitat and Species; stormwater and utilities	2020	2022	yes
	Develop Marine Sciences: aquaculture, fish/shellfish raising, study & release; space to be provided within existing boat storage			education; park service	cultural institution		yes	Shoreline; priority habitat and species; stormwater and utilities	2018	2020	yes
	Conversion of existing boat storage building to other uses	interior remodel only			commercial; recreation			Shoreline; priority habitat and species; stormwater and utilities	2018	2019	
	Taxi water service stop			park services; recreation	commercial; recreation			Shoreline; priority habitat and species	2025	2025	yes
	Modify parking lot to improve efficiency			park services	park			Shoreline; priority habitat and species; stormwater and utilities	2017	2018	yes
	Upgrade existing buildings			maintenance	commercial; recreation				2016-2020	2018-2022	yes
Triangle	450 space parking with shuttle service; potential 1 level below grade parking under some buildings	3 acres		park services	park		450	Contaminated soils cleanup; stormwater and utilities	2018	2020	
	Multiple buildings 2-4 stories in height, totaling 150,000 SF							Contaminated soils cleanup; stormwater and utilities			
	New Visitor's Center; public restrooms and administration; multi-use spaces	25,000 sf		recreation; education; park services	park	possibly over 35'	yes	Contaminated soils cleanup; stormwater and utilities	2019	2021	
	Small retail shops	8-10,000 sf		retail	commercial		yes	Contaminated soils cleanup; stormwater and utilities	2022	2024	
	Environmental Learning Center to include large assembly space for 300	37,000 sf		assembly uses; education; recreation	commercial recreation	possibly over 35'	yes	Contaminated soils cleanup; stormwater and utilities	2018	2020	
	4 story Lodge - 100 rooms/ conference spaces	60,000 sf		lodging; assembly uses	hotel/motel; commercial	over 35'	yes	Contaminated soils cleanup; stormwater and utilities	2026	2028	
	3 Restaurants; café, mid-size & large	18,000 sf		restaurant	eating and drinking		yes	Contaminated soils cleanup; stormwater and utilities	2022	2024	
	Event plaza; farmer's market, staging for races, etc.	1 acre		large assembly uses	commercial; recreation		yes	Contaminated soils cleanup; stormwater and utilities	2020	2022	
	Boat trailer parking for 140; (provides an add'l 280 regular stalls during non-boating times); separate permit track			park services	park		(280)	Contaminated soils cleanup; stormwater and utilities	2015	2017	
	Pedestrian Trail and bridge; separate permitting track			park services	park			Contaminated soils cleanup; stormwater and utilities	2015	2017	
	Stormwater improvements & outfall; separate permitting track			park services	park			Contaminated soils cleanup; stormwater and utilities	2015	2015	yes
Yacht Club Basin	The private marina could possibly be absorbed into the Pt. Defiance Marina										
	Create additional boat moorage facilities and expand boat ramp facilities			water based recreation	commercial; recreation			Shoreline; priority habitat and species; stormwater and utilities	2024	2026	yes
	Marina Services Building	2,400 sf		park services; recreation	commercial; recreation			Shoreline; priority habitat and species; stormwater and utilities	2024	2026	yes
	Estuary and Boardwalk			recreation; maintenance	park			Shoreline; priority habitat and species; stormwater and utilities	2024	2026	yes
	Storage Building at Lot A; under separate permitting track	1,200 sf		park services	park			Shoreline; priority habitat and species; stormwater and utilities	2015	2017	yes
Peninsula Park	Open-air event lawn; parking for 100; under separate permitting track			recreation	park		100	Contaminated soils cleanup; stormwater and utilities	2017	2019	
	Restrooms; under separate permitting track	500 SF		recreation	park			Contaminated soils cleanup; stormwater and utilities	2017	2019	

