

Comprehensive Plan And Land Use Regulatory Code

Proposed Amendments for 2018



Findings of Fact and Recommendations Report

Planning Commission

May 2, 2018

City of Tacoma
Planning & Development Services Department
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The One Tacoma Plan, adopted in 2015 by Ordinance No. 28335, is Tacoma's comprehensive plan as required by the State Growth Management Act (GMA). As the City's official statement concerning future growth and development, the Comprehensive Plan sets forth goals, policies and strategies for the health, welfare and quality of life of Tacoma's residents. The Land Use Regulatory Code, Title 13 of the Tacoma Municipal Code (TMC), is the key regulatory mechanism that implements the Comprehensive Plan.

GMA requires that any amendments to the Comprehensive Plan and/or development regulations conform to the requirements of the Act, and that all proposed amendments, with certain limited exceptions, shall be considered concurrently so that the cumulative effect of the various changes can be ascertained.

These proposed amendments to the Comprehensive Plan and Land Use Regulatory Code have been prepared consistent with the requirements of the GMA and Title 13 of the Tacoma Municipal Code.

I.

Planning Commission Recommendation



City of Tacoma
Planning Commission

Stephen Wamback, Chair
Anna Petersen, Vice-Chair
Carolyn Edmonds
Ryan Givens
Jeff McInnis
Brett Santhuff
Andrew Strobel
Dorian Waller

May 2, 2018

The Honorable Mayor and City Council
City of Tacoma
747 Market Street, Suite 1200
Tacoma, WA 98402

RE: 2018 Annual Amendment

Honorable Mayor and Members of the City Council,

On behalf of the Tacoma Planning Commission, I am forwarding our recommendations on the Proposed Amendments to the Comprehensive Plan and the Land Use Regulatory Code for 2018 (the "2018 Amendment"). Enclosed is the "*Planning Commission's Findings and Recommendations Report, May 2, 2018*" that summarizes the proposed amendments, the public review process, and the Planning Commission's deliberations.

Specifically, we recommend that the City Council adopt the following:

- The Future Land Use Map amendments and area-wide rezone for S. 80th Street;
- Amendments to standards pertaining to the outdoor storage of materials associated with vehicle service and repair uses;
- Amendments to TMC 13.11 Critical Areas Preservation for Biodiversity Corridors and Areas;
- Amendments to the Transportation Master Plan project list, performance measures, and definitions; and
- Various clean-up amendments to the Land Use Regulatory Code.

Furthermore, we recommend that the City Council NOT adopt the following:

- Proposed amendments to the Neighborhood Mixed-Use Zoning District (NCX) to allow for vehicle service and repair uses within the City's designated Neighborhood Centers. We found this application to be inconsistent with the City's One Tacoma Plan policies and the intent for the City's Neighborhood Centers and designated core pedestrian streets.

Lastly, the Commission considered amendments to the methodology for measuring building height within C-2 General Commercial Zoning Districts with a View Sensitive Overlay Zone. We have enclosed an amendment option, but without a Commission recommendation. On this issue, the Commission was split and we were unable to come to a majority opinion.

The Planning Commission believes the proposed 2018 Amendment will help achieve the City's strategic goals for a safe, clean and attractive community, a diverse, productive and sustainable economy, as well as support the City's goals to achieve no net loss of ecological functions and to achieve 30% citywide tree canopy by 2030.

Sincerely,

STEPHEN WAMBACK, Chair
Tacoma Planning Commission

Enclosure

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2018 Amendment to the Comprehensive Plan and Land Use Regulatory Code

TACOMA PLANNING COMMISSION FINDINGS OF FACT AND RECOMMENDATIONS REPORT MAY 2, 2018

A. SUBJECT:

2018 Amendment to the Comprehensive Plan and Land Use Regulatory Code

B. SUMMARY OF PROPOSED AMENDMENTS:

The 2018 Amendment to the Comprehensive Plan and Land Use Regulatory Code consists of the following seven (7) applications. Of the applications, five (5) have been recommended for adoption, one (1) is not recommended for adoption, and one (1) did not result in a recommendation.

APPLICATION	AMENDMENT TYPE	RECOMMENDATION
CAR WASH USES IN NEIGHBORHOOD CENTERS		
This is a private application that would amend TMC 13.06.300 to allow Vehicle Service and Repair uses, including car washing facilities, within the Neighborhood Commercial Mixed-use (NCX) Zoning District as a conditional use subject to the conditional use criteria. In addition, the use would be prohibited along the frontage of designated core pedestrian streets.	Code	<u>Not</u> Recommended for Approval
VEHICLE SERVICE AND REPAIR: OUTDOOR STORAGE		
This proposal was initiated as a private application to allow outdoor storage associated with vehicle service and repair uses within the C-2 Commercial Zoning District. The following changes are proposed to TMC 13.06.510.E, vehicle service and repair: <ul style="list-style-type: none"> • Allow outdoor storage for vehicle service and repair uses in the C-2 District, where currently prohibited, with limitations along street frontages. • Require screening for outdoor storage in C-2, M-1, and M-2 Districts. • Prohibit outdoor storage in the UCX Zoning District. 	Code	Recommended for Approval
S. 80TH STREET PDB REZONE		
The proposal would rezone five properties flanked by S. 80th and S. 78th Streets. The change in zoning designation would be from the existing Planned Development Business (PDB) District (3 parcels), Commercial (C-2) District (1 parcel) and Single Family Dwelling Residential (R-2) District (1 parcel) to Light Industrial (M-1) District. The proposal would also amend the Comprehensive Plan Future Land Use Map from General Commercial and Residential to Light Industrial for the parcels. To adequately buffer residential districts adjacent to industrial districts, landscaping standards have been modified to include enhanced landscaped buffers.	Plan, Code and Rezone	Recommended for Approval

C-2 COMMERCIAL VIEW SENSITIVE DISTRICT HEIGHT METHODOLOGY

<p>This proposal would amend how building height is measured in all C-2 (Commercial) zoning districts in the VSD (view sensitive district) overlay zone. Currently, the VSD height measurement methodology in the land use code is used to determine building height, whereas, the City’s Building Code utilizes a different methodology for measuring height.</p> <p>The proposal would allow 15-feet to roof structure/20-feet to parapet for the uphill alley measurements and 35-feet to roof structure, 40-feet maximum to parapet for the downhill measurement.</p>	Code	<u>No Recommendation</u>
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TRANSPORTATION MASTER PLAN

<p>These amendments to the Transportation Master Plan (TMP) will address work that has been completed since the adoption of the TMP in 2015, including the new Environmental Action Plan, the upcoming Safe Routes to Schools Implementation Plan, the Pedestrian Safety Improvement Program, and some increased funding opportunities. Amendments are proposed to the following elements of the TMP:</p> <ul style="list-style-type: none"> • Definitions (page 136 and Appendix C) • Performance Measurement and Project Prioritization • Modal Priorities Maps and Appendix B Project Detail List • Appendix C Mobility Master Plan update • Appendix D City Pedestrian Safety Improvement Project 	Plan	Recommended for Approval
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OPEN SPACE CORRIDORS – PHASE 1

<p>The proposal would amend TMC 13.11 to:</p> <ul style="list-style-type: none"> • Create standards for Biodiversity Corridors/Areas to ensure no net loss of critical areas functions and values, and clarify reasonable use of property; • Establish parameters generally limiting impacts to the least sensitive portions of the Biodiversity Corridors/Areas, and no more than 35% maximum vegetation disturbance; • Establish Biodiversity Corridors/Areas mitigation standards. <p>Additional amendments are proposed for consistency to TMC 9.19 Trees and Shrubs – Planting, TMC 13.04 Platting and Subdivisions, and TMC 13.05 Permit Procedures.</p>	Code	Recommended for Approval
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CODE AND PLAN CLEANUPS

The proposed amendment would revise various sections of the Tacoma Municipal Code (TMC), to address inconsistencies, correct minor errors, and improve provisions that, through administration and application of the code, are found to be unclear or not fully meeting their intent. The proposal would also amend the Urban Form and the Design and Development elements of the One Tacoma Comprehensive Plan. Listed below is a summary of the proposed amendments to TMC and One Tacoma Plan:

- 13.02.010 – Modify the Planning Commission Absences provisions
- 13.02.045 & .053 – Modify the adoption and amendment procedures
- 13.04.090 & .100 – Add addressing requirements on Short and Full Plats
- 13.05.020 – Correct reference to “temporary homeless camp permits”
- 13.06.100.D – Modify lot size averaging standard
- 13.06.300.D.3 – Clarify area of applicability for “self-storage”
- 13.06.502.E – Allow landscaping buffer interruption for utilities
- 13.06.510 – Clarify off-street parking for townhouses
- 13.06.645.B.6 – Clarify the applicability of variance to parking lot development standards
- Various Sections – Correct the referencing to Conditional Use Permit
- 13.06.700.D – Modify the definition of “Detoxification Center”
- 13.06A.065 – Align text and map for Reduced Parking Area (RPA)
- 13.06A.070(D) – Make weather protection requirement consistent
- Urban Form, and Design and Development elements – Add a policy concerning “unique sites”

Plan and Code

Recommended for Approval

C. FINDINGS OF FACT – PART 1: BACKGROUND

1. Comprehensive Plan and Land Use Regulatory Code

The *One Tacoma* Comprehensive Plan, updated in 2015 by Ordinance No. 28335, is Tacoma's comprehensive plan as required by the State Growth Management Act (GMA) and consists of several plan and program elements. As the City's official statement concerning future growth and development, the Comprehensive Plan sets forth goals, policies and strategies for the health, welfare and quality of life of Tacoma's residents. The Land Use Regulatory Code, Title 13 of the Tacoma Municipal Code (TMC), is the key regulatory mechanism that supports the Comprehensive Plan.

2. Planning Mandates

GMA requires that any amendments to the Comprehensive Plan and/or development regulations conform to the requirements of the Act, and that all proposed amendments, with certain limited exceptions, shall be considered concurrently so that the cumulative effect of the various changes can

be ascertained. Proposed amendments to the Comprehensive Plan and/or development regulations must also be consistent with the following State, regional and local planning mandates and guidelines:

- The State Growth Management Act (GMA);
- The State Environment Policy Act (SEPA);
- The State Shoreline Management Act (SMA);
- The Puget Sound Regional Council's *VISION 2040* Multicounty Planning Policies;
- The Puget Sound Regional Council's *Transportation 2040*, the action plan for transportation in the Central Puget Sound Region (adopted on May 20, 2010);
- The Puget Sound Regional Council's Subarea Planning requirements;
- The Countywide Planning Policies for Pierce County;
- TMC 13.02 concerning the procedures and criteria for amending the Comprehensive Plan and development regulations.

3. Applications to Amend the Comprehensive Plan and Land Use Regulatory Code

Pursuant to the Tacoma Municipal Code, Section 13.02.045 – Adoption and Amendment Procedures, applications are submitted to the Planning and Development Services Department, and subsequently forwarded to the Planning Commission for their assessment. The Planning Commission decides which applications should move forward as part of that Amendment package. Those applications then receive detailed review and analysis by staff and the Planning Commission and input is solicited from stakeholders and the community.

For the 2018 Amendment, applications were accepted through March 31, 2017 and the Commission completed its assessment of the applications on June 7, 2017.

The following applications were accepted by the Commission as part of the 2018 Amendment cycle and moved forward for technical analysis:

- Car Wash Uses in Neighborhood Centers (*private application*)
- Vehicle Service and Repair: Outdoor Storage (*private application*)
- S 80th Street Rezone (*private application*)
- Commercial View Sensitive District Height Methodology (*private application*)
- Transportation Master Plan – Limited Amendment (*City application*)
- Open Space Corridors Project – Phase 1 (*City application*)
- Code Cleanups (*City application*)

The following applications were not accepted by the Commission as part of the 2018 Amendment cycle:

- NE Tacoma Buffer Zone (*private application - consolidated into the Tideflats Subarea Plan process*)
- Design Review in Mixed Use Centers (*private application - consolidated into the Design Studio program development process*)
- Future Land Use Implementation (*public application – deferred to 2019*)
- Commercial Zoning Review (*public application – deferred to 2019*)
- JBLM Accident Potential Zone (*public application – deferred to 2019*)

D. FINDINGS OF FACT – PART 2: PLANNING COMMISSION REVIEW

1. Car Wash Uses in Neighborhood Centers

- (a) This amendment was initiated as a private application submitted by Brown Bear Car Wash in January 2017 and accepted by the Planning Commission in April 2017 for technical analysis purposes.
- (b) The applicant originally sought to rezone three parcels located on 6th Avenue between S. Howard and S. Rochester Streets in the Narrows Neighborhood Center from Neighborhood

Commercial Mixed-use (NCX) to Urban Center Mixed-use (UCX), with the intent to allow for the potential development of a car washing facility. By zoning code definitions, car washing is a use in the category of “vehicle service and repair”, which is prohibited in the NCX and permitted in the UCX.

- (c) The requested area-wide rezone was considered inconsistent with the vision and policy intent concerning NCX and UCX as prescribed in One Tacoma Comprehensive Plan and the Land Use Regularly Code.
- (d) Upon exploring and analyzing several alternative approaches to the area-wide rezone, the Planning Commission decided in January 2018 to release the following revised proposal for public review:

“Allowing Vehicle Service and Repair uses in NCX, with a conditional use, but prohibiting such uses along the frontage of designated Core Pedestrian Streets.”

2. Vehicle Service and Repair: Outdoor Storage

- (a) This amendment was initiated as a private application to allow outdoor tire storage in C-2 General Commercial Zoning Districts, where current standards prohibit outdoor storage of tires.
- (b) The Commission broadened the scope of the review to evaluate the consistency of current standards across zoning districts and with Comprehensive Plan policies.
- (c) The resulting proposed amendment would prohibit outdoor storage in the UCX Zoning District, allow outdoor storage in the C-2 General Commercial District with screening and frontage limitations, and require screening in certain circumstances in the M-1 and M-2 Industrial Districts.
- (d) The Planning Commission reviewed the staff analysis in February 2018 and released the proposal for public review.

3. S. 80th Street PDB Rezone

- (a) This amendment was initiated as a private request to rezone the property at the address 2615 S. 80th Street from the existing Planned Development Business (PDB) District to Light Industrial District (M-1) and to amend the Future Land Use Map designation in the Comprehensive Plan from General Commercial to Light Industrial.
- (b) The Commission broadened the scope of the rezone to include contiguous parcels that shared similar existing conditions and zoning.
- (c) As part of the recommendation, all properties with the M-1 zoning designation abutting residentially zoned properties must have a landscape buffer of 50 feet. In a future annual amendment cycle, an APZ II overlay will be developed to restrict high intensity and inappropriate uses in the accident potential zone, which affects a portion of the subject parcels.
- (d) The Planning Commission reviewed the staff analysis in February 2018 and released the proposal for public review.

4. C-2 Commercial View Sensitive District Height Methodology

- (a) This amendment was initiated as a private request to change the methodology by which the City measures height for new construction within the C-2 Zoning District and the View Sensitive District overlay. The applicant proposed to have height measured from a site’s average existing grade along its N. 30th Street frontage rather than from the existing grade at the proposed building corners.
- (b) In review of the application, the Commission developed two options for public review (a previous option capping height at 15-feet on R2-VSD and uphill alley parcels did not move forward to the public review phase):
 - Option 1: 25-feet to roof structure/30-feet maximum to parapet for the uphill measurement, 35-feet to roof structure, 40-feet maximum to parapet for the downhill measurement.
 - Option 2: 15-feet to roof structure/20-feet to parapet for the uphill alley measurements and 35-feet to roof structure, 40-feet maximum to parapet for the downhill measurement.
- (c) The Planning Commission reviewed the staff analysis in February 2018 and released the proposal for public review.

5. Transportation Master Plan

- (a) The amendment to the Transportation Master Plan was developed and recommended by the Bicycle and Pedestrian Technical Advisory Group and Transportation Commission and forwarded to the Planning Commission for consideration during the 2018 Amendment cycle.
- (b) The proposed amendments focus on updating the Performance Measurements, Modal Priority Networks, Appendix B Project Detail List, Appendix C Mobility Master Plan Updates, Appendix D Pedestrian Safety Improvement Project, and the Pavement Condition Index (PCI) for bicycle facilities.
- (c) The Planning Commission reviewed the staff analysis in November 2017, and released the proposal for public review in February 2018.

6. Open Space Corridors – Phase 1

- (a) The proposed amendment would revise TMC 13.11 Critical Areas Preservation to more fully implement both the Best Available Science pertaining to Biodiversity Corridors and to implement the policies of the One Tacoma Plan, specifically the Parks and Open Space land use designation and related policies.
- (b) In addition, the proposed scope of work included amendments to standards for geohazards to ensure that mitigation sequencing applies to those critical areas.
- (c) The Planning Commission reviewed the staff analysis between December and February, and released the proposal for public review in February 2018.

7. Code and Plan Cleanups

- (a) The proposed code amendment would revise various sections of the Tacoma Municipal Code (TMC), to address inconsistencies, correct minor errors, and improve provisions that, through administration and application of the code, are found to be unclear or not fully meeting their intent. The proposed amendments address the following subjects:
 - 13.02.045 & .053 – Modify the adoption and amendment procedures
 - 13.04.090 & .100 – Add addressing requirements on Short and Full Plats
 - 13.05.020 – Correct reference to “temporary homeless camp permits”
 - 13.06.100.D – Modify lot size averaging standard
 - 13.06.300.D.3 – Clarify area of applicability for “self-storage”
 - 13.06.502.E – Allow landscaping buffer interruption for utilities
 - 13.06.510 – Clarify off-street parking for townhouses
 - Various Sections – Correct the referencing to Conditional Use Permit
 - 13.06.700.D – Modify the definition of “Detoxification Center”
 - 13.06A.065 – Align text and map for Reduced Parking Area (RPA)
 - 13.06A.070(D) – Make weather protection requirement consistent
- (b) The Planning Commission reviewed the staff analysis in February 2018, and released the proposal for public review.

E. FINDINGS OF FACT – PART 3: PUBLIC NOTIFICATION AND INVOLVEMENT

1. Public Hearing Notification Process:

- (a) A public hearing was held on April 4, 2018 at 5:30 PM. Thirteen (13) people testified at the public hearing and an additional 22 written comments were submitted prior to the close of public comments on Friday, April 6 at 5:00 PM.
- (b) An Informational Session was held on March 28, 2018 to present an overview of each proposed application and the specific proposed amendments. Staff was available to answer questions pertaining to each individual application.
- (c) Public Hearing Notice:
 - **Public Notice** – Two notices have been distributed in support of the 2018 Amendments. The first notice was issued at the end of December, 2017 to advertise a community meeting on January

10, 2018. The public hearing notice was distributed on March 12, 2018. Both notices were distributed to over 7,000 individuals on the Planning Commission's e-mail and U.S. mail distribution lists, as well as taxpayers of record and entities such as the City Council, Neighborhood Councils, business district associations, civic organizations, environmental groups, the development community, the Puyallup Tribal Nation, adjacent jurisdictions, major employers and institutions, City and State departments, and other interested parties.

- **Library** – A request was made to the Tacoma Public Library on March 15, 2018 to make the public hearing notice available for patrons' review at all branches.
- **News Media** – The City of Tacoma issued a News Release on March 14, 2018. An online advertisement was placed on The News Tribune to run between March 21st and the 28th. A legal notice was published on the Tacoma Daily Index on March 19, 2018.
- **Social Media:** A Facebook event page for the Public Hearing is available at <https://www.facebook.com/events/577648425929749/> and has been boosted with an informational video on the City's Facebook Page: <https://www.facebook.com/CityofTacoma/videos/10156202584957829/>.
- **60-Day Notice to the State**
A "Notice of Intent to Adopt Amendment 60 Days Prior to Adoption" was sent to the State Department of Commerce (per RCW 36.70A.106) on March 6, 2018.
- **Joint-Base Lewis McChord**
A notice of intent to adopt was sent to Joint Base Lewis-McChord (per RCW 36.70A.530(4)) on March 6, 2018, asking for comments within 60 days of receipt of the notice. As of the day of this report, no comment has been received from JBLM.

2. Public Review Document

The complete text of the proposed amendments, the associated staff analyses, the Preliminary Determination of Environmental Nonsignificance and the environmental checklist, and relevant background information were compiled into the "Comprehensive Plan and Land Use Regulatory Code – Proposed Amendments for 2018 – Public Review Document" (hereinafter referred to as the "Public Review Document"). The Public Review Document was made available for public review on the Planning Division website and at the office of the Planning and Development Services Department. Its availability was also announced to appropriate entities that had received the public hearing notice.

3. Consultation with the Puyallup Tribe of Indians

A letter was sent to the chairman of the Puyallup Tribe of Indians on March 15, 2018 to formally invite the Tribe's consultation on the proposed amendment.

4. Open House

Staff conducted an open house on January 10, 2018 at 5:30 PM to present the applications. Following the presentation, staff was available to answer questions pertaining to each individual application.

5. Other Presentations

- (a) Community Council – March 22, 2018
- (b) West End Neighborhood Council meeting – November 15, 2017
- (c) Metro Parks Tacoma Nature and Environment Advisory Council – February 8, 2018
- (d) Northeast Tacoma Neighborhood Council meeting - March 15, 2018
- (e) Sustainable Tacoma Commission meeting - January 16, 2018
- (f) Master Builders Association Legislative Committee meeting - February 13, 2018
- (g) South Tacoma Neighborhood Council meeting - January 17, 2018
- (h) Old Town Business District – February 14, 2018
- (i) West End Neighborhood Council meeting – February 21, 2018

6. Public Testimony

On April 18, 2018 the Commission reviewed the public testimony received during the comment period. Staff provided the Commission with a *Comments and Responsiveness Report* summarizing the testimony and any recommended modifications in response to comments.

F. FINDINGS OF FACT – PART 4: RESPONSE TO PUBLIC COMMENTS

1. Car Wash Uses in Neighborhood Centers

No modifications to the amendment were made.

2. Vehicle Service and Repair: Outdoor Storage

The Commission considered multiple amendments, modifying the standards to ensure that access is provided for maintenance of buffer areas.

3. S 80th Street PDB Rezone

No modifications to the amendment were made. The Commission discussed concerns regarding the methodology for applying buffering standards based on zoning districts rather than use, but deferred the issue for future study.

4. C-2 Commercial View Sensitive District Height Methodology

Upon reviewing public testimony, the Commission expressed preference for Option 2 of the amendment options released for public review, but the Commission was split on the amendment. Some Commissioners expressed concerns regarding the need for the amendment, the applicability of the amendment, consistency with the Comprehensive Plan, and extent of the potential impacts. Other Commission members expressed support for the amendment as an appropriate balance of development predictability and minimization of view impacts in response to the unique characteristics of the Old Town Business District. In addition, the Commission acknowledged concerns pertaining to current code allowances for the height of parapets and appurtenances and the potential impacts to views and that Option 2 would provide limitations on the height of rooftop appurtenances.

5. Transportation Master Plan

No modifications to the amendment were made.

6. Open Space Corridors – Phase 1

In response to public testimony the Commission made the following modifications to the amendment:

- Allowing greater flexibility to support public sector restoration efforts;
- Allowing greater clearing of small lots for single family residential development;
- Improving the clarity and organization of the definitions and classification sections.

7. Code and Plan Cleanups

The Commission did not make any modification to any of the eleven proposed code amendments included in this application. The Commission, however, added the following three amendments to the application, as proposed by staff:

- Add proposed amendment to TMC 13.02.010 concerning Planning Commission Absences, to improve the effectiveness of how absences are determined and addressed.
- Add proposed amendments to TMC 13.06.645.B.6 concerning applicability of variance to parking lot development standards, to clarify that said variance would apply to the parking lot development standards (all standards other than quantity) contained in TMC 13.06.510.
- Add a policy to Section 1 of the Urban Form Element and Section 4 of the Design and Development Element of the One Tacoma Comprehensive Plan relating to the accommodation of more flexible uses for unique sites within areas designated for Single Family and Multi-Family zoning in the Future Land Use Map.

G. FINDINGS OF FACT – PART 4: SEPA REVIEW

1. Determination of Nonsignificance.

Pursuant to Washington Administrative Code (WAC) 197-11 and Tacoma's SEPA procedures, a Preliminary Determination of Environmental Nonsignificance was issued on March 1, 2018 (SEPA File Number LU18-0068), based upon a review of an environmental checklist. The preliminary determination became final on April 13, 2018.

H. CONCLUSIONS:

At the meeting on May 2, 2018, upon reviewing all comments received and deliberating potential modifications, the Planning Commission reached the following conclusions for the respective applications:

1. Car Wash Uses in Neighborhood Centers

The Commission determined that this application should be presented to the City Council with a note of "Not Recommended for Approval", based on the following observations and conclusions:

- Rezoning the subject site in the Narrows Neighborhood Center from Neighborhood Commercial Mixed-use (NCX) to Urban Center Mixed-use (UCX), as proposed by the applicant, is inconsistent with the Future Land Use Map and designations, as well as the policy intents pertaining to NCX and UCX as prescribed in the One Tacoma Comprehensive Plan and the Land Use Regulatory Code.
- The alternative proposal, to allow Car Wash and Vehicle Service and Repair in NCX zones, is inconsistent with the Design and Development policies of the One Tacoma Plan, particularly those described in Section DD-5. Furthermore, the designated Core Pedestrian streets require pedestrian oriented uses. The Commission concludes that Vehicle Service and Repair, including car washes, are not pedestrian oriented. In addition, uses located in NCX zones and on designated Core Pedestrian Streets require enhanced building design that is atypical for these proposed uses. The Commission concludes that the typical design of such uses is generally inconsistent with the intent of the NCX district, as described in TMC 13.06.300.B.1.
- Lastly, while the proposal would attempt to meet the intent of the NCX by prohibiting the use along Core Pedestrian Streets, public testimony expressed concern that the proposal would then push the use into closer proximity to residential areas, causing potential neighborhood impacts. Testimony from neighborhood residents generally concurred that the use was inconsistent with the goals for the Neighborhood Centers as described in the Urban Form Chapter of the One Tacoma Plan.
- While the applicant has asserted that a high-quality car washing facility can be built on the subject site similar to one that was recently done in Poulsbo, the Commission acknowledges that the Brown Bear facility in Poulsbo is located at State Route 305 and NE Hostmark St., a busy intersection with 5 lanes in each direction, in a shopping area that is in a significantly different urban setting than the Narrows Neighborhood Center.

2. Vehicle Service and Repair: Outdoor Storage

The Commission concludes that the proposed amendments balance use and design policies as they pertain to the outdoor storage of materials at vehicle service and repair facilities, and appropriately mitigate the impacts of outdoor storage of materials on adjacent residential properties and designated pedestrian streets.

3. S. 80th Street PDB Rezone

The Commission concludes M-1 Industrial Zoning Designation and Light Industrial Land Use for this rezone fits the area context and provides consistency to the zoning map in this area of South Tacoma. The uses, operations, building types, heightened landscape buffering requirements, and consent of the land and business owners supports the change from Planned Development Business to Light Industrial and is consistent with the Comprehensive Plan and Future Land Use Map. The Commission further concludes that the proposed rezone is consistent with the One Tacoma Plan's policies pertaining to airport compatibility and improves consistency with the recommendations from the Joint-Base Lewis-McChord Joint Land Use Study.

4. **C-2 Commercial View Sensitive District Height Methodology**
The Commission did not reach a conclusion as to the need of the amendment or consistency with the Comprehensive Plan.
5. **Transportation Master Plan**
The Commission concludes that the proposed amendments to the Transportation Master Plan are appropriate and necessary and should be recommended to the City Council for approval.
6. **Open Space Corridors – Phase 1**
The Commission concludes that the proposed code amendments implement the Environment and Watershed Health policies of the One Tacoma Plan; protect reasonable use of property; improve the predictability of the Critical Areas Code; apply Best Available Science; and will help the City achieve its goal of no-net-loss of ecological functions. Furthermore, the Commission concludes that the proposed amendments should not replace the Tideflats Interim Regulations as adopted in Ordinance No. 28470.
7. **Code and Plan Cleanups**
The Commission concludes that the proposed code and plan amendments are appropriate and necessary and should be recommended to the City Council for approval.

I. RECOMMENDATIONS:

1. **Car Wash Uses in Neighborhood Centers**
The Commission, by consensus, recommends that the City Council NOT adopt proposed amendments to TMC 13.06, as shown in Exhibit 1.
2. **Vehicle Service and Repair: Outdoor Storage**
The Commission, by majority vote, recommends that the City Council adopt proposed amendments to TMC 13.06, as shown in Exhibit 2.
3. **S. 80th Street PDB Rezone**
The Commission, by consensus, recommends that the City Council adopt proposed Future Land Use Map amendments, area-wide rezones, and amendments to TMC 13.06, as shown in Exhibit 3.
4. **C-2 Commercial View Sensitive District Height Methodology**
The Commission, in a split vote, DOES NOT HAVE A RECOMMENDATION on this proposed amendment. The Commission considered the potential amendment as shown in Exhibit 4 but was unable to come to a majority opinion.
5. **Transportation Master Plan**
The Commission, by consensus, recommends that the City Council adopt proposed amendments to the Transportation Master Plan element of the One Tacoma Comprehensive Plan, as shown in Exhibit 5.
6. **Open Space Corridors – Phase 1**
The Commission, by consensus, recommends that the City Council adopt proposed amendments to TMC 13.11, 13.05, 13.04 and TMC 9.19, as shown in Exhibit 6. The Commission further recommends that the Tideflats Interim Regulations', Ordinance No. 28470, prohibition on new residential development along Marine View Drive and the adjacent slopes should remain in effect until such time as the Tideflats Subarea Plan is completed.
7. **Code and Plan Cleanups**
The Commission, by consensus, recommends that the City Council adopt proposed amendments to TMC 13.02, 13.04, 13.05, 13.06, 13.06A, and the Urban Form and the Design and Development elements of the Comprehensive Plan, as shown in Exhibit 7.

J. EXHIBITS:

- Exhibit 1. Car Wash Uses in Neighborhood Centers**
- Exhibit 2. Vehicle Service and Repair: Outdoor Storage**
- Exhibit 3. S 80th Street PDB Rezone**
- Exhibit 4. C-2 Commercial View Sensitive District Height Methodology**
- Exhibit 5. Transportation Master Plan**
- Exhibit 6. Open Space Corridors – Phase 1**
- Exhibit 7. Code and Plan Cleanups**

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II-1. Car Wash Uses in Neighborhood Centers



2018 AMENDMENT TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE

**Exhibit 1:
Car Wash Uses in
Neighborhood Centers**

Exhibit 1: Car Wash Uses in Neighborhood Centers

Planning Commission Recommendation: Not Recommended for Adoption.

(The proposal would allow vehicle service and repair uses, including car wash, in NCX, with a conditional use permit, and without fronting designated core pedestrian streets.)

Notes:
These amendments show all of the changes to existing Land Use regulations. The sections included are only those portions of the code that are associated with these amendments. New text is underlined and text that has been deleted is shown as ~~strikethrough~~.

13.06.300 Mixed-Use Center Districts.

.....

D. Land use requirements.

.....

3. District use table.

Uses	NCX	CCX	UCX	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations ^{3,4,5} (also see footnotes at bottom of table)
Adult family home	P	P	P	P	P	P	P	P	Subject to additional requirements contained in Section 13.06.535. See definition for bed limit. Prohibited at street level along designated pedestrian streets in NCX.2 Not subject to minimum densities found in Section 13.06.300.E.
.....								
Vehicle rental and sales	N*	P	P	N	P	N	N	N	In CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ² *Use permitted in the South Tacoma Way Neighborhood Center NCX only, if all activities occur within buildings; outdoor storage repair, and sales are prohibited.

Uses	NCX	CCX	UCX	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations ^{3,4,5} (also see footnotes at bottom of table)
Vehicle service and repair	N* CU	P	P	N	P	N	N	N	All activities must occur within buildings; outdoor storage and/or repair is prohibited. Subject to development standards contained in Section 13.06.510.E. In CCX and NCX Districts, except in the South Tacoma Way Neighborhood Center NCX , prohibited along frontage of designated core pedestrian streets. ² *Use permitted in the South Tacoma Way Neighborhood Center NCX only, provided all activities occur entirely within buildings; outdoor storage and/or repair is prohibited.
Vehicle service and repair, industrial	N	N	P	N	P	N	N	N	Subject to additional development standards contained in Section 13.06.510.E.
Vehicle storage	N	N	N	N	P	N	N	N	Subject to development standards contained in Section 13.06.510.D.
.....								
Uses not prohibited by City Charter and not prohibited herein	N	N	N	N	N	N	N	N	

Footnotes:

- The floor area of any development in RCX must be at least 75 percent residential, unless otherwise noted.
- For uses that are restricted from locating at street-level along designated pedestrian or core pedestrian streets, the following limited exception is provided. Entrances, lobbies, management offices, and similar common facilities that provide access to and service a restricted use that is located above and/or behind street-level uses shall be allowed, as long as they occupy no more than 50-percent or 75 feet, whichever is less, of the site's street-level frontage on the designated pedestrian or core pedestrian street. See Section 13.06.300.C. for the list of designated pedestrian and core pedestrian streets.
- For historic structures and sites, certain uses that are otherwise prohibited may be allowed, subject to the approval of a conditional use permit. See Section 13.06.640.F for additional details, limitations and requirements.
- Commercial shipping containers shall not be an allowed type of accessory building in any mixed-use zoning district. Such storage containers may be allowed as a temporary use, subject to the limitations and standards in Section 13.06.635.
- Additional restrictions on the location of parking in mixed-use zoning districts are contained in the parking regulations – see Section 13.06.510.A.1 Table 2

II-2. Vehicle Service and Repair: Outdoor Storage



2018 AMENDMENT

Exhibit 2: Vehicle Service and Repair - Outdoor Storage

TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE

Exhibit 2: Vehicle Service and Repair – Outdoor Storage

Planning Commission Recommendation: Adopt as Proposed.

(The proposal would allow vehicle service and repair uses to store inoperable vehicles, tires, and other parts, with limitations, outdoors in the C-2 District, prohibit outdoor storage in the UCX District, and require landscaping and screening to mitigate visual impacts.)

Notes:
These amendments show all of the changes to existing Land Use regulations.
The sections included are only those portions of the code that are associated with these amendments.
New text is underlined and text that has been deleted is shown as ~~strickethrough~~.

Tacoma Municipal Code Section 13.06.510.E

E. Vehicle services and repair; and vehicle service and repair, industrial.

~~1. Intent Purpose. It is the intent of this regulation to~~The purpose of this section is to require minimum standards for all vehicle repair uses in order to protect adjoining property, minimize nuisances and off-site impacts, and support pedestrian-oriented design, particularly in mixed-use districts and along pedestrian streets.~~maintain a landscaped setting along street frontages.~~

~~2. Minimum standards.~~Applicability: The following regulations apply in all zoning districts, with exceptions only as noted.

3. General Standards.

a. ~~Screening.~~–Vehicles awaiting repair must be fully screened from public view. At a minimum, tThese areas shall be screened by a six-foot tall wall or opaque screening fence.

~~b. Junk vehicles and auto parts must be stored inside an enclosed building, except in the M, PMI, or UCX, Districts.~~

b. Customer vehicles awaiting repair or pickup must be parked on business property and not on City right-of-way.

c. All repairs must be conducted entirely within an enclosed building.

d. No windows or openings are allowed if facing a residential district.

e. ~~Where screening is provided~~Required landscaping, per 13.06.502, shall be located between the screening wall or fence and the abutting properties and rights-of-way. For required landscape buffer areas, a means shall be provided to ensure maintenance access to the buffer.

4. Outdoor storage of inoperable vehicles, auto parts, and tires.

a. In Mixed-use Districts: Inoperable vehicles, auto parts, and tires must be stored inside an enclosed building.

b. In Commercial Districts: Outdoor storage of inoperable vehicles, auto parts, and tires is permitted when the following standards are met:

(1) Outdoor storage is fully screened from public view. Screening shall be accomplished by locating the storage behind a minimum six foot tall wall or opaque fence that will screen the items from a non-elevated view from neighboring properties or adjacent public rights-of-way

(2) Outdoor storage shall not occupy more than 100 continuous lineal feet of any street frontage.

(3) On Pedestrian Streets, depicted in Figure 7 “Corridors” of the Comprehensive Plan, storage areas shall not be located between a building and the pedestrian street and shall not comprise more than 50% of the pedestrian street frontage.

c. In M-1 and M-2 Industrial Districts: Outdoor storage of inoperable vehicles, auto parts, and tires is permitted when the following standards are met:

(1) Outdoor storage is fully screened from abutting Residential Zoning Districts and Pedestrian Streets as depicted in Figure 7 of the Comprehensive Plan. Screening shall be accomplished by locating the storage area behind a minimum six foot tall wall or opaque fence.

(2) Site perimeter landscaping, consistent with the dimensional and planting requirements in TMC 13.06.502 E, shall be provided along designated Pedestrian Streets and shall be located between the right-of-way and any required screening wall or fence.

d. In PMI District: Outdoor storage of inoperable vehicles, auto parts, and tires is permitted.

~~Application. The foregoing regulations shall apply in all zoning districts with exceptions only as noted.~~

II-3.
S. 80th Street PDB Rezone



2018 AMENDMENT

Exhibit 3: S. 80th Street PDB Rezone

TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE

Exhibit 3: S. 80th Street PDB Rezone

Planning Commission Recommendation: Adopt as Proposed

(The proposal would amend the Future Land Use Map land use designations from General Commercial to Light Industrial and rezone subject properties to M-1 Light Industrial Zoning, and amend TMC 13.06.502 Landscaping and buffering standards where Industrial Zoning Districts abut Residential Districts.)

Comprehensive Plan Future Land Use Map

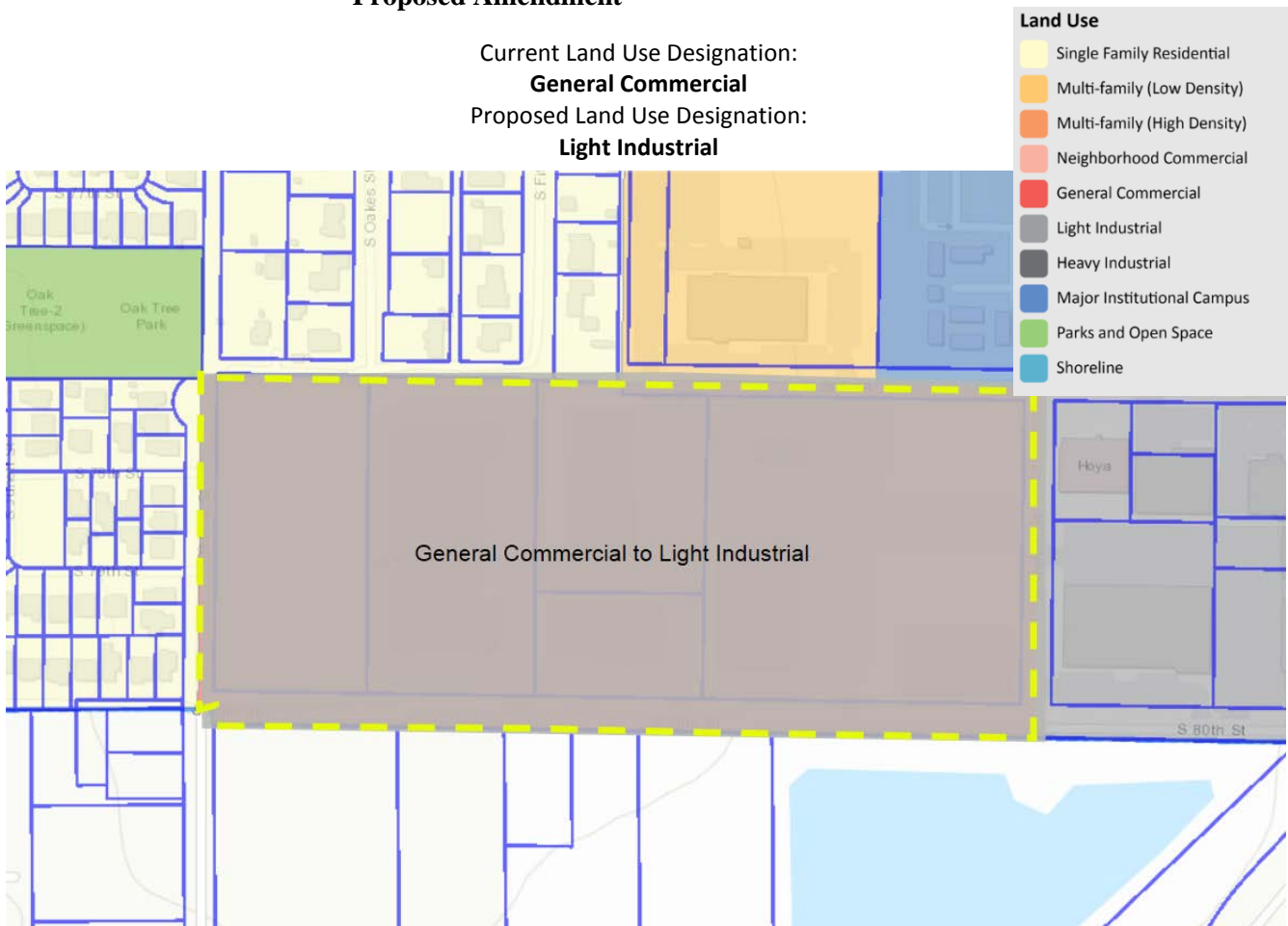
Proposed Amendment

Current Land Use Designation:

General Commercial

Proposed Land Use Designation:

Light Industrial



Zoning Map

Proposed Amendment

Current Zoning Districts:

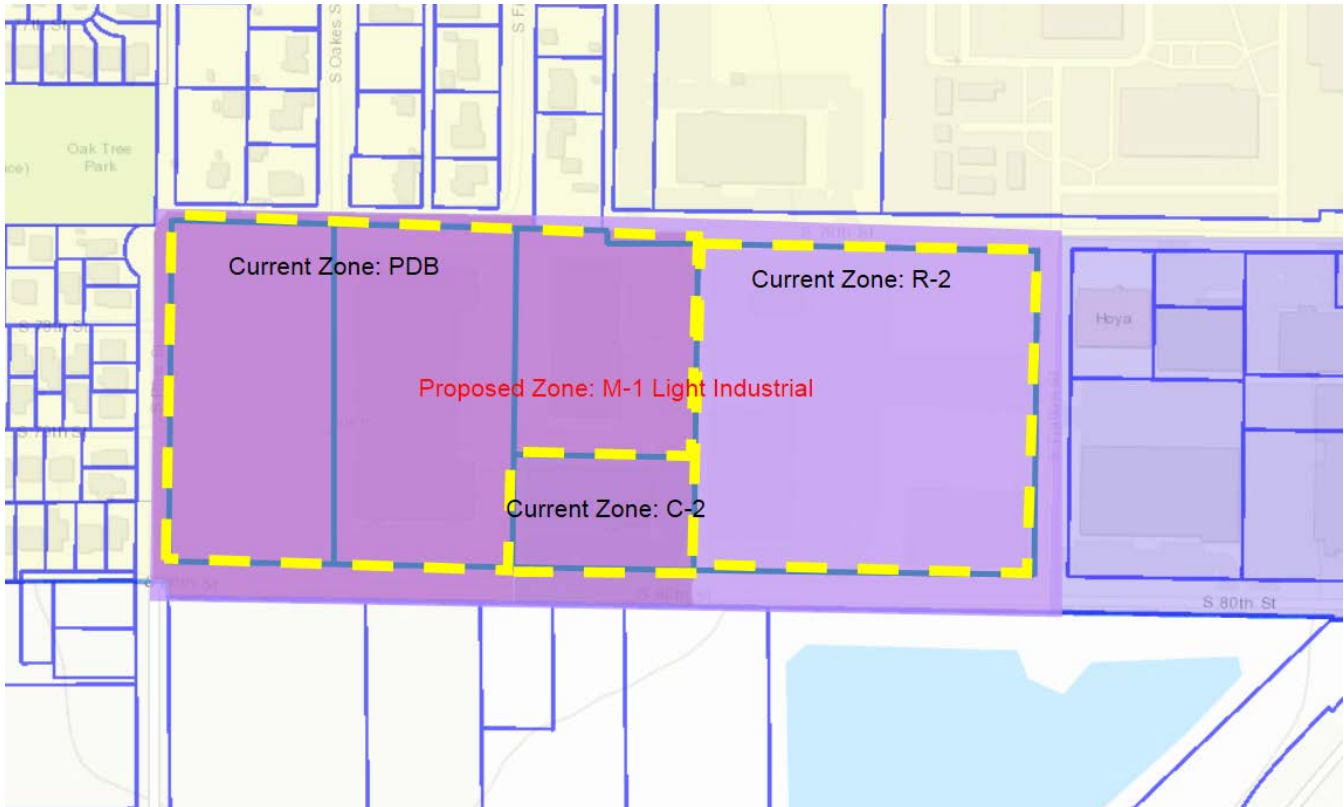
PDB: Planned Development Business District

C-2: General Commercial District

R-2: Single Family District

Proposed Zoning District:

M-1: Light Industrial District



Notes:

These amendments show all of the changes to existing land use regulations. The sections included are only those portions of the code that are associated with these amendments. New text is underlined and text that has been deleted is shown as ~~strikethrough~~.

Chapter 13.06.502 Landscaping and Buffering Standards

TMC 13.06.502.E Landscaping requirements applicable to Residential, Commercial, Industrial and Mixed-Use Districts.

The standards of this section are intended to implement the goals of the Comprehensive Plan and the intent of this section. The landscaping standards of this table apply to new development and substantial alterations, as stipulated above, in Residential, Commercial, Industrial and Mixed-Use Centers (X) Districts. LID BMPs may be used to fulfill all or a portion of landscaping requirements, where the vegetation within the LID BMP is compatible to the requirements.

1. Exemptions:

- a. ~~(1)~~ Single, two and three-family developments, unless in association with a full plat or a short plat with 5-9 lots, are exempt from all landscaping requirements.
- b. ~~(2)~~ Passive open space areas are exempt from all landscaping requirements (however development activities on such sites may trigger landscaping requirements).
- c. ~~(3)~~ Park and recreation uses are exempt from the Overall Site, Site Perimeter and Buffer requirements of this section.

2. Using this table:

This table contains both numerical and distribution requirements for trees. In each case, whichever requirement would generate the larger number shall control and be the required number of trees.

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

a. Overall Site Landscaping Minimums	<p>This requirement may be provided anywhere on the site. The amount is determined as a percentage of the site which is not covered with structures. It may be satisfied by landscaping provided to meet other requirements.</p> <ul style="list-style-type: none"> • <u>(1)</u> Residential Districts: 5 percent • <u>(2)</u> Commercial Districts: 10 percent • <u>(3)</u> Industrial Districts: 5 percent of parking areas over 20,000 sf • <u>(4)</u> X Districts: 15 percent (for single-purpose residential projects)
b. Planting requirements	<p>When Required, Overall Site Landscaping shall consist of a mixture of trees, shrubs and groundcover plants, as follows:</p> <ul style="list-style-type: none"> • <u>(1)</u> At least one Small Tree per 200 square feet; one Medium Tree per 300 sf; or one Large Tree per 400 sf of required overall site landscaped area. • <u>(2)</u> Shrubs and groundcover to completely cover the remaining area within 3 years.
c. X Districts Exceptions	<ul style="list-style-type: none"> • <u>(1)</u> Requirements for developments with structured parking are relaxed based on the percentage of structured parking to the total number of on-site parking spaces. For example, if all parking is structured, there is no overall site landscaping requirement. If 50 percent of the parking is structured, then the amount of required overall site landscaping is reduced by 50 percent. • <u>(2)</u> Green roofs and roof gardens may be used to meet up to one-third of the landscaped area requirements. • <u>(3)</u> Planting strips within street rights-of-way shall not be counted toward this requirement.

4. Site Perimeter Landscaping:

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

a. Exceptions:

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

b. General

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

c. Planting Requirements

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

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

5. Landscaping Buffers:

Landscaping buffers are intended to function as a substantial vegetative screening providing physical and visual separation between dissimilar districts in order to soften visual and aesthetic impacts. Buffers also provide the aesthetic and environmental benefits of vegetation.

a. Exceptions:

- (1) When there is a 20 foot vertical grade difference between a development site that is located across the street or alley or is abutting R-District property, no Landscape buffers are required along the affected property line if such grade difference is demonstrated to provide comparable protection.
- (2) When the development site is across an arterial street or highway from the R-District property being screened, it is not required to provide a Landscape buffer along the affected property line abutting the arterial street or highway.
- (3) The Director may waive the requirement for a screening if equivalent screening is provided by existing parks, parkways, recreation areas, or by topography or other natural conditions.
- (4) The Director may waive the requirement for a screening if the R-District property being screened is in long-term use for a purpose other than residential, and which would not be negatively impacted by adjacency to a more intensive use.
- (5) The continuous landscaping buffer may be interrupted to the minimum extent necessary to accommodate walkway access and preferred driveway access to and from the property.

b. More intensive district abutting an R-District property

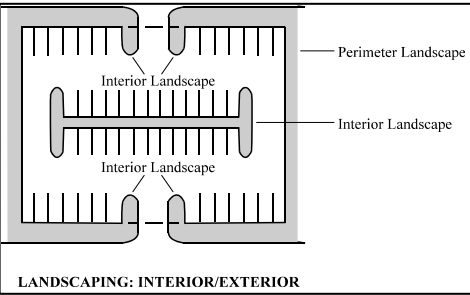
(1) In Industrial zoning districts:

- A landscape buffer of 50 feet must be provided on the property, along the boundary abutting an R-district property
- If a berm with a 6-foot vertical grade difference is provided on the property, the landscape buffer may be reduced to 30 feet.
- Where the property required to provide a buffer is 300 feet or less in depth, measured perpendicularly from the residential parcel, the buffer can be reduced to 20 feet.
- Where the property required to provide a buffer is 150 feet or less in depth, measured perpendicularly from the residential parcel, the buffer can be reduced to 15 feet.

(2) In all other zoning districts:

- A continuous planting area that has a minimum width of 15 feet shall be provided on the property, along the boundary with the R-District.

	<ul style="list-style-type: none"> Where the property required to provide a buffer is 150 feet or less in depth, measured perpendicularly from the residential parcel, the buffer can be reduced to the minimum 10-foot wide buffer listed below.
c. More intensive district across the street or alley from R-District property	<ul style="list-style-type: none"> (1) A continuous planting area that has a minimum width of 7 feet shall be provided on the property, across from the R-District. (2) In cases where there is a demonstrated site constraint, the minimum buffer width may be reduced to a minimum 4 feet, with the integration of a continuous site-obscuring vegetated fence or wall.
d. Planting – when abutting R-District	<p>(1) a. For landscaping strips 10 to 15 feet wide:</p> <ul style="list-style-type: none"> i. At least one row of evergreen trees, minimum 8 feet in height at the time of planting and 10 feet maximum separation. ii. Shrubs at a rate of one shrub per 20 square feet of landscaped area. In addition to being from minimum 3-gallon sized containers, shrubs shall be at least 16 inches tall at planting and have a mature height of at least 3 feet. iii. Groundcover plants. <p>Note: These provisions supersede the standard height, spacing and visibility provisions of the General Section, above.</p> <p>(2) b. For landscaping strips wider than 15 feet:</p> <ul style="list-style-type: none"> i. A minimum of one evergreen tree for every 150 square feet arranged in a manner to obstruct views into the property. ii. Shrubs and groundcover as required above. <p>(3) e. This Landscaping Buffer is not subject to landscaping credits or flexibility provisions of TMC 13.06.502.D.</p> <p>(4) d. Alternative species selection and spacing plans demonstrated to substantially meet the Buffer intent may be approved with staff review.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>For landscaping strips 15 feet wide or less:</p> </div> <div style="text-align: center;"> <p>For landscaping strips wider than 15 feet:</p> <ul style="list-style-type: none"> A minimum of one evergreen tree at least 8' tall for every 150 square feet arranged in a manner to obstruct views into the property. </div> </div>
e. Planting – across the street or alley from R-District	<ul style="list-style-type: none"> At least one Medium Tree per 300; or one Large Tree per 400 square feet of landscaped area. Trees to be spaced at an average of 20 feet on-center, but may be grouped in asymmetrical arrangements. At least 50 percent of trees must be evergreen conifers.
f. Mobile home/trailer courts abutting Residential districts	<ul style="list-style-type: none"> A wall, fence, vegetated wall, evergreen hedge, or other suitable enclosure of minimum height four and one half feet and maximum height of seven feet placed at least five feet from the side and rear lot lines. The area between such enclosures and the property lines shall be landscaped to form a permanent screening area.

(where permitted).	<ul style="list-style-type: none"> • A landscaped screening area at least five feet in depth must be provided along the street frontage on a non-arterial street forming a boundary between a mobile home park site and an R-1, R-2, or R-3 District. • No signs shall be permitted on any part of a screening enclosure or within a screening area.
<p>6. Street trees: Street trees are intended to provide multiple benefits including aesthetics, traffic calming, environmental, shading, visual buffering and noise separation from streets.</p>	
<p>a. Exceptions: (1) Street trees are not required in PMI Districts, with the exception of the following gateway corridors into the City located within or near the Port of Tacoma: Marine View Drive, E. 11th Street west of Portland Avenue, Portland Avenue (south of E. 11th Street), and Port of Tacoma Road (south of E. 11th Street).</p>	
<p>b. Planting Requirements:</p>	<ul style="list-style-type: none"> • (1) Four Small Trees; three Medium Trees; or, Two Large Trees per 100 linear feet of site frontage. • (2) Street trees should generally be evenly spaced to create or maintain a rhythmic pattern, but can be provided with variations in spacing and/or grouped to accommodate driveways, building entrances, traffic signs, or other streetscape features, or if such variations are demonstrated to better achieve the intent. • (3) Street trees shall, when possible, be planted within the right-of-way adjacent to the curb and between the pedestrian lane/sidewalk and curb. When this is not possible or a different location would better achieve the intent, street trees may be located elsewhere within the right-of-way, including behind the sidewalk, in street medians, parking strips or bulbouts. If neither of these preferred locations is possible, such as when existing infrastructure prevents trees from being planted within the right-of-way, trees located within 10 feet of the right-of-way may be counted as street trees.
<p>7. Parking Lot Landscaping: Parking lot landscaping is intended to provide visual relief, to enhance the aesthetic appearance, screening from adjacent sites and public areas, to reduce environmental impacts of parking and other paved areas, and to provide shade and shelter for pedestrians.</p>	
<p>a. Exceptions: (1) Parking Lot Perimeter Landscaping is not required in M-2 or PMI Districts. (2) Parking lots of 15 stalls or less are not required to meet Interior Planting requirements. (3) Parking lots of 15 stalls or less, located behind buildings and accessed by alleys, are exempt from the Site Perimeter requirement.</p>	
<p>b. Parking Area tree minimum - overall</p>	<ul style="list-style-type: none"> • One Small Tree per 700 square feet; one Medium Tree per 1,000 square feet; or, one Large Tree per 1,400 square feet of parking lot area.
<p>c. Parking Lot – Interior Planting Requirements</p>	<p>A mixture of trees, shrubs and groundcover meeting the following requirements:</p> <ul style="list-style-type: none"> • (1) At least one Small Tree per 200 sf, one Medium Tree per 300 sf; or one Large Tree per 400 sf of landscaped area. • (2) Trees planted shall be generally evenly distributed over the site. Shrubs and groundcover plants as required above. • (3) Trees placed to create a canopy in desired locations without obstructing necessary view corridors.
	
<p>d. Distribution</p>	<ul style="list-style-type: none"> • (1) No stall shall be more than 50 feet from a tree trunk. • (2) Long rows of parking shall be broken by islands or peninsulas with trees, such that there are no more than eight parking stalls in a row without a tree.

	<ul style="list-style-type: none"> • (3) Planting areas with trees are required at all parking aisle ends. • (4) Trees shall be provided at an average of 40-foot intervals along walkways within or adjacent to parking lots. In X Districts, trees shall be provided at an average of 30-foot intervals.
e. Distribution Flexibility Bonuses	<p>(1) For each of the following bonuses provided, Parking Lot Distribution requirements may be modified as follows: The maximum distance from each stall may increase by 10 feet; and, maximum parking row length may increase by 1 stall.</p> <ul style="list-style-type: none"> • Tree retention: Retention of trees at least 20 inches in diameter constitutes at least 50 percent of the number of required trees. • Evergreen trees: Evergreen trees constitute greater than two-thirds of required trees. • Low Impact Development: Sites utilizing Low Impact Development (LID) techniques as defined in the City of Tacoma Stormwater Management Manual as their primary stormwater management approach.
f. Parking lot - Perimeter landscaping Planting Requirements	<ul style="list-style-type: none"> • (1) Parking Lots with more than 20 stalls are required to provide a 10-foot wide planting strip per the planting requirements below. • (2) Where the subject property is 150 feet or less in depth, the perimeter strip can be reduced to 5 feet in width. • (3) When applicable, a Parking Lot Perimeter is required around the shortest circumferential line defining the exterior boundary of a parking, loading or similar paved area, excluding primary structures, driveways or walkways providing access to the facility. • (4) Parking Lot Perimeters shall be planted with a mixture of trees, shrubs and groundcover meeting the following requirements: <ul style="list-style-type: none"> • At least one Small Tree per 200 sf, one Medium Tree per 300 sf; or one Large Tree per 400 sf of landscaped area. • Trees planted shall be generally evenly distributed over the site. • Shrubs and groundcover plants as required above. • Trees placed to create a canopy in desired locations without obstructing necessary view corridors.
<p>8. X District Front Yard and Foundation Landscaping: Trees, shrubs and groundcover plantings intended to soften the visual appearance of exposed foundations and building frontages in highly pedestrian areas.</p>	
<ul style="list-style-type: none"> • a. In areas where buildings are not located adjacent to the sidewalk, the area between the public sidewalk and buildings shall incorporate expanded sidewalk space, outdoor seating, plazas and/or landscaping with a combination of trees, shrubs, and/or ground cover plants. • b. All street-facing elevations must have landscaping along any exposed foundation. The landscaped area may be along the outer edge of a porch instead of the foundation. This landscaping requirement does not apply to portions of the building façade that provide access for pedestrians or vehicles to the building. • c. The foundation landscaping must meet the following standards: <ul style="list-style-type: none"> (1) 1. The landscaped area must be at least three feet wide. (2) 2. There must be at least one shrub for every three lineal feet of foundation. (3) 3. Groundcover plants must fully cover the remainder of the landscaped area. 	

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II-4.
C-2 Commercial View Sensitive District:
Height Methodology



2018 AMENDMENT

Exhibit 4: C-2 VSD Height Methodology

TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE

Exhibit 4: C-2 Commercial View Sensitive District Height Methodology

Planning Commission Recommendation: NO Recommendation

(The proposal would amend the methodology for measuring building height within the C-2 Commercial Zoning District with a View Sensitive District Overlay.)

Note: These amendments show all of the changes to existing Land Use regulations. The sections included are only those portions of the code that are associated with these amendments. New text is underlined and text that has been deleted is shown as ~~strikethrough~~.

13.06.700 Definitions and illustrations.

Building, height of. In all districts except those containing a View-Sensitive Overlay District, per Section 13.06.555, building height shall be measured consistent with the applicable Building Code, Height of Building. For buildings located within a View-Sensitive Overlay District, excluding the C-2 Zoning District, the method provided below shall be used:

1. The height limit shall be the vertical distance between existing grade and a plane essentially parallel to the existing grade. The corners of such plane shall be located above the base points.
2. The base points shall be located at the four corners of the foundation or, if the foundation of the structure does not form a rectangle, at the four corners of the smallest rectangle which surrounds the foundation.
3. The base points shall be located on existing grade, unless determined otherwise by the Director in accordance with the provisions of Section 13.06.645.B.3.a.
4. Additional height at the rate of one foot for each 6 percent of the slope shall be allowed. This additional height shall not be allowed on the uphill portion of the structure. For the purpose of this provision, the slope shall be the difference between the elevation of the highest base point and the elevation of the lowest base point divided by the distance between those two base points.
5. No portion of a structure, including the highest gable, unless specifically excepted, shall extend above the height limit; provided, however, that a legal structure that existed before June 18, 1989, that was destroyed by fire, natural disaster, explosion, or other calamity or act of God or the public enemy may be rebuilt to its previous height within the building's prior actual dimensions, including, but not limited to, height, roof pitch, depth, and width. Such a structure cannot be enlarged, expanded, or otherwise increased in size without the enlargement or expansion meeting the zoning regulations in effect at the time of the expansion.

The height of a stepped or terraced building is the maximum height of any segment of the building.

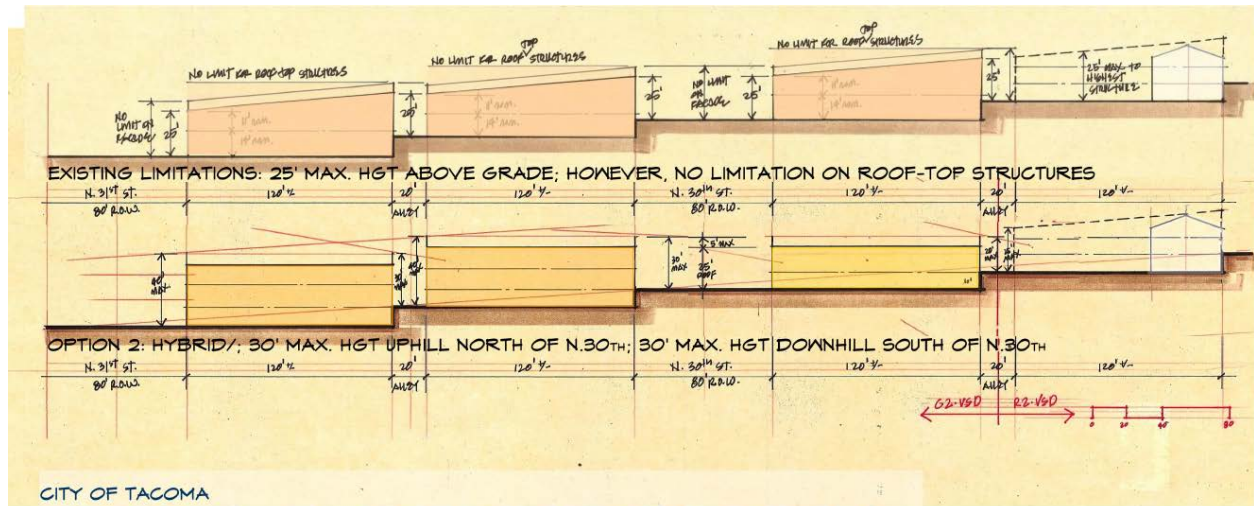
In the C-2 Zoning District with a View-Sensitive Overlay, the following method shall be used:

1. Except for uphill properties abutting residentially zoned properties, the 25-foot building height limit shall be the vertical distance between existing grade Base Point located at the center of the subject property's existing uphill frontage along the public right-of-way. This height sets the horizontal datum elevation for the maximum building height of the building's roof structure. For uphill properties abutting residentially zoned properties, the 25-foot building height shall be the vertical distance between the existing grade Base Point located at the center of the subject property's existing downhill frontage along the public right-of-way.
2. Additional downhill building height of a maximum 10-feet is allowed and measured from the existing grade at a point located at the center of the subject property's downhill frontage along the public right-of-way. No Additional Downhill Building Height is allowed for uphill properties abutting residentially zoned properties.
3. No portion of a building roof structure, including the highest gable, unless specifically excepted, shall extend above the height limit; provided, however, that a legal structure that existed before June 18, 1989, that was destroyed by fire, natural disaster, explosion, or other calamity or act of God or the public enemy may be rebuilt to its previous

height within the building's prior actual dimensions, including, but not limited to, height, roof pitch, depth, and width. Such a structure cannot be enlarged, expanded, or otherwise increased in size without the enlargement or expansion meeting the zoning regulations in effect at the time of the expansion. The height of a stepped or terraced building is the maximum height of any segment of the building.

4. Structures above the maximum building height limit per TMC Section 13.06.602.3.d are restricted above the horizontal datum elevation to a maximum of 5-feet. Any height of structures above this limitation will require a variance per TMC Section 13.06.645.

Note: The following graphic depicts the height limit as applied under the existing height measurement methodology (top) in the View Sensitive District as compared to the "Option 2" that the Commission considered in deliberations (bottom).



CITY OF TACOMA

OLD TOWN: C2-VSD SITE SECTION OPTIONS

REVISED: 10 APRIL 2018 (ADDED EXISTING LIMITATIONS SITE SECTION)

II-5.
Transportation Master Plan:
Limited Amendment



2018 AMENDMENT

**Exhibit 5:
Transportation Master
Plan Amendments**

TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE

Exhibit 5: Transportation Master Plan Amendments

Planning Commission Recommendation: Adopt as Proposed.

This packet, “Exhibit 5: Transportation Master Plan Amendments” is one of the attachments to the Planning Commission’s Findings of Fact and Recommendations Report. This packet consists of six exhibits, i.e., Exhibits A, B, C, D, E and F, where Exhibit A is a summary of the other five exhibits, as shown below:

Exhibit A – Summary of Proposed Amendments to the Transportation Master Plan (TMP)

Chapter of TMP Being Amended	Description / Reason	Exhibit No. / Page
Definitions (Page 136) and Appendix C	BPTAG invested substantial time and effort to improve the engineering standards and provide better guidance on how to design and construct bike boulevards. They proposed to amend the definition of a bike boulevard on page 136 and in Appendix C (BPTAG)	Exhibit B, p. 2
Performance Measurement & Project Prioritization	The Transportation Master Plan directs staff to monitor and report successes of the <i>Big Picture Topical Areas</i> . Upon reviewing baseline conditions, staff determined that some of the adopted measures of success are not practical or community friendly. The proposed amendments are consistent with the Environmental Action Plan, Safe Routes to School Plan, and Vision 2025. (IPS, PW Staff)	Exhibit C, pp. 3 – 8
Modal Priorities Maps & Appendix B Project Detail List	Community groups and citizen committees have requested revisions to the Modal Priority Map and Project Detail List, specifically for bicycles and pedestrians. The proposed projects are consistent with the Transportation Master Plan. The order of projects listed in Appendix B Project Detail List will also be organized alphabetically, to allow for better readability and function. The projects will be alphabetized for each Tier. (ENACT, BPTAG, PW Staff)	Exhibit D, p. 9
Appendix C Mobility Master Plan Update	In an effort to implement and accommodate all modes in the Transportation Master Plan, staff proposed to amend the title of Appendix C Mobility Master Plan Update to Appendix C Bicycle Implementation Strategies. This chapter will also be updated to focus on bicycle implementation, by maintaining the bicycle component of Appendix C and transferring the pedestrian information to Appendix D. (PW Staff)	Exhibit E, pp. 10 – 17
Appendix D City Pedestrian Safety Improvement Project	In an effort to implement and accommodate all modes in the Transportation Master Plan, staff proposed to amend the title of Amend Appendix D City Pedestrian Safety Improvement Project to Appendix D Pedestrian Implementation Strategies. This chapter will also include pedestrian implementation strategies originally in Appendix C and will maintain the information from the Pedestrian Safety Improvement Project. (PW Staff)	Exhibit F, pp. 18 – 27



BICYCLE BOULEVARD - Low speed, low volume streets with traffic calming measures such as speed humps, roundabouts, chicanes, and stop signs to allow bicyclists to comfortably use the road in a low stress setting. These facilities should parallel major streets and provide paint, markings, and/or crossing beacons at major roads. Bicycle priority is indicated on these streets by signs and pavement markings, including sharrows. These facilities are appropriate for users of all ages and abilities. Refer to NACTO's guidelines for design consideration.

BICYCLE LANE – a designated lane for exclusive use by bicycles, flowing in the same direction as traffic. Generally, bicycle lanes are 5-6 feet wide and are indicated by pavement markings and signage. Bicycle lanes are typically placed on the right side of the road, between a travel lane and curb or other road edge. Bicycle lanes allow for more predictable behavior from motorists and bicyclists, visually remind motorists of the presence of bicyclists, and increase roadway efficiency for more bicycle and motorist volumes. Bicycle lanes are most appropriate on streets with less than 3,000 daily vehicles, and a posted speed limit of 25 mph or less.

BUFFERED BICYCLE LANE – Buffered bicycle lanes add a painted buffer of 18 inches to 3 feet wide to a typical bicycle lane to increase separation from motor vehicles. Buffered bicycle lanes are appropriate in areas where standard bicycle lanes are considered, streets with higher traffic speeds and volumes, or streets with additional width to accommodate a buffer. An added buffer to a bicycle lane provides bicyclists room to pass each other, gives clearance to the door zone of parked cars if the bicycle lane is adjacent to parking, and provides a greater sense of safety for less confident bicyclists.

COMMUTE TRIP REDUCTION / TRANSPORTATION DEMAND MANAGEMENT –

a law adopted in Washington State in 1991 with the intent to improve air quality, reduce traffic congestion, and reduce the consumption of petroleum fuels through employer-based programs that encourage the use of alternatives to the single-occupant vehicle (SOV) for the commute trip. These strategies are also known as transportation demand management (TDM) more generally.

COMPLETE STREETS – streets that are equitably designed to enable safe and efficient use by all users regardless of mode of travel

GREENROADS® – a sustainable transportation project rating system for new and upgraded road construction projects

GREEN TRANSPORTATION HIERARCHY – a prioritization strategy that recognizes transportation modes that have the least environmental impact and greatest contribution to livability

INTELLIGENT TRANSPORTATION SYSTEMS – advanced applications that aim to provide innovative services relating to different modes of transportation and traffic management. ITS enables various users to be better informed and make safer, more coordinated, and ‘smarter’ use of transportation networks.

PERFORMANCE MEASUREMENT & PROJECT PRIORITIZATION

As described in the goals and policies section, the system completeness LOS standard enforces the build out of Tacoma's transportation system concurrent with development; however, prioritizing which projects to include in the city's 25-year project list will require a careful balance of many considerations, including:

- **Multimodal System:** safe and welcoming travel by all modes
- **Equity:** a multimodal system that prioritizes improvements in low-income communities with the highest need
- **Safety:** safe travel
- **Health/Environment:** physical health of users and environmental protection
- **System Preservation:** preserving existing transportation assets
- **Financial Stewardship:** effective leveraging and expenditure of funds
- **Congestion:** managing congestion on critical corridors

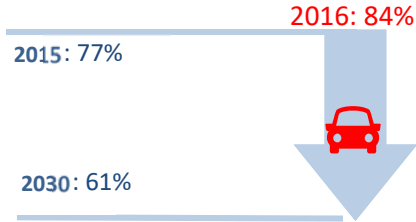
Evaluating projects according to their contributions to each of these seven city priorities should guide project prioritization and regular transportation system performance monitoring. Each city goal has specific measures that help quantify priorities and track progress over time. The City of Tacoma currently tracks some of these performance measures while others will require initial benchmarking and repeated data collection in the future. The Targets and Actions on the next page present the components of Tacoma's biannual transportation report card. Some of these measures may fluctuate over time rather than changing steadily so the City will have to track overall trends as it collects more data points over multiple bienniums.

System completeness is a major policy shift for Tacoma. This new standard moves beyond prescribing that a certain speed or intersection delay threshold be met. Instead project evaluation and prioritization will be multimodal and guided by performance measures discussed in this section.

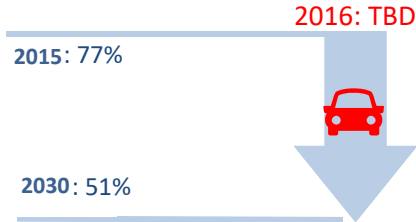
TARGETS

Multimodal System (Mode Split and Investment per Mode)

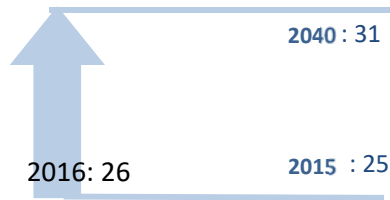
MS1: Decrease single occupancy vehicle trips citywide by 22% of 2015 levels (American Community Survey).



MS2: Decrease single occupancy vehicle trips in Downtown Tacoma Regional Growth Center by 35% of 2015 levels (Puget Sound Regional Council).



MS3: Increase the number of employers participating in the Commute Trip Reduction program by 25% of 2015 levels.



MS4: Upgrade status from League of American Bicyclists to Gold status by 2040.



MS5: Attain Silver status from Walk Friendly Communities by 2040.



Equity (Investment per Community and Investment per Mode)

E1: Complete 50% of Transportation Master Plan projects in areas with 25% or greater minority, according to WSDOT Application for Local Planning and Community Accessibility (ALPACA) survey by 2040.



E2: Complete 50% of Transportation Master Plan projects in areas with 25% or greater poverty, according to WSDOT Application for Local Planning and Community Accessibility (ALPACA) survey by 2040.

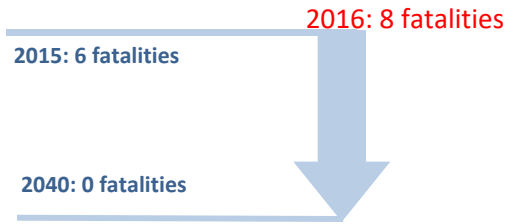


E3: Complete 100% of Transportation Master Plan Tier 1 projects by 2040.

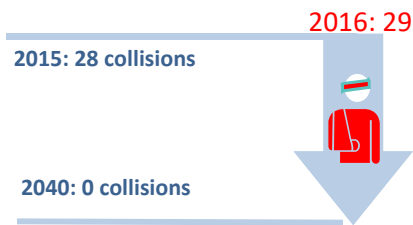


Safe Travel for All People/Modes (Crash Reduction)

ST1: Reduce bicycle & pedestrian fatalities by 100%.

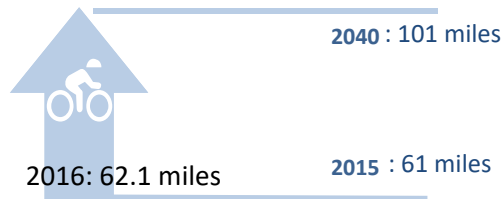


ST2: Reduce bicycle and pedestrian youth (18 years of age and under) collisions by 100% of 2015 collisions.

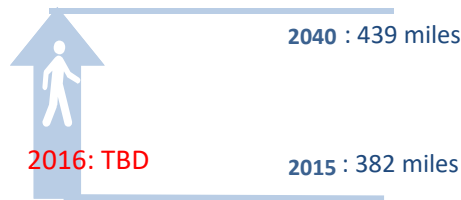


Health/Environment (Physical Activity and Air Quality)

HE1: Increase miles of bicycle infrastructure by 65% of 2015 miles.



HE2: Increase miles of missing link sidewalks installed by 15% of 2015 levels.

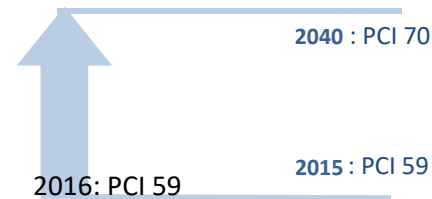


HE3: Decrease transportation fossil fuel use by 30% of 2014 levels.

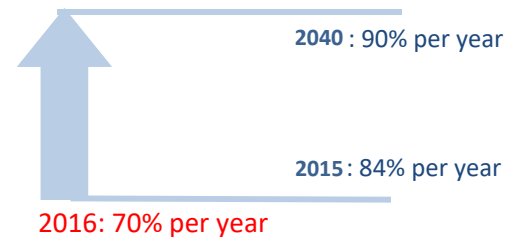


System Preservation (Pavement Quality and Streetlights)

SP1: Increase Tacoma's Overall Pavement Condition Index (PCI) from 59 (Marginal) to 70 (Good) by 2040.



SP2: Increase percentage of replaced and maintained reported streetlight infrastructure each year.



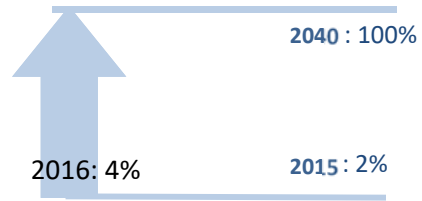
Financial Stewardship (Maintenance Funding and Leveraging of Funds)

FS1: Increase non-Public Works dollars leveraged for capital project delivery.



Congestion (Vehicle Delay)

C1: Increase signal timing performance by evaluating and implementing field improvements for all signals by 2040.



FS2: Complete residential maintenance of 5,614 blocks as identified in the Streets Initiative Report.



ACTIONS

	ACTION	PROGRESS RATING (1-5)	2016 STATUS
TMP1	Advocate for dollars spent on active transportation projects.	2	The Transportation Commission oversees the Tacoma Streets Initiative capital funds to ensure projects meet the goals of the TMP, specifically for active transportation.
TMP2	Establish dedicated and stable funding for active transportation education, encouragement, safety programs, and infrastructure improvements.	3	Through the Tacoma Streets Initiative, \$2.5 million/year is dedicated to active transportation.
TMP3	Synchronize and recalibrate the timing of traffic signals on all Tacoma arterials. Repair, improve, or upgrade infrastructure as needed to maximize signal efficiency.	2	Acquired grant funding to synchronize ~10% of the City's traffic signals. Have acquired no dedicated funding for infrastructure specific to traffic signal efficiency upgrades.
TMP4	Become a Bicycle Friendly Silver Community by implementing the next 5 prioritized Mobility Master Plan roadway projects and next 32 trail projects.	2	Grant funding received to implement several Mobility Master Plan projects in 2018.
TMP5	Identify infrastructure needs at school via community meetings and/or walking audits.	1	The Safe Routes to School (SRTS) Implementation Plan will be finalized in August 2017. Lister ES and First Creek MS will conduct walking audits in Fall 2018 as part of the SRTS grants received. Two additional schools will be reviewed as part of the \$500k allocation in the 2017-2018 Biennial Budget.
TMP6	Develop and implement a project-based curriculum for teachers to integrate active transportation into lessons	1	The City was not awarded a Washington Traffic Safety Commission grant to work with elementary and middle school teachers on developing a curriculum.
TMP7	Develop sidewalk, curb ramp and crosswalk inventories to prioritize future investments, as part of a Pedestrian Mobility Strategy.	2	Draft sidewalk inventory data completed June 2017. Public Works partnered with UWT to develop an app allowing City inspectors to inventory and provide conditions on curb ramps. Over 20 locations were inventoried in the pilot program.
TMP8	Develop Subarea Plans for all Mixed-Use zones and ensure that 20-Minute neighborhoods, bicycle access and transit access are priorities.	2	The Tacoma Mall Subarea Plan is currently being developed and adoption is anticipated by the end of 2017.

TMP9	Support fulfillment of pothole requests submitted through Tacoma311 within seven business days.	4	Street Operations current level of service is 2 to ten days depending on the number of requests and season. The average is 6 days.
TMP10	Track completion of projects in the Transportation Master Plan Project Detail List.	1	Capital projects pursuing grant funding are vetted against the Transportation Master Plan Project Detail List and the Transportation Master Plan's goals for compliance.
TMP11	Track miles of vehicular and bicycle lanes restriped.	3	The City restriped half of arterial lanes in Tacoma. Actual number of lanes to be determined.
TMP12	Track and increase the Pavement Condition Index (PCI) for bicycle facilities.	1	The City's has not identified the PCI for streets with bicycle facilities yet, to determine what the overall PCI rating is.

1: None 2: Little Progress 3: Some Progress 4: Good Progress 5: Completed

2018 Amendment Application No. 2018-07

EXHIBIT D: New projects to be added and existing projects to be modified.

NEW MODAL PRIORITIES & PROJECT DETAIL LIST - ADDITIONS & MODIFICATIONS TO APPENDIX B

ID	NAME	DESCRIPTION	COMMENTS	AMENDMENT
1	A Street - Prairie Line Trail to Stadium Way	Construct a protected bike facility	This project provides a high quality facility that is needed in north end of Downtown, compliments Prairie line at south end, connects to Prairie via existing ramps, connects to Stadium Way Bike Lanes and future Schuster Parkway shared use path via S 7th St , Pac Avenue rebuild was great for pedestrians, but lacking for bikes, A St has lots of RW and vehicle capacity for all 7 blocks after freeway exit (BPTAG)	Staff approves
2	South Tacoma Way - S 43rd to C Streets	Construct a shared use path	This proejct completes the Water Flume Trail. The City already built it to shared use standards from S M St to S C St, and has committed to do so from S Pine St to S M St via grants, just complete the link, no need to water down the quality on the most vital stretch (BPTAG)	This project is in the TMP, but may need some clarification on project detail
3	Pearl Street - S 12th to N 11th Streets	Construct a combination of shared use path and protected bike facility	This project provides a vital missing link between bike facilities at S and N limits, significant bike/pedestrian destinations in area, high traffic volume necessitates separation from vehicles, SR-16 allows for no low stress parallel routes (BPTAG)	Staff approves
4	East I Street - E 40th to McKinley Avenue	Construct a bike boulevard	This project proposes to move the bike boulevard to I St as recommended by BPTAG for Pipeline Train grant application and as shown in winning grant application. This is not adding a new bike blvd to the map. It is simply moving the bike blvd. (BPTAG)	Staff approves
5	South M Street - S 37th to S 25th Streets	Construct bike lanes	Nalley Valley has 3 East-West routes, but no North-South routes to connect the neighborhood on either side of the valley to the routes at the bottom. M St would provide that conention and has modest traffic volumes and a wide ROW (BPTAG)	Staff approves
6	South 35th/36th Street - S Tacoma Way to Tyler Street	Construct bike lanes	This route provides one of the easiest grades out of the Nalley Valley, connects to major bike facilities on Tyler and Water Flume, major employer TPU and former Nalley's location (BPTAG)	Staff approves
7	South 8th Street - Pine to Sprague Avenue	Construct a bike boulevard	This route parallels 6th Business District, connects to important North-South bike boulevards on Pine and State St (BPTAG). Transportation Commission reviewed in 2015 as part of the BPTAG high priority projects.	Staff approves
8	East 48th Street - C to E Streets	Construct shared use path (bridge)	This project would be located on East 48th Street. At E 48th st, there is a short deviation towards E 46th st and then back to E 48th st. This is due to the road not crossing railroad tracks at E 48th st. I'd propose that this deviation be eliminated and that a bicycle/pedestrian crossing only be built across the tracks at E 48th St. This is proposed to be a bicycle boulevard and this natural barrier will keep it safe from cars. The track crossing will have to be built safely. (BPTAG)	Staff approves
9	Wilkerson - S Tacoma Way to S 19th Streets	Construct bike lanes or similar facility	This will involve going around Stanley elementary school and a brief time on S. 19th. This is not part of any other component on the TMP so conflicts are minimized. (BPTAG)	Staff approves
10	Ainsworth - S 19th to S 15th Streets	Construct bike lanes or similar facility	This will involve going around Stanley elementary school and a brief time on S. 19th. This is not part of any other component on the TMP so conflicts are minimized. (BPTAG)	Staff approves
11	East 34th Street Hill Climb	Reconstruct stair connection between East M and Portland Avenue	A design report was assembled in September 2010 for the East 34th Street Stair Climb, which is a priority for the ENACT. The design and construction were unfunded at the time. The redevelopment of Destiny Middle School has revived the need for the project. (ENACT, PW Staff)	Staff approves
12	Missing Link Arterial Sidewalks	Construct sidewalks and necessary safety infrastrucutre along arterials where no sidewalk currently exists. The priority is to complete sidewalk networks.	This project was included in the 6YR Program in the past, but was unfunded. With funding opportunities, such as grants and development partnerships, reestablishing this project will be beneficial and meets the top priority of the TMP. (PW Staff)	Staff approves

Appendix C – Bicycle Implementation Strategies

Prioritizing Transportation Investment

As discussed in the TMP, the ‘Green Transportation Hierarchy’ is a recent movement that recognizes transportation modes that have the least environmental impact and greatest contribution to livability. Intended as a prioritization strategy, the Green Transportation Hierarchy promotes funding and development of facilities for modes that affordably enhance access for the majority of Tacoma residents, rather than using level of service standards focused on vehicle movement. While the hierarchy gives precedence to pedestrians, then to bicyclists and public transit, commercial vehicles and trucks are also recognized as having priority over passenger vehicles.

The City of Tacoma’s TMP draws on this model as a conceptual tool for elevating pedestrians, bicycles, and public transit in the planning and design of streets in a manner that is consistent with the City’s Complete Streets policy and the City’s Climate Action Plan. It gives recognition to the city’s most vulnerable users of the streets: pedestrians and bicyclists of all ages and abilities.

Chapter 5 Implementation discusses funding strategies to build out the City’s transportation system. To successfully achieve the City’s vision and goal, a unique set of specific strategies is required that goes beyond construction of infrastructure. This Appendix identifies methods for strengthening execution of the recommendations and ensuring that bicyclists are top priorities in transportation planning.

The following table lists the criteria used to evaluate potential projects for the pedestrian and bicycle networks. These criteria, listed in the order of importance, were developed with input from public workshops.

Table 1. Infrastructure Project Evaluation Criteria

Criterion	Measurement
Enhances system connectivity/Closure of critical gap	To what degree does the project fill a missing gap in the bicycle and/or pedestrian system? How well does the project overcome a barrier in the current bicycle and pedestrian network?
Interface with other transportation modes (e.g., transit)	To what degree does the project connect to transit facilities?
Geographic distribution of City coverage	To what degree does the project offer potential benefits to the wider, regional community by offering opportunities for increased connectivity to surrounding communities, other regional walkways/bikeways, etc.?
Cost Effectiveness	How difficult will it be to implement the project? This criterion takes into account constraints like topography, existing development, presence or lack of available right-of-way, and environmental and political issues.
Suitability for bicycling and/or walking with improvements	Does the route have potential to be safe and/or low stress for bicycling and/or walking after improvements have been made?
Destinations served	Does the project provide connectivity to key destinations, including schools, parks, employment, commercial centers, and civic centers?
Improvement that serves an immediate safety need	Can the project potentially improve bicycling and walking at locations with perceived or documented safety issues? This criterion takes into account available crash data as well as feedback from the Steering Committee and Tacoma residents.
Integration into the existing local and regional bikeway/walkway system	How many user generators does the project connect to within reasonable walking or bicycling distance, such as schools, parks, Downtown, colleges and universities, etc.?
Projected reduction in vehicle trips and vehicle miles traveled	To what degree will the project likely generate transportation or recreational usage based on population, corridor aesthetics, etc.? Does the project serve transportation needs, reducing the need for drive-alone trips, and promoting bicycling as a viable alternative to driving?



Bike Commuters from UW-Tacoma
Summer 2008



Mobility Master Plan Public Workshop at South Park
September 2009

Demonstration Projects

In addition to the proposed improvements, the City should start with a few demonstration projects to get momentum going. These projects will also serve to develop enthusiasm and interest from Tacoma residents, and to draw attention to the City's support for active transportation options. Demonstration projects include:

- Install **wayfinding signage** throughout the City indicating to pedestrians and bicyclists their direction of travel, location of destinations, and the walking or riding time/distance to those destinations. Wayfinding signs increase users' comfort and accessibility of the bicycle system and also visually cue motorists that they are driving along a bicycle route and should use caution.
- Hold a **Sunday Parkways** event at other locations throughout the city to encourage community members and families to become familiar with bicycling in Tacoma.
- Safe Routes programs provide education and encouragement programming and infrastructural improvements so people can more safely and conveniently access destinations via walking, bicycling and transit.
- Expand the Safe Routes to School program to work with interested schools of all levels citywide.
- Establish a **Safe Routes to Employment** program with a focus on larger employment centers and downtown.
- Establish a Safe Routes to Parks program with a focus on Regional, Signature, and Community Parks as defined by Metro Parks Tacoma.
- Establish Safe Routes to Transit programs for improved access to Sound Transit, Pierce Transit, and Amtrak facilities.
- Use **Arterial retrofits**, also known as road diets, to implement bike facilities on key streets,
- Implement **Downtown Improvements**, including bicycle facilities connecting destinations around downtown as well as coming from areas outside of downtown.



Tandem Recumbent Cyclists in front of the University of Puget Sound

Bikeway Recommendations

Tacoma's bikeway implementation projects would primarily occur through roadway re-striping, which may require lane narrowing, parking reduction, or removal of a center turn lane. Depending on funding or other constraints, bike facility project implementation could occur in multiple phases. When there is an elimination of parking the City will work with the Commission on Disabilities to determine how best to mitigate the loss for people with disabilities.

The Bicycle Priority Network map in the TMP outlines the improved bicycling network.

It is important to note that bicycles are permitted on all public roads in the State of Washington, except where prohibited, such as on interstates in urban areas like Tacoma. As such, Tacoma's entire street network is effectively the community's bicycle network, regardless of whether or not a bikeway stripe, stencil, or sign is present on a given street. The designation of certain roads as bike routes is not intended to imply that these are the only roadways intended for bicycle use, or that bicyclists should not be riding on other streets. Rather, the designation of a network of on-street bikeways recognizes that certain roadways are preferred bicycle routes for most users, for reasons such as directness or access to significant destinations, and allows Tacoma to then focus resources on building and maintaining this primary network.

As part of the Bicycle Priority Network, bike boulevards are an effective and necessary facility to creating a complete network. Bike Boulevards are typically located on residential streets with lower traffic speed and volume. Because of this, they are attractive routes for cyclists of all ages and abilities. On Bike Boulevards, motorists and cyclists share the road. For this reason, pavement markings, wayfinding signage, bike route signage, traffic calming, and intersection control are key components to a bike boulevard.

Sub-Area Plan Recommendations

There are certain areas of the city that pose the greatest challenges to pedestrian and bicycle movement where more intensive analysis is warranted. The following areas recently (Fall 2014) had sub-area plans completed:

- South Downtown, North Downtown, Hilltop

Key bicycle recommendations from those sub-area plans include:

- South Downtown
 - As appropriate, carry out planning, design, and construction of proposed open space projects including the Prairie Line Trail, Foss Waterway Esplanade, Central and Waterway parks on the Foss, bridge to the south end of the Foss, UWT central open space and stairs, Hillside shared-use street, Hillside-to-Brewery District pedestrian corridor, and others
 - Implement Complete Streets reconfigurations of Puyallup Avenue, Jefferson Avenue, and South C Street, in that order of priority.
- North Downtown
 - A goal of maintaining and enhancing the existing development fabric and capitalizing on local and regional transit resources within the Subarea while supporting walkability, a variety of transportation modes, and future infrastructure improvements
 - Establish a citywide policy that prioritizes projects to improve active transportation access to Link stations
 - Implement the Schuster Parkway Promenade multimodal corridor project, including key connections to and along the waterfront
- Hilltop
 - A goal of creating a village that promotes walking, biking, and transit as a means of transportation in addition to vehicular.
 - Implement Tacoma's Complete Streets typologies in Hilltop

The following areas are recommended for sub-area plans to determine best active transportation routes and access:

- Tacoma Mall (*in progress August 2014-December 2017*)
- NE Tacoma
- TCC – and its associated transit hub
- Tideflats (Port)

Implementation Strategies

Implementation strategies and their related action items support the goals and policies of the Transportation Master Plan. The strategies and actions shown in the following table are organized according to the six goals in the TMP.

Goal	Strategy	Action	
1. Intergovernmental Coordination and Citizen Participation	1.1 Collaborate with neighboring jurisdictions on active transportation projects	1.1.1	Collaborate with state, regional and federal partners to reform system performance measures and mobility standards in order to reflect the movement of persons rather than vehicles and to favor transportation modes that have the least environmental impact and greatest contribution to livability. (see Appendix D Pedestrian Implementation Strategies 1.1.1)
		1.1.2	Work cooperatively with adjoining jurisdictions on bicycle connections and trail projects to ensure regional links for commuters and recreational users in and outside of Tacoma.
	1.2 Strengthen Active Transportation project and program delivery processes	1.2.1	Develop a pilot program for temporary implementation of bicycle facilities. Experiment and test improvements of a bicycle facility in order to determine traffic operation pros and cons and/or modal trade-offs associated with the incorporation of the bicycle facility prior to final design and implementation.
		1.2.2	Provide training of city staff, including DOT and Police Department. Training can include best practice facility design, safety countermeasures, maintenance/new materials capabilities, and bicycle detection and count technology. Include training that pertains to active transportation-related research and studies such as, economic, safety, perception surveys, etc.
	1.3 Work cooperatively with adjoining jurisdictions and transit agencies to coordinate active transportation planning and implementation activities.	1.3.1	Coordinate with Sound Transit and Pierce Transit to expand bicycle and transit mobility through the integration of active transportation facilities with the transit and streetcar systems.
		1.3.2	Support a frequent and convenient bus, rail, and streetcar network to magnify the impact of planning for movement as bicyclists.
		1.3.3	Consider incorporating bikeways in transit projects that include exclusive transit use of a right-of-way, such as bus mall, bus rapid transit or streetcar.
		1.3.4	Provide safe end-of-trip facilities (bike parking, bike lockers, etc) at all streetcar stations and transit facilities served by four or more routes.
	1.4 Enhance safety for all road users through increased traffic enforcement on city streets and bikeways.	1.4.1	Enforce traffic laws consistently for all users through collaboration with the Tacoma Police Department. (see Appendix D Pedestrian Implementation Strategies 1.4.1)
		1.4.2	Collaborate with law enforcement and the courts system on the development of a traffic skills education course aimed to reduce aggressive and/or negligent behavior among drivers, bicyclists and pedestrians by providing the option of taking a traffic skills education course in lieu of fines for traffic violations. (see Appendix D Pedestrian Implementation Strategies 1.4.2)
1.4.3		Develop and promote efficient mechanisms for reporting behaviors and conditions that endanger cyclists to law enforcement.	

Goal	Strategy	Action	
2. Community/ Environment	2.1 Promote active lifestyles by working with Pierce County Health Department (TPCHD) to provide education programs and safe and accessible routes for bicyclists and pedestrians of all ages and abilities.	2.1.1	Collaborate with the Tacoma-Pierce County Health Department on active living and active transportation projects that address and seek to reduce health-related issues such as obesity. (see Appendix D Pedestrian Implementation Strategies 2.2.1)
	2.2 Apply high-quality engineering and design to physical infrastructure.	2.2.1	Install traffic calming facilities where necessary for improved safety and active transportation travel. (see Appendix D Pedestrian Implementation Strategies 2.2.1)
		2.2.2	Use current best engineering practices for minimizing and mitigating conflicts between bicycles, pedestrians, and motor vehicles. (see Appendix D Pedestrian Implementation Strategies 2.2.2)
		2.2.3	Reduce barriers and hazards to active transportation users by ensuring safe and sufficient crossings of major roadways and by providing routes that minimize steep slopes. (see Appendix D Pedestrian Implementation Strategies 2.2.3)
Goal	Strategy	Action	
3. Multimodal System	3.1 Ensure active transportation facilities are clean, safe, and, accessible, and promote active use.	3.1.1	Increase bicycle ridership with a system that provides facility types and designs that are low stress for bicyclists of all ages and abilities. Inexperienced are most likely to use high quality bike boulevards, shared use trails, and cycle tracks.
		3.1.2	Prioritize bicyclist safety during construction and maintenance activities, and ensure that the City's accessibility guidelines are followed.
		3.1.3	Create safe and accessible active transportation facilities through regular inspection and maintenance. (see Appendix D Pedestrian Implementation Strategies 3.1.3)
		3.1.4	Develop an on-going city-wide maintenance strategy for active transportation facilities. (see Appendix D Pedestrian Implementation Strategies 3.1.4)
		3.1.5	Increase the number of multimodal trips that include traveling as a bicyclist for at least one trip segment by improving and simplifying connections and transfers.
	3.2 Establish benchmarks measurements and monitor the effectiveness of the Transportation Master Plan on a biannual basis.	3.2.1	Monitor the implementation progress of the Transportation Master Plan. (see Appendix D Pedestrian Implementation Strategies 3.2.1)
		3.2.2	Track citywide trends in bicycle usage through the use of Census data, biannual user surveys, annual bicycle counts, and PierceTrips.com.
		3.2.3	Monitor bicycle collision data with the goal of reducing bicycle-related collisions.
		3.2.4	Produce a regular report card tracking bicycling trends in Tacoma including percent of the system that has been completed, funds invested, identification of ongoing problems, public feelings of safety, status of reaching Health and Safety goals, and educational outreach efforts.
		3.2.5	Track citywide implementation of improved and increased bikeway facilities, ADA accessible features, and amenities with supervision of the Implementation Committee.
	3.3 Apply high-quality engineering and design to bicycle physical infrastructure.	3.3.1	Design all bicycle facilities to meet or exceed the latest federal, state, and local standards so that there is universal access for all users of the system.
		3.3.2	Install signal prioritization for bicycle users in appropriate locations.
		3.3.3	Install bicycle detection mechanisms at signalized intersections.

		3.3.4	Install separated bicycle facilities where bike lane striping does not provide appropriate riding conditions.
		3.3.5	Prioritize the completion of proposed shared-use paths that maximize access to key recreational and transportation destinations in order to encourage recreational and commute trips. (see Appendix D Pedestrian Implementation Strategies 3.3.4)
Goal	Strategy	Action	
4. Environmental and Fiscal Stewardship	4.1 Establish Vehicle Miles Traveled Goal	4.1.1	Work with the City's Commute Trip Reduction Coordinator, Puget Sound Clean Air Agency, Puget Sound Regional Council, or other relevant agencies to set biannual per-capita vehicle-miles-traveled goals that will encourage residents to drive less. (see Appendix D Pedestrian Implementation Strategies 4.1.1)
	4.2 Pursue a dedicated source of funding to implement the expansion and enhancement of walkways and bikeways in Tacoma. Supplement dedicated funds with other funding sources.	4.2.1	Prioritize funding and construction of active transportation facilities in recognition of the livability, environmental, and health benefits these forms of mobility provide. (see Appendix D Pedestrian Implementation Strategies 4.2.1)
		4.2.2	Pursue state, regional, and federal grant funding for shared-use paths and other active transportation facilities. (see Appendix D Pedestrian Implementation Strategies 4.2.2)
		4.2.3	Work with the Transportation Commission, Bicycle & Pedestrian Technical Advisory Group, advocates, and elected officials to identify and pursue multiple strategies to increase funding for green transportation. (see Appendix D Pedestrian Implementation Strategies 4.2.3)
		4.2.4	Dedicate a percentage of the City's overall transportation budget to active transportation projects. (see Appendix D Pedestrian Implementation Strategies 4.2.4)
		4.2.5	Leverage investments made in road improvement projects by installing improved bicycle projects simultaneously regardless of the priority previously placed upon the bike facilities. (see Appendix D Pedestrian Implementation Strategies 4.2.5)
	4.2.6	Pursue establishment of a new dedicated source of funding for active transportation improvements, such as a portion of an additional locally determined vehicle tab tax, impact fees, street utility tax, and levy lid lift. (see Appendix D Pedestrian Implementation Strategies 4.2.6)	
4.3 Encourage and improve the appeal of modes of transportation with negligible carbon emissions, such as walking, biking, and use of assistive devices, thereby reducing the miles traveled by single occupancy vehicles.	4.3.1	Support Tacoma's Climate Action Plan by developing a comprehensive bicycle network. Assist in realizing the goal of reducing Tacoma's greenhouse gas emission levels to 40 percent below 1990 levels by 2020, and 80 percent below 1990 levels by 2050. (see Appendix D Pedestrian Implementation Strategies 4.3.1)	
Goal	Strategy	Action	
5. Transportation Demand Management	5.1 Increase the public's awareness and usage of the bicycle and pedestrian network in Tacoma through targeted education and encouragement programs	5.1.1	Educate the general public on bicycle safety issues and encourage active transportation with programs that target pedestrians, bicyclists and motorists.
		5.1.2	Educate the general public about linking trips (trip-chaining) to reduce the number of trips taken per day. (see Appendix D Pedestrian Implementation Strategies 5.2.1)
		5.1.3	Encourage active transportation through City-sponsored events and expanded Bike Month activities.
		5.1.4	Educate school children on safe bicycle behavior.
		5.1.5	Educate the general public on bicycle laws and regulations via the City's website and other education programs.
		5.1.6	Educate drivers (transit drivers, delivery drivers, etc.) on bicyclist rights and safe motoring behavior around bicyclists. Provide appropriate materials to pedestrians, motorists, and cyclists convicted of specified violations.

		5.1.7	Establish Safe Routes to School Programs in collaboration with Tacoma schools. Apply for Safe Routes to Schools grants through the Washington Department of Transportation. (see Appendix D Pedestrian Implementation Strategies 5.1.7)
		5.1.8	Educate bicyclists on proper and safe behavior for biking via the City's website and other education programs.
		5.1.9	Improve the general public's awareness of the transportation needs and requirements of people with a variety of mobility and sensory disabilities via the City's website and other education programs. (see Appendix D Pedestrian Implementation Strategies 5.1.9)
	5.2 Provide and encourage amenities that support active transportation.	5.2.1	Give incentives for bicycle storage, locker rooms, and shower facilities for all major office building construction and remodeling projects in the downtown core.
		5.2.2	Install wayfinding signage in proximity to active transportation facilities and destinations. (see Appendix D Pedestrian Implementation Strategies 5.2.2)
		5.2.3	Install bike racks and other support infrastructure at destinations citywide, including transit stations, retail area, parks, public facilities, and other high-traffic areas.
Goal	Strategy	Action	
6. Land Use and Transportation	6.1 Prioritize infrastructure improvements that connect residential areas to local retailing, business, and community services, so residents can access more of the services they need close to home by walking, biking, and use of assistive devices	6.1.1	Coordinate with local business associations, Tacoma-Pierce County Chamber of Commerce, neighborhood groups and other active associations to encourage and support local retail and services for residents. (see Appendix D Pedestrian Implementation Strategies 6.1.1)
		6.1.2	Identify opportunities to encourage and support the development and re-development of businesses and urban spaces in Tacoma into bicycle- accessible commercial nodes.
		6.1.3	Ensure that bicycle facilities connect residential areas to goods and services that are often needed on a daily basis.
	6.2 Plan new development and redevelopment in ways that create street connectivity and access for active transportation users	6.2.1	Support changing parking policies to prioritize on-street parking only where needed to support local business while recognizing the need to provide accessible parking. (see Appendix D Pedestrian Implementation Strategies 6.2.2)
		6.2.2	Conduct regular reviews of the Municipal Code sections that pertain to the rules of the road and to new development to identify changes that would facilitate better bicycling conditions.
		6.2.3	Enhance mobility in existing cul-de-sac development with shared-use paths for through access for bicyclists to adjacent street corridors.

Appendix D – Pedestrian Implementation Action Strategies Prioritizing Transportation Investment

As discussed in the TMP, the ‘Green Transportation Hierarchy’ is a recent movement that recognizes transportation modes that have the least environmental impact and greatest contribution to livability. Intended as a prioritization strategy, the Green Transportation Hierarchy promotes funding and development of facilities for modes that affordably enhance access for the majority of Tacoma residents, rather than using level of service standards focused on vehicle movement. While the hierarchy gives precedence to pedestrians, then to bicyclists and public transit, commercial vehicles and trucks are also recognized as having priority over passenger vehicles.

This hierarchy defines pedestrians as including individuals using assistive devices for mobility and sensory disabilities including walkers, wheelchairs, scooters, service animals, and canes. Throughout Appendix D, the term “pedestrian” refers to a person moving from place to place, on foot and/or with the use of an assistive mobility device (when that person has a disability and/or medical condition). “Walking” or “to walk” are the terms used to describe this movement of a pedestrian.

The City of Tacoma’s TMP draws on this model as a conceptual tool for elevating pedestrians, bicycles, and public transit in the planning and design of streets in a manner that is consistent with the City’s Complete Streets policy and the City’s Climate Action Plan. It gives recognition to the city’s most vulnerable users of the streets: pedestrians and bicyclists of all ages and abilities. Chapter 5 Implementation discusses funding strategies to build out the City’s transportation system. To successfully achieve the City’s vision and goal, a unique set of specific strategies is required that goes beyond construction of infrastructure. This Appendix identifies methods for strengthening execution of the recommendations and ensuring that pedestrian are top priorities in transportation planning.

Pedestrian Recommendations

The Transportation Master Plan adopts the 20-Minute Neighborhood approach to pedestrian recommendations due to its focus on making existing activity zones conducive to walking.

The 20-Minute Neighborhood approach identifies areas that are good candidates for walking based on three of the Ds of built environment that influence travel: density, distance, and destinations. Each of these factors has its own components, which are measured as follows:

Density

- Population density by housing units per acre

Distance

- Intersection density
- Topography
- Distance to transit

Destinations

- Major employers
- Schools
- Parks
- Libraries
- Grocery stores

20-Minute Neighborhoods

Within the 20-Minute Neighborhoods, the TMP recommends that the City adopt the yellow standard as its accommodation goal for pedestrian facilities. The standards also break out the Pedestrian Priority Areas, as identified by the 20-Minute Neighborhood Analysis, from other areas of Tacoma.

Table 1. Pedestrian Accommodation Goals - Sidewalks

Quality of Facility	Within 20-Minute Neighborhoods	Other Areas
High	Complete sidewalks with buffers on both sides of arterials and collectors	Complete sidewalks on both sides of arterials and collectors
Acceptable	Complete sidewalks without buffers both sides of arterials and collectors	Sidewalks present
Needs Improvement	Incomplete or no sidewalk	Incomplete or no sidewalk

For the sidewalk accommodation goal, buffering between sidewalks and travel lanes can be accomplished through landscaping, amenity zones, parking, or any other measure beyond a curb that separates pedestrians from moving vehicles. The group also felt that while sidewalks may be recommended on local streets to address specific safety concerns, they need not be required for all local streets.

Intersection Recommendations

The City of Tacoma will use the Pedestrian Crossing Improvement Project (completed 2014) for identifying intersection projects. The Pedestrian Crossings Improvement Project provides for the identification, evaluation, and construction of pedestrian crosswalks, and associated facilities, at intersections citywide. While the primary motivation for the project is the installation of marked crosswalks, other improvements will be installed to enhance the marked crossings.

Crosswalks should be present every other block or 600 feet, whichever is lesser, in Pedestrian Priority Areas to meet the yellow standard, which the TMP recommends for the pedestrian accommodation goal. Crosswalks should be present in other areas of the city in order to meet the yellow standard.

Table 2. Pedestrian Accommodation Goal – Crosswalks

Quality of Facility	Within 20-Minute Neighborhoods	Other Areas
High	Crossing every 300 feet in pedestrian activity area or downtown that meets Tacoma's current best design practice	Existing marked crossings meet Tacoma's current best design practice
Acceptable	Crosswalks present every 600 feet	Crosswalks present
Needs Improvement	No crosswalks within 600 feet	No crossings present

Sub-Area Plan Recommendations

There are certain areas of the city that pose the greatest challenges to pedestrian movement where more intensive analysis is warranted. The following areas recently (Fall 2014) had sub-area plans completed:

- South Downtown, North Downtown, Hilltop

Key pedestrian recommendations from those sub-area plans include:

- South Downtown
 - Designate South Jefferson Avenue between 21st and 25th; 25th Street between I-705 and Fawcett Avenue; East C Street; and South C Street as primary pedestrian streets
 - As appropriate, carry out planning, design, and construction of proposed open space projects including the Prairie Line Trail, Foss Waterway Esplanade, Central and Waterway parks on the Foss, bridge to the south end of the Foss, UWT central open space and stairs, Hillside shared-use street, Hillside-to-Brewery District pedestrian corridor, and others
 - Implement Complete Streets reconfigurations of Puyallup Avenue, Jefferson Avenue, and South C Street, in that order of priority.
- North Downtown
 - A goal of maintaining and enhancing the existing development fabric and capitalizing on local and regional transit resources within the Subarea while supporting walkability, a variety of transportation modes, and future infrastructure improvements
 - Complete the Stadium to Schuster pedestrian connection
 - Establish a citywide policy that prioritizes projects to improve active transportation access to Link stations
 - Implement the Schuster Parkway Promenade multimodal corridor project, including key connections to and along the waterfront
 - Implement the City's proposed pedestrian corridor projects in North Downtown as identified in the Transportation Master Plan
- Hilltop
 - A goal of creating a village that promotes walking, biking, and transit as a means of transportation in addition to vehicular.
 - Expand pedestrian networks within Hilltop and with the rest of the city. Top priority locations include South 19th Street, South 11th Street, and South 6th Avenue.
 - Implement Tacoma's Complete Streets typologies in Hilltop

The following areas are recommended for sub-area plans to determine best active transportation routes and access:

- Tacoma Mall (*in progress August 2014-December 2017*)
- NE Tacoma
- TCC – and its associated transit hub
- Tideflats (Port)

Pedestrian Crossing Improvements Project - Summary

Overview

The Pedestrian Crossing Improvements Project provided for the identification, evaluation, and construction of pedestrian crosswalks, and associated facilities, at intersections citywide. While the primary motivation for the project was the installation of marked crosswalks, other improvements were identified to enhance the marked crossings.

The first phase of the project included approximately \$2.5 million on planning, designing, and constructing pedestrian crossing improvements throughout the City: \$300,000 allotted to each council district and \$1 million to the Downtown area (as defined by zoning). This project also investigated opportunities to extend the effectiveness of other programs, such as the Hazardous Sidewalk Replacement program, City Safety grants, and the implementation of the City's American with Disabilities Act Transition Plan. An additional \$1.5 million was allocated for the 2015-2016 biennium to continue the work begun in 2014.

This project included a robust public outreach effort to identify potential improvement locations, and received over 650 responses from the public pertaining to over 300 locations throughout the City. These locations were evaluated using a prioritization framework developed by Tacoma staff and the public.

Engineers later developed preliminary cost estimates that were used in packaging the locations for construction.

Data Collection

The project team collected input from a variety of sources regarding the potential locations for pedestrian crossing improvements and the criteria to be used in prioritizing these locations. Crossing improvement locations were identified through a rigorous public input process and current City documents, including the 2009 Mobility Master Plan. In-person meetings and an online survey were tools used to collect data, in addition to letters and emails received from Neighborhood Council representatives, Parent Teacher Associations, local businesses, nonprofit organizations, as well as the general public.

Evaluation

The public process identified the following criteria that were used to evaluate potential projects:

- Pedestrian and vehicle counts
- Proximity to schools
- Vehicle/pedestrian collision history
- Proximity to parks
- Proximity to hospitals
- Proximity to bus stops
- Proximity to libraries
- The number of times a location was identified through this project's outreach process, regardless of other characteristics
- Proximity to major employers and commercial centers
- Proximity to bicycle/trail systems
- Proximity to senior centers/senior housing

These criteria were weighted based on responses by people completing the online survey and people attending the public meetings. The evaluation criteria were then used to identify top ranking locations for pedestrian improvements.

Engineering and Construction

The project team worked sequentially through the top ranked projects in each Council District and the Downtown Area using the following evaluation process:

- **In-House Review:** the project team worked with key City staff to review existing transportation documents on identified crossing improvement locations, aerial imagery, and comments received to determine the appropriate treatment for top ranked locations.
- **Field Review:** City staff and the project team visited crossing improvement locations to evaluate site specific elements that would impact project implementation and cost. This included reviewing existing curb ramp construction and field review of utilities, such as lighting and traffic signals, including vehicle detection.

Relation to the Transportation Master Plan

The Transportation Master Plan places a priority on pedestrian mobility, and assumes that all streets will accommodate pedestrians to some degree. Because local connections and crosswalks are integral components of pedestrian safety and mobility, it is critical that the City develop a process for systematically addressing the need for this type of improvement. While the TMP includes a recommendation for conducting an inventory of sidewalk infrastructure, and then subsequently identifying necessary improvements to the sidewalk network, this process will not necessarily satisfy all of the pedestrian improvements which will be needed to support the transportation system envisioned in the TMP.

The Pedestrian Crossing Improvements Project identified extensive needs throughout the City, and created a process for prioritizing those needs. While the City has made significant strides toward addressing the needs identified during this process, there are many needs which are still unmet, and many more which were not identified during the public outreach process for this project. The City should build on the work done as part of the Pedestrian Crossing Improvement Project by developing a process for updating the list of pedestrian crossing projects, and by updating the prioritization process to ensure it satisfies the community's identified priorities and the goals and policies within the TMP.

Implementation Strategies

Implementation strategies and their related action items support the goals and policies of the Transportation Master Plan. The strategies and actions shown in the following table are organized according to the six goals in the TMP.

Goal	Strategy	Action	
1. Intergovernmental Coordination and Citizen Participation	1.1 Collaborate with neighboring jurisdictions on active transportation projects	1.1.1	Collaborate with state, regional and federal partners to reform system performance measures and mobility standards in order to reflect the movement of persons rather than vehicles and to favor transportation modes that have the least environmental impact and greatest contribution to livability. (see Appendix C Bicycle Implementation Strategies 1.1.1)
		1.1.2	Work cooperatively with adjoining jurisdictions on pedestrian connections and trail projects to ensure regional links for commuters and recreational users in and outside of Tacoma.
	1.2 Strengthen Active Transportation project and program delivery processes	1.2.1	Develop a pilot program for temporary implementation of pedestrian facilities. Experiment and test improvements of a pedestrian facility in order to determine traffic operation pros and cons and/or modal trade-offs associated with the incorporation of the pedestrian facility prior to final design and implementation.
		1.2.2	Provide training of city staff, including DOT and Police Department. Training can include best practice facility design, safety countermeasures, and maintenance/new materials capabilities. Include training that pertains to active transportation-related research and studies such as, economic, safety, perception surveys, etc. see Appendix C Bicycle Implementation Strategies 1.2.2)
	1.3 Work cooperatively with adjoining jurisdictions and transit agencies to coordinate active transportation planning and implementation activities.	1.3.1	Coordinate with Sound Transit and Pierce Transit to expand pedestrian and transit mobility through the integration of active transportation facilities with the transit and streetcar systems.
		1.3.2	Support a frequent and convenient bus, rail, and streetcar network to magnify the impact of planning for movement as pedestrians.
		1.3.3	Provide safe and accessible routes and intersections to transit for pedestrians of all abilities.
	1.4 Enhance safety for all road users through increased traffic enforcement on city streets, and walkways.	1.4.1	Enforce traffic laws consistently for all users through collaboration with the Tacoma Police Department. (see Appendix C Bicycle Implementation Strategies 1.4.1)
		1.4.2	Collaborate with law enforcement and the courts system on the development of a traffic skills education course aimed to reduce aggressive and/or negligent behavior among drivers, bicyclists and pedestrians by providing the option of taking a traffic skills education course in lieu of fines for traffic violations. (see Appendix C Bicycle Implementation Strategies 1.4.2)
		1.4.3	Develop and promote efficient mechanisms for reporting behaviors and conditions that endanger pedestrians to law enforcement.

2. Community / Environment	2.1 Promote active lifestyles by working with Pierce County Health Department (TPCHD) to provide education programs and safe and accessible routes for bicyclists and pedestrians of all ages and abilities.	2.1.1	Collaborate with the Tacoma-Pierce County Health Department on active living and active transportation projects that address and seek to reduce health-related issues such as obesity. (see Appendix C Bicycle Implementation Strategies 2.1.1)
	2.2 Apply high-quality engineering and design to physical infrastructure.	2.2.1	Install traffic calming facilities where necessary for improved safety and active transportation travel. (see Appendix C Bicycle Implementation Strategies 2.2.1)
		2.2.2	Use current best engineering practices for minimizing and mitigating conflicts between bicycles, pedestrians, and motor vehicles. (see Appendix C Bicycle Implementation Strategies 2.2.2)
		2.2.3	Reduce barriers and hazards to active transportation users by ensuring safe and sufficient crossings of major roadways and by providing routes that minimize steep slopes. (see Appendix C Bicycle Implementation Strategies 2.2.3)
3. Multimodal System	3.1 Ensure active transportation facilities are clean, safe, and, accessible, and promote active use.	3.1.1	Increase pedestrian trips ridership with a system that provides facility types and designs that are low stress for pedestrians and bicyclists of all ages and abilities. Inexperienced are most likely to use high quality bike boulevards, shared use trails, and cycle tracks.
		3.1.2	Prioritize pedestrian safety during construction and maintenance activities, and ensure that the City's accessibility guidelines are followed.
		3.1.3	Create safe and accessible pedestrian facilities through regular inspection and maintenance.
		3.1.4	Develop an on-going city-wide maintenance strategy for pedestrian facilities.
		3.1.5	Increase the number of multimodal trips that include traveling as a pedestrian for at least one trip segment by improving and simplifying connections and transfers.
	3.2 Establish benchmarks measurements and monitor the effectiveness of the Transportation Master Plan on a biannual basis.	3.2.1	Monitor the implementation progress of the Transportation Master Plan. (see Appendix C Bicycle Implementation Strategies 3.2.1)
		3.2.2	Monitor pedestrian collision data with the goal of reducing pedestrian-related collisions.
		3.2.3	Produce a regular report card tracking walking trends in Tacoma including percent of the system that has been completed, funds invested, identification of ongoing problems, public feelings of safety, status of reaching Health and Safety goals, and educational outreach efforts.

		3.2.4	Track citywide implementation of improved and increased walkway and ADA accessible features, and amenities with supervision of the Transportation Commission and Bicycle & Pedestrian Technical Advisory Group.
	3.3 Apply high-quality engineering and design to pedestrian physical infrastructure.	3.3.1	Design all pedestrian facilities to meet or exceed the latest federal, state, and local standards so that there is universal access for all users of the system.
		3.3.2	Install signal prioritization for pedestrian users in appropriate locations.
		3.3.3	Ensure that all new facilities are ADA-compliant to provide access for pedestrians of all abilities.
		3.3.4	Prioritize the completion of proposed shared-use paths that maximize access to key recreational and transportation destinations in order to encourage recreational and commute trips. (see Appendix C Bicycle Implementation Strategies 3.3.5)
4. Environmental and Fiscal Stewardship	4.1 Establish Vehicle Miles Traveled Goal	4.1.1	Work with the City's Commute Trip Reduction Coordinator, Puget Sound Clean Air Agency, Puget Sound Regional Council, or other relevant agencies to set biannual per-capita vehicle-miles-traveled goals that will encourage residents to drive less. (see Appendix C Bicycle Implementation Strategies 4.1.1)
	4.2 Pursue a dedicated source of funding to implement the expansion and enhancement of walkways and bikeways in Tacoma. Supplement dedicated funds with other funding sources.	4.2.1	Prioritize funding and construction of active transportation facilities in recognition of the livability, environmental, and health benefits these forms of mobility provide. (see Appendix C Bicycle Implementation Strategies 4.2.1)
		4.2.2	Pursue state, regional, and federal grant funding for shared-use paths and other active transportation facilities. (see Appendix C Bicycle Implementation Strategies 4.2.2)
		4.2.3	Work with the Transportation Commission, Bicycle & Pedestrian Technical Advisory Group, advocates, and elected officials to identify and pursue multiple strategies to increase funding for green transportation. (see Appendix C Bicycle Implementation Strategies 4.2.3)
		4.2.4	Dedicate a percentage of the City's overall transportation budget to active transportation projects. (see Appendix C Bicycle Implementation Strategies 4.2.4)
		4.2.5	Leverage investments made in road improvement projects by installing improved pedestrian projects simultaneously regardless of the priority previously placed upon the pedestrian facilities.
		4.2.6	Pursue establishment of a new dedicated source of funding for active transportation improvements, such as a portion of an additional locally determined vehicle tab tax, impact fees, street utility tax, and levy lid lift. (see Appendix C Bicycle Implementation Strategies 4.2.6)
	4.3 Encourage and improve the appeal of modes of transportation with negligible carbon emissions, such as walking, biking, and use of assistive devices, thereby reducing the miles traveled by single occupancy vehicles.	4.3.1	Support Tacoma's Climate Action Plan by developing a comprehensive pedestrian network. Assist in realizing the goal of reducing Tacoma's greenhouse gas emission levels to 40 percent below 1990 levels by 2020, and 80 percent below 1990 levels by 2050.

5. Transportation Demand Management	5.1 Increase the public's awareness and usage of the bicycle and pedestrian network in Tacoma through targeted education and encouragement programs	5.1.1	Educate the general public on walking safety issues and encourage active transportation with programs that target pedestrians, bicyclists and motorists.
		5.1.2	Educate the general public about linking trips (trip-chaining) to reduce the number of trips taken per day. (see Appendix C Bicycle Implementation Strategies 5.1.1)
		5.1.3	Encourage active transportation through City-sponsored events and activities..
		5.1.4	Educate school children on safe pedestrian behavior.
		5.1.5	Educate the general public on pedestrian laws and regulations via the City's website and other education programs.
		5.1.6	Educate drivers (transit drivers, delivery drivers, etc.) on pedestrian rights and safe motoring behavior around pedestrians. Provide appropriate materials to pedestrians, motorists, and cyclists convicted of specified violations.
		5.1.7	Establish Safe Routes to School Programs in collaboration with Tacoma schools. Apply for Safe Routes to Schools grants through the Washington Department of Transportation. (see Appendix C Bicycle Implementation Strategies 5.1.7)
		5.1.8	Educate pedestrians on proper and safe behavior for walking via the City's website and other education programs.
		5.1.9	Improve the general public's awareness of the transportation needs and requirements of people with a variety of mobility and sensory disabilities via the City's website and other education programs. (see Appendix C Bicycle Implementation Strategies 5.1.9)
	5.2 Provide and encourage amenities that support active transportation.	5.2.1	Give incentives for locker rooms, and shower facilities for all major office building construction and remodeling projects in the downtown core. (see Appendix C Bicycle Implementation Strategies 5.2.1)
		5.2.2	Install wayfinding signage in proximity to pedestrian facilities and destinations.
5.2.3		Install benches, accessible parking and other support infrastructure at destinations citywide, including transit stations, retail area, parks, public facilities, and other high-traffic areas	
6. Land Use and Transportation	6.1 Prioritize infrastructure improvements that connect residential areas to local retailing, business, and community services, so residents can access more of the services they need close to home by walking, biking, and use of assistive devices	6.1.1	Coordinate with local business associations, Tacoma-Pierce County Chamber of Commerce, neighborhood groups and other active associations to encourage and support local retail and services for residents. (see Appendix C Bicycle Implementation Strategies 6.1.1)
		6.1.2	Encourage and support the development of "20-minute neighborhoods" where goods and services can be obtained within short distances via active transportation modes, thereby reducing the need for automobile trips.
		6.1.3	Identify opportunities to encourage and support the development and re-development of businesses and urban spaces in Tacoma into pedestrian-accessible commercial nodes.

		6.1.4	Ensure that pedestrian facilities connect residential areas to goods and services that are often needed on a daily basis.
	6.2 Plan new development and redevelopment in ways that create street connectivity and access for active transportation users	6.2.1	Provide height bonuses and other incentives to developments that promote walkability and that provide amenities such as weather protection, seating, and improve pedestrian connectivity.
		6.2.2	Support changing parking policies to prioritize on-street parking only where needed to support local business while recognizing the need to provide accessible parking. (see Appendix C Bicycle Implementation Strategies 6.2.1)
		6.2.3	Conduct regular reviews of the Municipal Code sections that pertain to the rules of the road and to new development to identify changes that would facilitate better walking conditions.
		6.2.4	Enhance mobility in existing cul-de-sac development with shared-use paths for through access for pedestrians to adjacent street corridors.

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II-6.

Open Space Corridors Project:
Phase 1 – Biodiversity Areas/Corridors



2018 AMENDMENT

**Exhibit 6:
Open Space Corridors
Phase 1**

TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE

Exhibit 6: Open Space Corridors – Phase 1

Planning Commission Recommendation: Adopt as Proposed.

(This proposal would amend TMC 13.11, 13.04, 13.05 and Title 9 to create standards for Biodiversity Areas/Corridors to ensure no net loss of critical area functions and to ensure reasonable use of property.)

Notes:
These amendments show all of the changes to existing Land Use regulations.
The sections included are only those portions of the code that are associated with these amendments.
New text is underlined and text that has been deleted is shown as ~~strikethrough~~.

TITLE 9 PUBLIC WAYS

Chapter 9.02

TREES AND SHRUBS – PLANTING

9.19.020 Conformance with surrounding property.

All trees and shrubs hereafter planted in any parking strip or other public place in any residential area in the City of Tacoma shall generally conform as to species, types, and location of any trees or shrubs adjacent to the property to be planted.

9.19.030 Types of trees prohibited.

It shall be unlawful to plant in any parking strip or ~~public place~~ improved right-of-way in any residential area of the City of Tacoma any of the following trees: Poplar, Willow, Cottonwood, Fruit Trees (except ornamental types), Nut Trees, Mountain Ash, Oregon or Big Leaf Maple or any other type or species of tree having any growth characteristic similar to those set forth above.

9.19.040 Types of trees permitted.

~~The following named trees~~ species shall be permitted in the parking strips or ~~public places~~ improved rights-of-way of any residential area per the direction of the City of Tacoma’s Urban Forest Manual or other City-approved tree list. ~~:-Acer monspessulanum (‘Montpelier maple’), Acer platanoides “Cleveland” (‘Pyramidal Norway maple’), Acer pseudoplatanus (‘planetree or sycamore maple’), Betula alba (‘European white birch’), Carpinus betulus fastigiata (‘upright European hornbeam’), Ginkgo biloba (‘Japanese maidenhair tree’), Gleditsia triacanthoe inermis (‘thornless honey locust’), Liquidambar styraciflua (‘American sweet gum’), Liriodendron tulipifera (‘tulip tree’), Ostrya virginiana (‘American~~

hophornbeam'), *Platanus acerifolia* ('sycamore London plane'), *Quercus borealis* ('northern red oak'), *Tilia cordata* ('litttleleaf European, linden'), *Ulmus americana columnaris* ('American ascending elm'), *Ulmus carpinifolia* "Buisman" ('buisman elm'), *Acer campestre* ('hedge maple'), *Acer davidi* ('David's maple'), *Aesculus carnea* ('red horsechestnut'), *Carpinus caroliniana* ('American hornbeam'), *Crataegus oxyacantha pauli* ('Paul's scarlet hawthorn'), *Crataegus phaenopyrum* ('Washington thorn'), *Magnolia kobus* ('Kobus magnolia'), *Malus apectabilis riversi* ('rivers crabapple'), *Malus icensis piena* ('Bechtel crab'), *Quercus coccines* ('scarlet oak'), *Quercus palustric* ('pin oak'), *Prunus Vesuvius* or *Thundercloud* ('purpleleaf plum'), *Prunus serrulata Shiro fugen* ('flowering cherry'), *Prunus serrulata Kwanzan* ('Kwanzan flowering cherry'), *Prunus sargentii* ('Sargen's cherry').

9.19.050 Industrial and commercial areas.

It shall be unlawful for any person, firm or corporation to erect or maintain any shrub, plant, structure or container of any type or nature whatsoever for the purpose of beautifying any street or sidewalk upon, over, along or across any street or sidewalk in a business, industrial or commercial area, as defined in Title 13 of this Code, except when authorized by a public street beautification permit issued pursuant to a proper application, and subject to the terms and regulations of this chapter.

Chapter 13.04
PLATTING AND SUBDIVISIONS

13.04.310 Subdivisions and Critical Areas.

The subdivision and short subdivision of land in Critical Areas wetlands, streams, FWHCAs, and associated buffers/management areas/geo-setbacks is subject to ~~the following, and~~ Chapter 13.11, ~~280260~~ and the following:

- A. Land that is located partially within a Critical Area wetland or its buffer/management area/geo-setback may be subdivided provided that an accessible and contiguous portion of each new lot is located outside the Critical Area wetland and its buffer/management area/geo-setback.
- B. Access roads and utilities serving the proposed subdivision may be permitted within the Critical Area wetland and associated buffers/management areas/geo-setbacks only if the Director determines that no other feasible alternative exists, and the project is consistent with the remaining provisions of this chapter.
- C. A protection covenant such as a Conservation Easement shall be recorded with the Pierce County Assessor's Office for wetland, stream or natural area tracts that are created as part of the permitting process.

Chapter 13.05
LAND USE PERMIT PROCEDURES

13.05.010 Application requirements for land use permits.

E. Notice of Complete or Incomplete Application.

3. If the application is determined to be incomplete, and/or additional information is requested, within 14 days after an applicant has submitted the requested additional information, the Department shall notify the applicant whether the information submitted adequately responds to the notice of incomplete application, thereby making the application complete, or what additional information is still necessary.

4. An application is complete for purposes of this section when it meets the submission requirements of the Department as outlined in Section 13.05.010.C and TMC Section ~~13.11.250~~ 13.11.230 for projects that may affect Critical Areas ~~wetlands, streams,~~ or their regulated buffers/management areas/geo-setbacks, even though additional information may be required or project modifications may be made later. The determination of a complete application shall not preclude the Department from requesting additional information or studies, either at the time of the notice of complete application or subsequently if new information is required or substantial changes in the proposed action occur, or should it be discovered that the applicant omitted, or failed to disclose, pertinent information.

F. Inactive Applications. If an applicant fails to submit information identified in the notice of incomplete application or a request for additional information within 120 days from the Department's mailing date, or does not communicate the need for additional time to submit information, the Department may consider the application inactive and, after notification to the applicant, may close out the file and refund a proportionate amount of the fees collected with the application.

13.05.030 Director Decision Making Authority.

A. Authority. The Director shall have the authority to act upon the following matters:

5. Applications for preliminary and final plats as outlined in Chapter 13.04, Platting;

6. Applications for Critical Area ~~Wetland/Stream/FWHCA~~ Development Permits, ~~Wetland/Stream/FWHCA~~ Verifications, and ~~Wetland/Stream/FWHCA~~ Minor Development Permits as outlined in Chapter 13.11;

7. Applications for Shoreline Management Substantial Development Permits/conditional use/ variances as outlined in Chapter 13.10;

13.05.040 Decision of the Director.

9. Construction of, or other provisions for, public facilities and utilities. In regard to the conditions requiring the dedication of land or granting of easements for public use and the actual construction of or other provisions for public facilities and utilities, the Director shall find that the problem to be remedied by the condition arises, in whole or significant part, from the development under consideration, the condition is reasonable, and is for a legitimate public purpose.

10. ~~Wetland/stream/FWHCA~~ Critical Area development permits, ~~wetland/stream/FWHCA~~ minor development permits, and ~~wetland/stream/FWHCA~~ verifications shall be subject to TMC Chapter 13.11.

Refer to Section 13.05.100 and TMC Chapter 13.11 for procedures to enforce permit decisions and conditions.

13.05.050 Appeals of administrative decisions.

A. Purpose. The purpose of this section is to cross-reference the procedures for appealing administrative decisions on land use proposals.

B. Applicability. The provisions of this section shall apply to any order, requirement, permit, decision, or determination on land use proposals made by the Director. These may include, but are not limited to, variances, short plat, wetland/stream development, site approval, and conditional use permits, modifications to permits, interpretations of land use regulatory codes, and decisions for the imposition of fines. Appeals of shoreline permit decisions shall be subject to the appeals process in the Shoreline Master Program and TMC Chapter 13.10. These provisions also do not apply to ~~exemptions~~ [activities that are allowed with staff review](#) under TMC Chapter 13.11.

C. Appeal to the Hearing Examiner. The Hearing Examiner shall have the authority to hear and decide appeals from any final written order, requirement, permit, decision, or determination on land use proposals, except for appeals of decisions identified in Chapter 13.04. The Hearing Examiner shall consider the appeal in accordance with procedures set forth in Chapter 1.23 and the Hearing Examiner's rules of procedure.

13.05.095 Development Regulation Agreements.

D. Review criteria. The City Manager, and such designee or designees as may be appointed for the purpose, shall negotiate acceptable terms and conditions of the proposed Development Regulation Agreement based on the following criteria:

7. Provisions are sufficient to assure requirements of parks and open space preservation.

8. Best available science and best management practices shall be used to address critical areas within the property covered by a Development Regulation Agreement adopted pursuant to this section. Review of a development activity's critical area impacts ~~that go beyond those exempted activities identified in Section 13.11.140 TMC~~ shall occur during the Development Regulation Agreement review process, and a separate critical areas permit is not required. Any Development Regulation Agreement approval(s) shall, to the maximum extent feasible, avoid potential impacts to critical areas, and any unavoidable impacts to critical areas shall be fully mitigated, either on- or off-site.

9. Interim uses and phasing of development and construction is appropriately provided. In the case of an interim use of a property or portion of a property, deferments or departures from development regulations may be allowed without providing a demonstrated benefit to the City; provided, that any departures or deferments to the Code requested for a final use of the property shall comply with criterion No. 10 below. The agreement shall clearly state the conditions under which the interim use shall be converted to a permanent use within a stated time period and the penalties for noncompliance if the interim use is not converted to the permanent use in the stated period of time.

Chapter 13.11
CRITICAL AREAS PRESERVATION

Sections:

- 13.11.100 General Provisions.
- 13.11.110 Purpose.
- 13.11.120 Intent.
- 13.11.130 Scope and Applicability.
- 13.11.140 Regulated Uses/Activities.
- 13.11.145 Pre-existing Uses/Structures.
- 13.11.150 *Repealed.*
- 13.11.160 Abrogation and Greater Restrictions.
- 13.11.170 Severability.
- 13.11.180 Critical Area Designation and SEPA.
- 13.11.190 Review Process.
- 13.11.200 Allowed Activities.
- 13.11.210 Activities Allowed with Staff Review.
- 13.11.220 Application Types.
- 13.11.230 Application Submittal Requirements.
- 13.11.240 Legal Test(s).
- 13.11.250 General Standards.
- 13.11.260 Residential Density Credits.
- 13.11.270 General Mitigation Requirements.
- 13.11.280 Conditions, Notice on Title, and Appeals.
- 13.11.290 Sureties.
- 13.11.300 Wetlands.**
- 13.11.310 Wetland Classification.
- 13.11.320 Wetland Buffers.
- 13.11.330 Wetland Buffer Modifications.
- 13.11.340 Wetland Mitigation Requirements.
- 13.11.350 *Repealed.*
- 13.11.360 *Repealed.*
- 13.11.400 Streams and Riparian Habitats.
- 13.11.410 Stream Classification.
- 13.11.420 Stream Buffers.
- 13.11.430 Stream Buffer Modifications.
- 13.11.440 Stream Standards.
- 13.11.450 Stream Mitigation Requirements.
- 13.11.500 Fish and Wildlife Habitat Conservation Areas (FWHCAs).
- 13.11.510 Classification.
- 13.11.520 Standards.
- 13.11.530 *Repealed.*
- 13.11.540 *Repealed.*
- 13.11.550 ~~FWHCA's Mitigation Requirements.~~ [Modification](#)
- 13.11.560 ~~FWHCA's Management Areas.~~ [Biodiversity Area and Corridor Mitigation](#)
- 13.11.580 *Repealed.*
- 13.11.600 Flood Hazard Areas.
- 13.11.610 Classification.
- 13.11.620 Standards.
- 13.11.640 General Development Standards.
- 13.11.700 Geologically Hazardous Areas.
- 13.11.710 Designation.
- [13.11.720 Applicability](#)
- 13.11.730~~20~~ Classification.
- 13.11.740~~30~~ General Development Standards.
- 13.11.800 Aquifer Recharge Areas.
- 13.11.810 Classification.
- 13.11.820 Standards.

13.11.900 Definitions.

13.11.120 Intent.

A. Critical areas include critical aquifer recharge areas, fish and wildlife habitat conservation areas (FWHCAs), flood hazard areas, geologically hazardous areas, stream corridors, and wetlands. These critical areas serve many important ecological functions. Many of the critical areas in Tacoma have been lost or degraded through past development. Tacoma, as an urban growth area, is experiencing increasing growth and its land resource is diminishing. This increasing growth and diminishing land resource is creating pressure for the development of critical areas. New construction technology is also creating pressure on these sites by making development feasible on sites where it was formerly impractical to build.

B. Because of the ecological benefits of critical areas, their past destruction, and the increasing pressure to develop them, the intent of this chapter is to ensure that the City's remaining critical areas are preserved and protected and that activities in or adjacent to these areas are managed. The preservation standards are provisions designed to protect critical areas from degradation. These criteria and standards will secure the public health, safety, and welfare by:

1. Protecting members of the public and public resources and facilities from injury, loss of life, or property damage due to landslides and steep slope failures, erosion, seismic events, volcanic eruptions, flooding or similar events;
2. Maintaining healthy, functioning ecosystems through the protection of ground and surface waters, wetlands, and fish and wildlife and their habitats, and to conserve biodiversity of plant and animal species;
3. Preventing cumulative adverse impacts to ~~water quality, streams, FWHCAs, and wetlands~~ [Critical Areas](#) including the prevention of net loss of wetlands.
4. Providing open space and aesthetic value;
5. Providing migratory pathways for fish and ~~birds~~ [wildlife](#);
6. Giving special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries;
7. Providing unique urban wilds that serve as natural laboratories for schools and the general public;
8. Avoiding public expenditures to correct damaged or degraded critical ecosystems;
9. Alerting appraisers, assessors, owners, potential buyers, or lessees to the potential presence of a critical ecosystem and possible development limitations; and
10. Providing City officials with information, direction, and authority to protect ecosystems when evaluating development proposals.

13.11.130 Scope and Applicability.

A. The provisions of this chapter apply to all lands and waters, all land uses and development activities, and all structures and facilities in the City, whether or not a permit or authorization is required, and shall apply to every person, firm, partnership, corporation, group, governmental agency, or other entity that owns, leases, or administers land within the City. This chapter applies to all critical areas outside of the Shoreline District. This chapter specifically applies to any activity which would destroy vegetation; result in a significant change in critical habitat, water temperature, physical, or chemical characteristics; or alter natural contours and/or substantially alter existing patterns of tidal, sediment, or storm water flow on any land which meets the classification standards for any critical area defined herein. ~~Such activities include excavation, grading, filling, the removal of vegetation, and the construction, exterior alteration, or enlargement of any building or structure.~~ In addition, this chapter applies to all public or private actions, permits, and approvals in or adjacent to a critical area and its buffer, [management area or geo-setback including, but not limited to, the following:](#)

- [1. Building permits;](#)
- [2. Clearing and grading permits;](#)
- [3. Forest practices permits;](#)
- [4. Land Use permits;](#)
- [5. Subdivision and short subdivisions;](#)
- [6. Binding site plans;](#)

[7. Zoning amendments;](#)

[8. Creation of tax parcels. See TMC 13.06.602.A.1 or as amended-](#)

13.11.140 Regulated Uses/Activities.

Pursuant to the requirements of this chapter, a site review or permit shall be obtained prior to undertaking any of the following activities ~~within~~ [in or adjacent to](#) Critical Areas ~~or~~[and](#) their associated buffer, [geo-setback, or](#) management area, unless otherwise covered under Sections 13.11.200 and 13.11.210.

A. Filling, placing, or dumping any soil, loam, peat, sand, gravel, rock, chemical substance, refuse, trash, rubbish, debris, or dredge material;

13.11.145 Pre-existing Uses/Structures.

A. An established use or existing structure that was lawfully permitted prior to adoption of this chapter, but which is not in compliance with this chapter, may continue subject to the provisions of Tacoma Municipal Code (TMC) Chapter 13.11 Critical Areas Preservation and Section 13.06.630.

B. Except as otherwise required by law, a legal pre-existing use or structure may continue unchanged; or modified only where the use or structure becomes less non-conforming, and where the modification will increase the buffer, and increase the functions of the critical area.

C. All modifications for pre-existing [uses/structures](#), ~~other than trails~~, shall conform to the current code provision to the maximum extent possible as determined by the Director of Planning and Development Services.

13.11.190 Review Process.

A. The Review Process is used to determine whether a critical area, ~~or critical area~~ buffer, [management area, or geo-setback](#) is present on or adjacent to a proposal, and whether additional review or permitting is required.

Critical areas [may](#) be located through the use of information from the United States Department of Agriculture Natural Resource Conservation Service, the United States Geological Survey, the Washington Department of Ecology, the Coastal Zone Atlas, the Washington Department of Fish and Wildlife stream maps and Priority Habitat and Species maps, Washington DNR Aquatic Lands maps [and geologic mapping](#), the National Wetlands Inventory maps, Tacoma topography maps, the City's Generalized Wetland and Critical Areas Inventory maps, and Pierce County Assessor's maps to establish general locations and/or verify the location of any [critical area on wetland, or stream, or FWHCA](#) site. The City's Generalized Wetland and Critical Area Inventory maps and other above-listed sources are only guidelines available for reference. [The City maps are not exhaustive, and other areas meeting the definition or intent will be included.](#) The actual location of critical areas must be determined on a site-by-site basis according to the classification criteria.

The City may utilize information from any source referred to above or available in order to establish general locations and/or to verify the location of any ~~critical area wetland, stream or FWHCA.~~

B. Site Review. In order to assist customers with potential proposals, City staff will provide an initial site review based on existing information, maps and a potential site visit to identify potential ~~wetlands, streams~~ [critical areas](#), and their associated buffers/[geo-setbacks or management areas](#) within 300 feet. ~~FWHCAs and their management areas will also be identified. The review area may be expanded where priority species or habitat are present.~~ Site reviews are completed on a case by case basis and may require the applicant to submit a [critical area assessment. that may include: wetland delineation, wetland categorization, stream type and Ordinary High Water Mark location, hydrology reports, and priority fish and wildlife species and habitat presence information from WDFW or the City.](#)

Following the site visit and Review Process, a project may proceed without further critical area permitting if the applicant can demonstrate the following:

1. There are no adverse impacts to the critical area or buffer, geo-setback, or management area, and
2. Structures and alterations improvements are all located outside the critical area and beyond the required buffers or management areas, and
3. Existing hydrology will be maintained to support critical areas, and
4. The proposed use or activity is consistent with WDFW priority species management recommendations.

C. In conjunction with the site review process, the Director of Planning and Development Services (the “Director”; see 13.11.900 D., below) may require additional information on the physical, biological, and anthropogenic features that contribute to the existing ecological conditions and functions to determine whether a formal wetland/stream/FWHCA-critical area development permit is required.

D. Review, Assessment and Permit Requirements.

1. Review of development activities within the jurisdiction of the Shoreline Management Act, including Puget Sound, Wapato Lake, or any stream where the mean annual flow is 20 cubic feet per second or greater are regulated under provisions of TMC 13.10 and the Tacoma Shoreline Master Program. Upon adoption of the new Shoreline Master Program on October 15, 2013, all code excerpts referring to the regulation of critical areas within the shoreline will no longer be valid and those critical areas shall be regulated under the new shoreline code TMC 13.10.

2. Review of development activities outside the jurisdiction of the Shoreline Management Act.

a. Regulated Development activities that require a land use or building/site development clearing or grading permit do not require a separate Critical Areas permit to review for potential impacts to a FWHCA Management Area, Geologically Hazardous Area or Flood Hazard Area provided:

(1) There are no other critical areas, such as a wetlands, streams, or Biodiversity Areas/Corridors, or their associated buffers found on the site that would require a permit under this chapter, and Identification of FWHCA’s and their Management Area, Geologically Hazardous Area and/or Flood Hazard Area are conducted according to 13.11.190 and none are found that would affect the development site, or

(2) If a FWHCA or FWHCA Management Area is found on the project site the applicant complies with applicable WDFW species management recommendation or with an approved Habitat Management Plan (HMP) submitted by the applicant.

(3) If a Geologically Hazardous Area is found on the project site the applicant complies with applicable prescriptive requirements and minimum standards of TMC 13.11.700 and follows the recommendations of their geotechnical expert, or

(4) If a Flood Hazard Area is found on the project site the applicant complies with the applicable prescriptive requirements and minimum standards contained within TMC 13.11.600.

b. Regulated Development activities that do not require a land use or building/site development permit may require a separate FWHCA-Critical Area review and/or permit under this Chapter.

c. Per TMC 13.11.160, where multiple critical areas are present the project shall meet the minimum standards and requirements for each critical area including requirements for permitting. A separate critical area permit wetland/stream permit may be required when wetlands, streams or their associated buffers are found on the development site may be required when impacts cannot be avoided or the project cannot meet the standards of this chapter.

13.11.200 Allowed Activities.

A. Purpose. The purpose of this section is to allow certain activities that are unlikely to result in critical area impacts. The activities must comply with the protective standards of this chapter and provisions of other local, state, and federal laws. All activities shall use reasonable methods to avoid and minimize impacts. Any incidental damage to, or alteration of, a critical area, geo-setback, management area or buffer, shall be restored or replaced at the responsible party’s expense.

B. The following activities may occur without City review or approval in compliance with the purpose stated above.

1. The maintenance and repair of legally existing utilities, roads, structures, or facilities used in the service of the public provided such work does not expand the footprint of the facility or right-of-way or alter any regulated critical area or buffer. Activities must be in compliance with the current City Stormwater Management Manual and Regional Road Maintenance Manual and provide all known and reasonable protection methods for the critical area.

2. The maintenance and repair of legally existing roads, structures, or facilities used in the service of the public to provide stormwater services may occur provided such work is in compliance with the current City Stormwater Management Manual and Regional Road Maintenance Manual and provides all known and reasonable protection methods for the critical area, and does not expand further into the critical area.

3. Holding basins and detention ponds that are part of the municipalities stormwater system are exempt from the permit provisions of this chapter when such holding basin or detention pond is controlled by an engineered outlet.

4. Maintenance of legally existing structures, accessways, trails, promenades, stairways, parking lots, and landscaping provided such work does not expand the foot print of the structure or right-of-way and does not alter any regulated critical area or buffer.

5. Passive recreational activities, educational activities and scientific research including, but not limited to, fishing, bird watching, walking or hiking and non-motorized boating.

6. The following can be removed by hand or hand-held light equipment provided that appropriate methods are used to protect native vegetation. Removal methods may be found in the Green Tacoma Partnership Habitat Steward Field Guide.

a. English Ivy may be removed from plants on which is adhered or rolled up off the ground provided ground disturbance is minimal and does not cause erosion.

b. Regulated noxious weeds as listed on the Pierce County noxious weed list that are required to be eradicated (Class A and Class B) as specified by the Pierce County Noxious Weed Board.

c. Invasive species removal in a critical area or buffer when the total area is 1,000 square feet or less and slopes are less than ~~15~~ 25%.

d. Refuse and debris.

7. Native vegetation planting in a critical area buffer or Biodiversity Area/Corridor when the total area is 1,000 square feet or less, slopes are less than ~~15~~ 25% and a City approved planting plan is utilized.

8. The following voluntary actions can be conducted by hand or with light equipment by Public Agencies with expertise in critical area restoration and enhancement:

a. Native planting and invasive species removal in a critical area or buffer when the total area is 5,000 square feet or less and slopes are less than 15%.

b. Native planting and invasive species removal in a critical area or buffer when the total area is 2,000 square feet or less and slopes are between 15% and 25%.

~~8.9.~~ On-site response, removal or remedial action undertaken pursuant to the Federal Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), or remedial actions undertaken pursuant to a state Model Toxics Control Act (MTCA) order, agreed order or consent decree, or a Department of Homeland Security order that preempt local regulations in the findings of the order. Any subsequent use or redevelopment of the property may be eligible for modification of requirements in this chapter when they are in conflict with the order, such as re-vegetation that would disturb a protective cap placed to contain contaminated soils.

13.11.210 Activities Allowed with Staff Review.

A. Purpose. The purpose of this section is to allow City staff review to determine whether potential impacts to a critical area, ~~or~~ buffer, management area, or geo-setback may occur, without requiring a critical area permit. The staff review will ensure the activity meets the specific criteria below.

B. The following activities require review by City staff. Review and authorization may occur over-the-counter or staff may issue a letter of approval with conditions. Additional information and studies may be requested. Activities must comply with the protective standards of this chapter and provisions of other local, state, and federal laws. Any incidental damage to, or alteration of, a critical area shall be restored or replaced at the responsible party's expense.

1. Emergencies. Those activities necessary to prevent an immediate threat to public health, safety, or welfare or pose an immediate risk of damage to private property and that require remedial or preventative action in a timeframe too short to allow for normal processing. Emergency actions that create an impact to a critical area or its buffer shall use best management practices to address the emergency and, in addition, the action must have the least possible impact to the critical area or its buffer.

The person or agency undertaking such action shall notify the City within one (1) working day following the commencement of the emergency activity. The City shall determine if the action taken was within the scope of an emergency action and

following that determination, may require the action to be processed in accordance with all provisions of this chapter including the application of appropriate permits within thirty (30) days of the impact. The emergency exemption may be rescinded at any time upon the determination by the City that the action was not, or is no longer necessary.

After the emergency, the person or agency undertaking the action shall fully fund and conduct necessary mitigative actions including, but not limited to, restoration and rehabilitation or other appropriate mitigation for any impacts to the critical area and buffers resulting from the emergency action in accordance with an approved mitigation plan. All mitigation activities must take place within one (1) year following the emergency action and impact to the critical area, or within a timeframe approved by the City and reflected within an approved schedule. Monitoring will be required as specified in the General Mitigation Requirements (Section 13.11.270).

2. Maintenance and repair of legally existing utilities, roads, structures, or facilities used in the service of the public may occur following review where alteration of the critical area or buffer is unavoidable. All activities must be in compliance with the current City Stormwater Management Manual and Regional Road Maintenance Manual and provide all known and reasonable protection methods for the critical area and shall not expand further into the critical area.

3. Isolated Category III or Category IV wetlands, which have been classified and identified as having a total cumulative area of less than 1,000 square feet, regardless of property lines are exempt from the provision of this Chapter provided they:

- a. Are of low habitat function (less than 20 points in the Washington Wetlands Rating System for Western Washington).
- b. Are hydrologically isolated and are not part of a mosaic wetland system.
- c. Are not associated with a Shoreline of the ~~state or wetland~~ state, or a wetland that is part of a riparian habitat area, or Designated Biodiversity Area/Corridor, and
- d. Are not critical habitat to local populations of priority species.

4. Geotechnical investigation activities may be performed, provided that an access plan, protection measures, best management practices, and restoration are utilized to protect and maintain the critical area where possible. These items must be included with the application.

5. Reconstruction or exterior remodeling, of existing structures and accessory structures provided that disturbance of native vegetation is kept to a minimum and any vegetation that is disturbed shall be replaced. This shall not apply to reconstruction which is proposed as a result of structural damage associated with a critical area, such as slope failure in a landslide hazard area or flooding in a flood hazard area.

6. One-time expansion of existing structures and accessory structures, provided that expansion of the developed footprint within the critical area or buffer does not increase by more than 25 percent and that the new construction or related use extends away from the critical area; keeps disturbance of native vegetation to a minimum; and replaces native vegetation that may be disturbed. This expansion may also occur in a direction parallel to the critical area if the expansion takes place upon existing impervious surfaces. A Notice on Title must be recorded to be eligible for staff review and approval.

7. Maintenance and repair of existing retaining walls and bioengineered stabilization measures designed to protect property from erosion.

8. Interrupted wetland, stream, ~~and~~ FWHCA or buffers.

a. Where a legally established, pre-existing use of the critical area or buffer exists, those proposed activities that are within the critical area or buffer but are separated from the remaining critical area by a permanent substantial improvement, or are located in an existing permanent substantial improvement, ~~which serves to eliminate or greatly reduce the impact of the proposed activity upon the critical area~~ may be allowed provided that the detrimental impact to the critical area does not increase. The permanent substantial improvement must serve to eliminate or greatly reduce the impact of the proposed activity upon the critical area. However, if the impacts do increase, the City shall determine if additional buffer may be required along the impact area of the interruption. Substantial improvements may include developed public infrastructure (roads, railroads, dikes, and levees) and buildings. Substantial improvements may not include paved trails, sidewalks, parking areas, or bulkheads. Review ~~of an interrupted buffer~~ may require a functional analysis report for the type of critical area buffer that is affected. In determining whether a functional analysis is necessary, the City shall consider the hydrologic, geologic, and/or biological habitat connection potential and the extent and permanence of the interruption.

b. Where a legally established, pre-existing structure or use is located within a regulated ~~wetland or stream~~ biodiversity area/corridor or buffer ~~area~~ and where the ~~regulated buffer area~~ is fully paved and does not conform to the interrupted ~~buffer~~ provision above, the biodiversity area/corridor or buffer will end at the edge of pavement, ~~adjacent to the wetland or stream.~~

9. Construction of pedestrian trails within the buffer of a Critical Area or within a Biodiversity Area/Corridor is permitted, subject to the following criteria:

- a. The trail is constructed of pervious material such as bark chip or equivalent.
 - b. The trail does not cross or alter any regulated drainage features or waters of the state.
 - c. The trail shall be located within the outer quarter (1/4) edge of the buffer, where possible, with the exception for limited viewing platforms.
 - d. The trail system discourages pedestrians from using informal trails that are not part of the designated trail system.
 - e. The trail is designed to avoid human disturbance to priority species and priority habitat. Trails constructed in Biodiversity Areas/Corridors shall avoid the most sensitive areas and species and must maintain a contiguous and unfragmented corridor for wildlife movement. Expansion of existing trail systems must demonstrate that the expansion will not result in additional disruption of wildlife movement and will avoid the most sensitive areas and species.
 - f. Low impact trails shall not be later widened or upgraded to impervious trails that encourage activities with greater impacts without additional review and required permitting.
 - g. Informational signs are required at trail heads, at a minimum, and are subject to City approval.
10. Voluntary enhancement or restoration of a critical area or buffer that exceeds the provisions above in 13.11.200.B.56, 7 or 89 may be allowed if the activity meets the requirements of this section..

a. Individual projects

- (1) Enhancement activities shall be limited to planting native vegetation, controlling noxious and invasive species and providing minor habitat structures such as nest boxes.
- (2) Activities shall not include grading or water control structures.
- (3) A planting plan containing information on vegetation species, quantities, and general location of planting areas including the identification of wetlands, streams, and their buffers, is required for review.
- (4) Proper erosion control measures are provided.
- (5) If equipment, other than hand-held equipment is utilized, list the type of equipment, methods and best management practices to prevent unnecessary impacts.

b. Community Projects

Multi-party projects ~~within designated Open Space Corridors, or adjacent vegetated areas that form expanded corridors~~ are encouraged. These projects shall not include new destination facilities or high-intensity recreation facilities as described in 13.06.560. The applicants may propose a programmatic approach pertaining to multiple sites and on-going restoration and enhancement activities as well as maintenance. A City approved habitat management template or equivalent must be provided that has been reviewed and approved by all property owners. In addition, the project is subject to the following:

- (1) The primary focus is preservation and increase in biological functions through the preservation and improvement of habitat, species diversity and natural features.
- (2) Preserves and connects ~~Open Space Corridor~~critical areas.
- (3) Includes goals, objectives, and measureable performance standards.
- (4) Includes a monitoring plan and contingency plan.
- (5) Trails shall comply with the provisions in Section 13.11.200~~10~~10.B.9.
- (6) Buildings and paved surfaces shall be located outside of wetlands and streams ~~the critical area~~ and their buffers. When located in a Biodiversity Area/Corridor, buildings or paved surfaces must be located in the least sensitive area and must maintain a contiguous and unfragmented corridor for wildlife passage.
- (7) ~~Picnic Tables, benches, and signage are allowed when they are located to avoid and minimize impacts.~~
- (8) A maintenance plan that describes the proper techniques and methods used for on-going maintenance and preservation. The plan should address maintenance of any buildings and improvements such as picnic areas, as well as restoration and enhancement areas.
- (9) The identification of a trained habitat steward who will be responsible for overseeing volunteers, employees, and/or contractors for all aspects of the project.

11. Hazard trees. The removal of hazard trees from the critical area or ~~critical area buffer~~buffer/geo-setback that are posing a threat to public safety, or posing an imminent risk of damage to an existing structure, public or private road or sidewalk, or

other permanent improvement, may be allowed following City staff review, or provided that a report from a certified arborist, landscape architect or professional forester is submitted to the City for review and approval. The report must include an evaluation for tree stabilization potential and removal techniques for the hazard tree and procedures for protecting the surrounding critical area and replacement of native trees. Where possible, the hazard tree shall be left as a standing snag and the cut portions shall be left within the critical area as habitat unless removal is warranted due to fire hazard, disease, or pest control.

12. Tree Pruning. Tree pruning may be allowed provided a report from a certified arborist, landscape architect or professional forester regarding the health of the tree is submitted, and a functional impact analysis from a qualified professional evaluating the functions of the critical area as a result of the pruning, is also submitted to the City for review and approval. No topping, complete removal or impacts to the health of the tree shall be allowed.

13. Watershed restoration projects that conform to the provisions of RCW 89.08.460 shall be reviewed without fee and approved within 45 days per RCW 89.08.490.

14. Fish habitat enhancement projects that conform to the provision of RCW 77.55.181 shall be reviewed without fee and comments provided as specified in RCW 77.55.181.

15. Demolition of structures.

13.11.220 Application Types.

A. This chapter allows three types of Critical Area applications, which result in the issuance of an administratively appealable decision consistent with Chapter 13.05. After the appeal period expires, the Director's approved decision becomes the official permit. Programmatic Restoration Projects processed under either the Minor Development Permit or the Development Permit may qualify for additional time extensions according to 13.05.070.

B. The three types of permits are as follows:

1. Verification. ~~Wetland Delineation, Stream OHWM, or FWHCA Critical Area~~ Verification. An applicant may request verification of a wetland, or stream, or FWHCA on the subject site or within 300 feet of the subject site without submitting plans for a specific project. A verification request may include presence, a boundary determination through wetland delineation or an Ordinary High Water Mark determination. A verification request may also include the jurisdictional status of a critical area.

2. Minor Development Permit. A Minor Development permit may be issued when an applicant cannot meet the minimum buffer requirements or where the Director determines that the proposal will result in temporary, minor, or de-minimis impacts to the buffer or critical area. The Director will consider the size of the area affected, the sensitivity of the critical area and/or presence of priority species and habitat when determining whether the impact is temporary, minor, or de-minimis. The project must comply with the following:

a. The project will not result in a permanent impact to the critical area that would require compensatory mitigation; and

b. Mitigation is provided to restore the site to pre-development conditions, including the maintenance of pre-development hydrological conditions and vegetation conditions.

c. For buffer modification, the project meets the following:

(1) Buffer averaging as allowed within Sections 13.11.330 and 13.11.430; or

(2) Buffer reduction as allowed within Section 13.11.330.

d. For FWHCA Biodiversity Areas/Corridors, the project meets the following:

(1) The project will meet the minimum standards in Section 13.11.590.B550.E.1.

3. Development Permit. A decision will be issued where, the Director determines that avoidance and minimization have not eliminated all impacts and compensatory mitigation will be required as a result of the proposal.

a. The applicant must meet the requirements of one of three legal tests; No Practicable Alternatives, Public Interest or Reasonable Use, and

b. Demonstrate Mitigation Sequencing, and

c. Provide mitigation as required in accordance with this Chapter.

13.11.230 Application Submittal Requirements.

A. The purpose of information submittal and review is to require a level of study sufficient to protect critical areas and/or the public from hazards. All information submitted shall be reviewed as to its validity and may be rejected as incomplete or incorrect. Additional information or electronic copies of all information may be requested for review and to ensure compliance. In the event of conflicts regarding information submitted, the Director may, at the applicant's expense, obtain expert services to verify information.

B. The following items are required for permit review and approval, where applicable depending upon [the critical area](#), the project and permit type, and as determined necessary by City staff.

1. A Joint Aquatic Resource Permit Application and vicinity map for the project.
2. A surveyed site plan that includes the following:

f. The square footage of the existing critical areas and buffers located on-site and the location and square footage of any impacted areas.

g. Locations of all data collection points used for the field delineation and general location of off-site critical areas and any buffer that extends onto the project site. [Include location and dominant species for significantly vegetated areas and general location for habitat types.](#)

h. The location and square footage of impact areas, mitigation areas and remaining critical areas and buffers, [geo-setbacks or management areas](#); including areas proposed for buffer modification.

3. Critical Area report prepared by a qualified professional as defined in 13.11.900.Q. The analysis shall be commensurate with the sensitivity of the critical area, relative to the scale of potential impacts and consistent with best available science. The report must include the following where appropriate:

a. Delineation, characterization and square footage for critical areas on or within 300 feet of the project area and proposed buffer(s). Delineation and characterization is based on the entire critical area. [The review distance may be expanded for priority species.](#) When a critical area is located or extends off-site and cannot be accessed, estimate off-site conditions using the best available information and appropriate methodologies.

h. Studies of potential flood, erosion, geological or any other hazards on the site and measures to eliminate or reduce the hazard.

[i. An assessment of native vegetation to include habitat types \(i.e. coniferous forest, mixed coniferous-deciduous forest, scrub-shrub, meadow\), species richness, and dominate species. Provide percent cover for ground, shrub, and canopy layers. Describe vertical structure. This can be done using a foliage height diversity index such as MacArthur and MacArthur \(1961\). Include an estimate for non-native species present.](#)

[j. Provide the species and size of trees. At a minimum the average diameter at breast height \(DBH\) for each species and the location of any conifers greater than 30 inches must be provided. Describe the coniferous component as dominant, co-dominant or sub-dominant. A tree survey may be required to identify the location of trees of local significance or tree groves.](#)

[j. Describe habitat elements that are present such as duff layer, cliffs, downed wood, and snags.](#)

[k. For Biodiversity Areas/Corridors provide the overall size of the area including off-site vegetated areas. Provide the average width for corridors.](#)

4. A Compensatory mitigation plan shall be provided for all permanent impacts [to critical areas and their buffers/management areas](#) and will conform to the general mitigation requirements listed under Section 13.11.270 and any specific requirements identified in this chapter for the critical area. The plan shall include the following:

n. An evaluation of potential adverse impacts on adjacent property owners resulting from the proposed mitigation and measures to address such impacts.

5. When the critical area is limited to a Geologically Hazardous Area, the purpose of the information submitted is to obtain a level of study sufficient to protect the public from hazards. The information and proposed mitigation will demonstrate that there is no significant risk to the public health and safety and that any risk that cannot be effectively mitigated is avoided.

~~56.~~ Programmatic Development Permit. In addition to the requirements above an application shall also include a Management Plan for the area using an approved template format or equivalent. The following information shall be included in the document;

- a. Explanation of the voluntary restoration and enhancement components including phasing.
- b. Identification of the qualified habitat steward who will be responsible for overseeing restoration and enhancement activities.
- c. Explanation of training provided to individuals involved in activities to ensure an understanding of how to perform in accordance with the terms of the permit.

13.11.250 General Standards.

A. General permit standards. No regulated activity or use shall be permitted in or adjacent to ~~within~~ a Critical Area or buffer, management area, or /geo-setback without prior approval and without meeting the provisions of this section.

1. The applicant has taken appropriate action to first, avoid adverse impacts, then minimize impacts and finally, compensate or mitigate for unavoidable impacts;
2. The result of the proposed activity is no net loss of Critical Area functions;
3. The existence of plant or wildlife species appearing on the federal or state endangered, sensitive or threatened species list will not be jeopardized;
4. The proposal will not lead to significant degradation of groundwater or surface water quality; and
5. The proposal complies with the remaining standards of this chapter, which include those pertaining to ~~wetland~~ compensation and the provision of bonds.

6. The alteration is the minimum necessary to allow reasonable use.

B. Low-impact uses and activities consistent with critical area buffer/management area/geo-setback ~~the stream or wetland buffer function~~ may be permitted within a buffer/management area/geo-setback that has not been reduced depending upon the sensitivity of ~~wetland-critical area~~ and intensity of activity or use. These may include pedestrian trails, viewing platforms, utility easements and storm water management facilities such as grass-lined swales that are used to sustain existing hydrologic functions of the critical area.

C. Yard Reduction. In order to accommodate for the required buffer zone/geo-setback, the Director may reduce the front and/or rear yard setback requirements on individual lots. The front and/or rear yard shall not be reduced by more than 50 percent. In determining whether or not to allow the yard reduction, the Director shall consider the impacts of the reduction on adjacent land uses.

D. As an incentive, the buffer area between a wetland or stream and regulated activity may be reduced or averaged, not less than ¾ of its standard regulated buffer width, depending upon the intensity of use and the wetland category or stream type, if the wetland or stream and its buffer area are dedicated to the public by deeding the property to the City, with City approval. The Director shall determine whether the dedication is of benefit to the City for protection of natural resources.

~~E. Trail use and construction:~~

~~1. Trails shall be located on or near the outer quarter (¼) edge of the buffer, where possible, with the exception of limited viewing platforms and crossings.~~

~~2. Where possible, trails and associated viewing platforms shall not be made of continuous impervious materials. Natural trails with pervious surfaces such as, but not limited to, bark chip are encouraged.~~

13.11.270 General Mitigation Requirements.

A. Unless otherwise provided in this Title, if alteration to a Critical Area, or its buffer/~~management area~~/[geo-setback](#) is unavoidable, all adverse impacts resulting from a development proposal or alteration shall be mitigated using the best available science, so as to result in no net loss of critical area functions and values [and to ensure public health and safety](#). In making a determination as to whether such a requirement will be imposed, and if so, the degree to which it would be required, the Director may consider the following:

1. The long-term and short-term effects of the action and the reversible or irreversible nature of the impairment to or loss of the Critical Area;
2. The location, size, and type of and benefit provided by the original and altered Critical Area;
3. The effect the proposed work may have upon any remaining critical area or associated aquatic system;
4. The cost and likely success of the compensation measures in relation to the magnitude of the proposed project or violation.
5. The observed or predicted trend with regard to the gains or losses of the specific type of ~~wetland or stream~~[critical area](#); and
6. The extent to which the applicant has demonstrated a good faith effort to incorporate measures to minimize and avoid impacts within the project.

B. Mitigation projects shall not result in adverse impacts to adjacent property owners.

C. Mitigation shall be in-kind and on-site, when possible, and sufficient to maintain the functions and values of the critical area.

D. The Director may determine that higher mitigation ratios or mitigation performance standards may be required when the likely success of mitigation is low due to site conditions, difficulty of the type of mitigation, or sensitivity of the critical area.

ED. Mitigation shall not be implemented until after permit approval of the Director and shall be in accordance with all reports and representations made therein.

FE. Mitigation Sequencing. When an alteration to a critical area or its buffer/~~management area~~/[geo-setback](#) is proposed, such alteration shall be avoided, minimized, or compensated for in the following order of preference.

1. Avoiding the impact altogether by not taking a certain action or parts of an action.
2. Minimizing impacts by limiting the degree or magnitude of the action and its implementation, by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts.
3. Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
4. Reducing or eliminating the impact over time by preservation and maintenance operations.
5. Compensating for the impact by replacing, enhancing, or providing substitute resources or environments.
6. Monitoring the required mitigation and taking remedial action where necessary.

GF. Mitigation for Lost or Affected Functions. Compensatory mitigation shall address the functions affected by the proposed project or alteration to achieve functional equivalency or improvement and shall provide similar critical area or buffer/~~management area~~/[geo-setback](#) functions as those lost, except when:

1. The lost critical area or buffer/~~management area~~/[geo-setback](#) provides minimal functions as determined by a site-specific functional assessment, and the proposed compensatory mitigation action(s) will provide equal or greater functions or will provide functions shown to be limiting within a watershed through a formal Washington state watershed assessment plan or protocol; or
2. Out of kind replacement of ~~wetland, stream or FWHCA~~[critical area](#) type or functions will best meet watershed goals formally identified by the City, such as replacement of historically diminished critical areas.

HG. Type and Location of Mitigation. Unless it is demonstrated that a higher level of ecological functioning would result from an alternative approach, compensatory mitigation for ecological functions shall be either in-kind and on-site, or in-kind and within the same stream reach, subbasin, or drift cell (if estuarine wetlands are impacted). Mitigation action shall be conducted within the same sub-drainage basin and on the site of the alteration except when all of the following apply:

1. There are no reasonable on-site or in subdrainage basin opportunities (e.g. on-site options would require elimination of high functioning upland habitat), or on-site and in subdrainage basin opportunities do not have a high likelihood of success based on a determination of the natural capacity of the site to compensate for impacts. Considerations should include: anticipated ~~wetland/stream/FWHCA~~critical area mitigation ratios, buffer conditions and proposed widths, available water to maintain anticipated hydrogeomorphic classes of wetlands, or streams when restored, proposed flood storage capacity, potential to mitigate riparian fish and wildlife impacts (such as connectivity);
2. Off-site mitigation has a greater likelihood of providing equal or improved critical area functions than the impacted critical area; and
3. Off-site locations shall be in the same sub-drainage basin unless established watershed goals for water quality, flood storage or conveyance, habitat, or other wetland functions have been established by the City and strongly justify location of mitigation at another site.

IH. Wetland Mitigation Banks.

1. Credits from a wetland mitigation bank may be approved for use as compensation for unavoidable impacts to wetlands when:
 - a. The bank is certified under state rules;
 - b. The Director determines that the wetland mitigation bank provides appropriate compensation for the authorized impacts; and
 - c. The proposed use of credits shall be consistent with terms and conditions of the bank’s certification.
2. Replacement ratios for projects using bank credits shall be consistent with replacement ratios specified in the bank’s certification.
3. Credits from a certified wetland mitigation bank may be used to compensate for impacts located within the service area specified in the bank’s certification. In some cases, the service area of the bank may include portions of more than one adjacent drainage basin for specific wetland functions.

IJ. In-Lieu Fee. To aid in the implementation of off-site mitigation, the City may develop a program which prioritizes wetland areas for use as mitigation and/or allows payment in lieu of providing mitigation on a development site. This program shall be developed and approved through a public process and be consistent with state and federal rules. The program should address:

1. The identification of sites within the City that are suitable for use as off-site mitigation. Site suitability shall take into account wetland functions, potential for wetland degradation, and potential for urban growth and service expansion, and
2. The use of fees for mitigation on available sites that have been identified as suitable and prioritized.

KJ. Timing of Compensatory Mitigation. It is preferred that compensation projects will be completed prior to activities that will disturb the on-site critical area. If not completed prior to disturbance, compensatory mitigation shall be completed immediately following the disturbance and prior to the issuance of final certificate of occupancy. Construction of mitigation projects shall be timed to reduce impacts to existing fisheries, wildlife, and flora. The Director may authorize a one-time temporary delay in completing construction or installation of the compensatory mitigation when the applicant provides a written explanation from a qualified professional as to the rationale for the delay (i.e. seasonal planting requirements, fisheries window).

LK. Critical Area Enhancement as Mitigation. Impacts to critical area functions may be mitigated by enhancement of existing significantly degraded critical areas, but should be used in conjunction with restoration and/or creation where possible. Applicants proposing to enhance critical areas or their buffers must include in a report how the enhancement will increase the functions of the degraded critical area or buffer and how this increase will adequately mitigate for the loss of critical area and function at the impact site. An enhancement proposal must also show whether any existing critical area functions will be reduced by the enhancement action.

ML. Innovative Mitigation. The Director may approve innovative mitigation projects that are based on best available science including but not limited to activities such as advance mitigation and preferred environmental alternatives. Innovative mitigation proposals must offer an equivalent or better level of protection of critical area functions and values than would be provided by the strict application of this chapter. Such mitigation proposals must demonstrate special consideration for conservation and protection measures for anadromous fisheries. The Director shall consider the following for approval of an innovative mitigation proposal:

13.11.280 Conditions, Notice on Title, and Appeals.

A. The Director shall have the authority, in accordance with Chapter 13.05, to attach such conditions to the granting of any permit under this chapter deemed necessary to mitigate adverse impacts and carry out the provisions of this chapter. In addition, such conditions may include, but are not limited to, the following:

- 1. Placement of Notice on Title on the subject parcels;

In addition to provisions of Chapter 13.05, the owner of any property upon which approval under Title 13, Tacoma Municipal Code, or Chapter 2.02, Building Code, of the TMC, is sought with a critical area or critical area buffer/[management area/geo-setback](#) verified on site through a Critical Area or building permit, shall record with the Pierce County Auditor a notice of presence of the critical area and buffer/[management area/geo-setback](#) with the exception of protected information. Such recording shall contain notice of the critical area and buffer/[management area/geo-setback](#) and the applicability of this chapter to said property. Such notification shall be in a form as specified by Planning and Development Services. The notice shall be notarized and the applicant must submit proof that the notice has been legally recorded before the final approval for development is issued. The notice shall run with the land and failure to record such notice shall be in violation of this chapter.

13. Fencing is required when the Director determines that a fence will prevent future impacts to a protected [critical area](#) ~~FWHCA, wetland or stream~~ or other natural habitat area. Fencing installed as part of a proposed activity shall not interfere with species migration, including fish runs, nor shall it impede emergency egress; and

14. Subdivisions. The subdivision and short subdivision of land in Critical Areas and associated buffers/[management area/geo-setbacks](#) are subject to the following and Section 13.04.310:

- a. Land that is located partially within a Critical Area or its buffer/[geo-setback](#) may be subdivided provided that an accessible and contiguous portion of each new lot is located outside the Critical Area and its buffer/[geo-setback](#).
- b. Access roads and utilities serving the proposed subdivision may be permitted within the Critical Area and associated buffers/[geo-setbacks](#) only if the Director determines that no other feasible alternative exists and the project is consistent with the remaining provisions of this chapter.

c. A protection covenant such as a Conservation Easement shall be recorded with the Pierce County Assessor’s Office for [critical areas](#) ~~FWHCA, wetland, stream~~ or natural area tracts that are created as part of the permitting process.

B. Compensatory mitigation as a condition. As a condition of a permit or as an enforcement action under this chapter, the City shall require, where not in conflict with a reasonable economic use of the property, that the applicant provide compensatory mitigation to offset, in whole or part, the loss resulting from an applicant’s or violator’s action or proposal.

C. Appeals. An appeal of a decision regarding a critical area, except for staff decisions regarding exemptions which are not subject to an administrative appeal, may be made in accordance with the provisions of Chapter 13.05 and Chapter 1.23 of the Tacoma Municipal Code.

13.11.500 Fish and Wildlife Habitat Conservation Areas (FWHCAs).

The 500 section contains the regulations for fish and wildflie habitat conservation areas (FWHCAs) including the following:

- 13.11.510 Classification
- 13.11.520 Standards
- 13.11.530 *Repealed*
- 13.11.540 *Repealed*
- 13.11.550 ~~FWHCA’s Mitigation Requirements-~~[Modification](#)
- 13.11.560 ~~FWHCA’s Management Areas~~ [Biodiversity Area and Corridor Mitigation](#)
- 13.11.580 *Repealed*

13.11.510 Classification.

A. Fish and Wildlife Habitat eConservation areas are areas identified ~~by the Washington Department of Wildlife~~ as being of critical importance to the maintenance of fish and wildlife species. All Fish and Wildlife Habitat Conservation Areas (FWHCAs) are hereby designated as Critical Areas subject to the provisions of this Chapter, except for Shorelines of the State that are managed under the City's Shoreline Master Program. FWHCAs ~~These areas~~ may also include other Critical areas such as Geologically Hazardous Areas, Stream corridors, Wetlands, and these Critical Areas' associative buffers.

B. The City seeks to identify and map the location of FWHCAs taking into account Washington Department of Fish and Wildlife (WDFW) mapping and other sources of information. However, City maps are not complete and other areas meeting the definition will be included.

~~1-~~ Fish and Wildlife Habitat Conservation Areas (FWHCAs) ~~-Fish and Wildlife habitat areas~~ include:

1a. Lands and waters containing State Priority Habitats and Species. Priority habitat and species are classified by WDFW.

a. As of the date of this ordinance, the following State terrestrial Priority Habitat, ~~and~~ Species, and Features are known to be located in the City of Tacoma:

- ~~1) Bald eagles;~~
- ~~2) Great blue herons;~~
- ~~3) Mountain quails;~~
- ~~4) Ospreys;~~
- ~~5) Peregrine falcons;~~
- ~~6) Pigeon guillemots;~~
- ~~7) Purple martins;~~
- ~~8) Seabird colonies;~~
- ~~9) Waterfowl concentrations;~~
- ~~10) Wood ducks;~~
- ~~11) Oak woodlands~~
- ~~12) Biodiversity Areas and Corridors-~~

- 1) Great blue herons;
- 2) Mountain quails;
- 3) Pigeon guillemots;
- 4) Purple martins;
- 5) Seabird colonies;
- 6) Waterfowl concentrations;
- 7) Wood ducks;
- 8) Pacific (Western) pond turtle
- 9) Marbeled Murrelet
- 10) Western grebes
- 11) Orcas (Killer whale);
- 12) Seals and sea lions;
- 13) Anadromous fish (including Bull Trout);
- 14) Reticulate sculpins
- 15) Wetlands
- 16) Streams and riparian areas
- 17) Oregon White Oak Woodlands
- 18) Old-Growth/Mature Forest
- 19) Biodiversity Areas and Corridors-
- 20) Cliffs
- 21) Snags and Logs

b. In classifying an area as a Biodiversity Area or Corridor, the city will assess the functions and values of the existing habitat in the context of adjacent properties and the collective ecosystem services. An area which is already developed with legally

established, pre-existing uses which serve to eliminate or greatly reduce the propensity of wildlife to use the area as habitat or a corridor will not be classified as a Biodiversity Area or Corridor. The following will be considered:

(1) The presence of rare or uncommon plant species and associations designated by the City or identified by federal and state agencies such as the Department of Natural Resources Heritage Program.

(2) The presence of a vertically diverse assemblage of native vegetation containing multiply canopy layers and/or areas that are horizontally diverse with a mosaic of habitats and microhabitats.

(a 3) The Biodiversity Area/Corridor shall be a minimum size of two acres.

(b 4) The needs and requirements of species known or likely to occur must be considered as well as the ability of the habitat to provide wildlife access or movement.

(e 5) The following developments or uses may be considered as an elimination or significant reduction in the ability of an area to serve as a corridor for wildlife use. The permanence and extent of the use or development shall be considered.

(a.) Multilane paved road(s) and their maintained rights-of-way.

(b.) Permanent wildlife-impassible fence(s) and other permanent barriers that prevent wildlife movement.

(c.) Areas where legally established structures and impervious surfaces are present for more than 65% of the area.

(d 6). The following are examples of uses that may not reduce or eliminate the use of the area by wildlife or as a corridor.

(a.) Gravel road(s) and driveways

(b.) Trails used for passive recreation

(c.) Wildlife-passible fence(s)

(d.) Unmaintained rights-of-way

2b. Natural ponds under 20 acres and their submerged aquatic beds that provide critical fish or wildlife habitat.

3e. Waters of the State, which are defined in WAC Title 222, Forest Practices Rules and Regulations. Waters of the State must be classified using the system in WAC 222-16-030. In classifying waters of the state as FWHCAs the following may be considered:

(a.1) Species present which are endangered, threatened, sensitive, or priority;

(b.2) Species present which are sensitive to habitat manipulation;

(c.3) Historic presence of priority species;

(d.4) Existing surrounding land uses that are incompatible with salmonid habitat;

(e.5) Presence and size of riparian ecosystem;

(f.6) Existing water rights; and

(g.7) The intermittent nature of some of the higher classes of Waters of the State.

4d. Lakes, ponds, streams and rivers planted with game fish, including those planted under the auspices of a federal, state, local, or tribal program and waters which support priority fish species as identified by the Washington Department of Fish and Wildlife.

5. Areas with which State or Federally designated endangered, threatened, and sensitive species have a primary association.

6. Habitats and species of local importance that have been identified as sensitive to habitat manipulation. Areas identified must represent either high-quality native habitat or habitat that has a high potential to recover and is of limited availability, highly vulnerable to alteration, or provides landscape connectivity that contributes to the integrity of the surrounding landscape. In designating habitat and species of local importance, the following characteristics will be considered:

(a.) Local population of native species that are in danger of extirpation or vulnerable and in decline.

(b.) The species or habitat has recreation, tribal, or other special value.

(c.) Long-term persistence of the species is dependent on protection, maintenance, or restoration of nominated habitat.

(d.) Protection by other county, state, or federal policies and laws is not adequate to prevent degradation of the species or habitat.

(e.) Without protection, there is a likelihood that the species or habitat will be diminished over the long term.

7. Area critical for habitat connectivity, including Open Space Corridors designated in the City’s comprehensive plan.

8. State natural area preserves and natural resource conservation areas.

13.11.520 Standards.

A. General Standards.

1. No development shall be allowed within a Fish and Wildlife Habitat Conservation Area with which state or federally endangered, threatened or sensitive species have a primary association without approval from the City of Tacoma and/or WDFW.

2. Preservation of FWHCAs are necessary to improve the likelihood that species will survive and or reproduce. Alteration of FWHCAs may reduce this likelihood. Activities allowed in FWHCAs shall be consistent with the species located there and all applicable state and federal regulations regarding that species. In determining allowable activities for FWHCAs priority habitats and species that are known or that become known, the provisions of the Washington State Hydraulic Code and Department of Fish and Wildlife’s (WDFW’s) Management Recommendations for Washington Priority Habitats and Species, best available science, and recommendations by other state or federal agencies with expertise for the species or habitat shall be reviewed. Development in these areas shall be in accordance with the requirements of the underlying zone and any overlapping critical area classification.

~~3. As of the date of this ordinance, the following terrestrial priority habitat and species are known to be located in the City of Tacoma:~~

- ~~1) Bald eagles;~~
- ~~2) Great blue herons;~~
- ~~3) Mountain quails;~~
- ~~4) Ospreys;~~
- ~~5) Peregrine falcons;~~
- ~~6) Pigeon guillemots;~~
- ~~7) Purple martins;~~
- ~~8) Seabird colonies;~~
- ~~9) Waterfowl concentrations;~~
- ~~10) Wood ducks;~~
- ~~11) Oak woodlands~~

~~4. As of the date of this ordinance, the following aquatic priority habitat and species are known to be located in the City of Tacoma:~~

- ~~1) Orcas (Killer whale);~~
- ~~2) Seals and sea lions;~~
- ~~3) Anadromous fish (including Bull Trout);~~
- ~~4) Reticulate sculpins~~

~~35. Wetland and Stream. In accordance with TMC 13.11.160.B, w~~Where a designated FWHCA geographically coincides with ~~a stream or wetland~~another critical area, ~~all~~the appropriate ~~wetland or stream buffer~~critical area standards and associated ~~buffer/management area/geo-setback~~ requirements shall apply as described within this Chapter.

B. FWHCA Management Areas Standards

1. FWHCA management areas are used to protect and manage activities in or adjacent to areas with a specific priority species. The location and dimensions of FWHCA Management Areas are dependent on the species and habitat and as defined by specific management recommendations established by the Washington Department of Fish and Wildlife and/or other state/federal agencies. While the standards for protection are species specific and established by other agencies, the FWHCA Management Areas remain subject to all applicable standards of this chapter.

If a proposal meets the standards of this chapter and demonstrates that they are meeting the management recommendations for the priority species and their management area, then a separate Critical Area permit may not be necessary (See TMC 13.11.190.D).

2. Typical standards may include seasonal restrictions for activities and required buffer widths from nesting sites. A Habitat Management Plan approved by WDFW may be required.

C. Biodiversity Areas and Corridors Standards

1. In managing Biodiversity Areas and Corridors, the intent is to maintain rare and uncommon plant species and associations and large patches of native vegetation that provide habitat and connecting corridors for animal movement as well as general ecological services. Preservation of Biodiversity Areas and Corridors is necessary to minimize the impacts of development to wildlife and conserve the City's most diverse areas. The following standards apply:

a. Preserve existing native vegetation on the site to the maximum feasible extent, prioritizing the most valuable and sensitive environmental assets by developing the least impactful area.

b. Maintain biodiversity functions to prevent habitat degradation and fragmentation and preserve habitat for priority and common urban species, as supported by the Best Available Science.

c. The applicant shall avoid all actions that degrade the functions and values of a Biodiversity Area and Corridor. When impacts cannot be avoided, they should be minimized and mitigated by limiting overall vegetation clearance, maintaining corridors, protecting the most sensitive environmental features, and clustering development that does occur.

13.11.550 FWHCA's ~~Modification~~ Mitigation Requirements.

A. All proposed modification in a FWHCA shall be in accordance with the standards of this ~~section~~Chapter, except where allowed through 13.11.200 or 13.11.210.

B. ~~Modification~~ All FWHCA and mitigation will comply with applicable General Standards of TMC 13.11.250 and mitigation requirements specified in 13.11.270, including, but not limited to, mitigation sequencing, mitigation plan requirements, monitoring and bonding.

C. Where a designated FWHCA geographically coincides with ~~another Critical Area~~ a stream or wetland, modification and mitigation will comply with applicable ~~mitigation~~ requirements described within this chapter for each type of critical area and/or as recommended by state or federal agencies.

D. Habitat Management Plan. If the critical area review process as described in this chapter (13.11. ~~190~~250) determines that the proposed project will adversely impact a FWHCA, a Habitat Management Plan shall be prepared as part of a development proposal ~~to avoid or minimize impacts to FWHCAs management areas~~, the following standards shall apply.

1. ~~The A H~~ habitat M ~~m~~ management P ~~p~~ plan shall be prepared in coordination with the ~~WDFW~~ Washington State Department of Fish and Wildlife or federal agencies where appropriate and by a qualified professional. The professional must have an education and professional work experience relevant to the species and habitat being evaluated (See TMC 13.11.900 Qualified Professional).

2. ~~The A H~~ habitat M ~~m~~ management P ~~p~~ plan may be included as part of a larger critical areas report and shall include all applicable requirements as listed in TMC 13.11.230 and ~~contain~~, at a minimum, the following:

- a. Analysis and discussion on the project's effects on ~~the FWHCA~~ critical fish and wildlife habitat;
- b. An assessment and discussion on special management recommendations which have been developed for species or habitat located on the site by any federal or state agency;
- c. A discussion of mitigation sequencing and ~~p~~ Proposed mitigation measures which could avoid or minimize ~~or avoid~~ impacts;
- d. Assessment and evaluation of the effectiveness of mitigation measures proposed; and
- e. Assessment and evaluation of ongoing management practices which will protect ~~critical fish and wildlife habitat~~ the FWHCA after development of the project site, including proposed monitoring and maintenance programs.

f. For Biodiversity Areas and Corridors a detailed description of vegetation on and adjacent to the project area is required and may include a surveyed site plan with the specific location and species name of trees with a 12-inch or greater Diameter at Breast Height (DBH).

~~E. If mitigation is performed off-site, a conservation easement or other legal document must be provided to the City to ensure that the party responsible for the maintenance and monitoring of the mitigation has access and the right to perform these activities.~~

E. The following shall apply for proposed modifications within or affecting Biodiversity Areas and Corridors.

1. In determining which areas are least sensitive to development impacts, the following criteria shall apply:

a. A minimum of 65% of the Biodiversity Area and Corridor area shall be left in an undisturbed natural vegetated state. The undisturbed area set aside shall contain all other Priority Habitats, Priority Species, and Critical Areas and Buffers that may be present, per applicable standards.

(1) Legally created existing parcels 5,000 square feet in size or smaller must maintain an minimum of 40% of the Biodiversity Area and Corridor in an undisturbed natural vegetated state.

b. A contiguous Biodiversity Corridor with a width of 300-feet shall be retained connecting onsite and offsite Priority Habitats and Critical Areas including shorelines, as well as significant trees per the definition below. The minimum 300 feet shall be a contiguous area that enters and exits the property.

(1) Where a legally created existing parcel cannot accommodate the 300 foot width corridor due to parcel size or configuration, then the maximum feasible width shall be provided in conjunction with maintaining the designated minimum undisturbed gross site area for the size of parcel.

(2) Habitat corridor connections may be required to be wider when additional width is supported by the Best Available Science to support the function and values of species or habitat present.

c. Retain exceptional trees and rare or uncommon plant species or habitat types as identified by the City or by state or federal agencies. Conifers and Madrone are considered exceptional trees.

(1) Significant tree groves. Significant tree groves means a group of 8 or more trees 12- inches diameter or greater that form a continuous canopy. Trees that are less than 12-inch in diameter that are part of a grove's continuous canopy are also considered to be exceptional and cannot be removed if their removal may damage the health of the grove. Street trees shall not be included in determining whether a group of trees is a grove.

(2) Retain exceptional trees. "Exceptional tree" means a tree or group of trees that because of its unique historical, ecological, or aesthetic value constitutes an important community resource, and is determined as such by the Director according to standards and procedures promulgated by the Department of Planning and Development.

d. Development must be clustered and located in the least sensitive areas and must use Low Impact Development practices where feasible.

2. Proposals that meet the minimum standards in 1 above may be reviewed under a Minor Development permit. See TMC 13.11.220.B.2. Other proposals will require review under a Development Permit and must also demonstrate the following:

a. The project cannot meet the minimum standards in 1 above due to site constraints such as parcel size or other physical conditions and the inability is not the result a self-created hardship.

3. In planning the development of the site, consideration shall also be given to ongoing and future management needs such as vegetation maintenance, generally favoring setting aside a large, connected, contiguous areas as feasible.

4. Buffer Averaging or reduction as described within section TMC 13.11.250.D., TMC 13.11.330, and TMC 13.11.430 for wetlands and streams can be utilized to average or reduce portions of buffers to accommodate development.

a. The standards for preservation of 65% of the gross site area and minimum 300 foot corridor width still apply.

5. Corridor width averaging. The width of the corridor may be averaged to allow for reasonable use of the property when the following are met:

a. The averaged corridor width will not result in degradation of the Biodiversity Corridor or its ability to facilitate wildlife movement;

b. The corridor width is increased adjacent to the high-functioning or more sensitive areas and decreased adjacent to lower-functioning or less sensitive portion;

c. The corridor at its narrowest point is never less than ¾ of the required width; and

d. The total area of the corridor is equal to the area required without averaging.

F. Innovative mitigation per TMC 13.11.270.L. When the project cannot meet the minimum standards of this section or the project proponent can demonstrate that a different method will achieve equivalent or better protections for the critical area, it will be reviewed per the standards in 13.11.270.L.

G. Protection covenant such as a conservation easement shall be recorded with Pierce County Assessor's Office for critical areas that are identified as part of the review process per 13.11.280 (Conditions, Notice on Title, and Appeals).

H. If mitigation is performed off-site, a conservation easement or other legal document must be provided to the City to ensure that the party responsible for the maintenance and monitoring of the mitigation has access and the right to perform these activities.

13.11.560 –FWHCA’s Management Areas.

~~A. FWHCA Management Areas that do not geographically coincide with wetlands or streams are protected by species specific Management Areas as established by Washington Department of Fish and Wildlife Management Recommendations for Washington’s Priority Species. FWHCA Management Areas remain subject to TMC 13.11.250.~~

~~B. If a proposal meets all WDFW management recommendations for the species and their management area, then no development permit, exemption approval, assessment, or Habitat Management Plan is required.~~

~~C. Standards for the most common of these FWHCAs, Anadromous fish, include the following:~~

~~1. Anadromous fish:~~

~~a. All activities, uses, alterations proposed to be located in water bodies used by anadromous fish or in areas that affect such water bodies shall be given special consideration to the preservation and enhancement of anadromous fish habitat, including but not limited to the following standards:~~

~~b. Activities shall be timed to occur only during the allowable work window as designated by WDFW for applicable species;~~

~~The activity is designed to provide an overall improvement in the function of the fish habitat or other critical areas; and~~

~~Any impacts to the functions of the habitat conservation area are mitigated in accordance with the approved critical area.~~

~~2. Structures that prevent the migration of salmonids shall not be allowed in the portion of water bodies currently or historically used by anadromous fish. Fish bypass facilities shall be provided that allow the upstream migration of adult fish and shall prevent fry and juveniles migrating downstream from being trapped or harmed.~~

~~3. Fills, when authorized by the Director, shall not adversely impact anadromous fish or their habitat or shall mitigate any unavoidable impacts, and shall only be allowed for water dependent activities and uses.~~

13.11.560 Biodiversity Area and Corridor Mitigation Requirements

A. Mitigation must compensate for the adverse impacts and achieve equivalent or higher ecological functions including vegetation diversity and habitat complexity and connectivity.

B. Enhancement or Restoration requires the following ratios:

<u>Onsite Mitigation</u>	<u>Offsite Mitigation</u>
<u>1.5:1 Enhancement or Restoration</u>	<u>3:1 Enhancement or Restoration</u>

C. The protection covenant or conservation easement recorded with Pierce County Assessor’s Office shall include all mitigation areas including those located off-site.

D. The following shall be incorporated to minimize disturbance:

1. Minimize light disturbance by directing lights away from critical areas.

2. Place activities that generate noise furthest from critical areas.

3. Limit disturbance from humans and pets with “impenetrable” natural vegetation between the development and critical areas.

4. Design infrastructure to minimize impacts through such steps as designing narrower streets or integrating LID approaches.

5. Seasonal restriction of construction activities

13.11.700 Geologically Hazardous Areas.

The 700 section contains the general provisions, including the following:

13.11.710 Designation.

13.11.720 Applicability

13.11.730~~20~~ Classification.

13.11.740~~30~~ General Development Standards.

13.11.710 Designation.

A. Designation of Geologically Hazardous Areas. Geologically hazardous areas include areas susceptible to erosion, sliding, earthquake, or other geological events. Areas susceptible to one or more of the following types of geo-hazards shall be designated as a geologically hazardous area:

1. Erosion hazard;
2. Landslide hazard;
3. Seismic hazard;
4. Mine hazard;
5. Volcanic hazard; and
6. Tsunami hazard.

13.11.720 Applicability

Geologically Hazardous Areas are subject to all applicable provisions of this chapter and the following:

A. When the Geologically Hazardous Area or geo-setback cannot be avoided by locating the development outside of the Geologically Hazardous Area and setback, the risk to public health and safety may be minimized by engineering, design, or modified construction practices.

B. When technology cannot reduce the risk to acceptable levels the Geologically Hazardous Area and setback must be avoided.

C. When other critical areas are present the standards specific to those critical areas also apply.

13.11.730 ~~General Development Standards.~~

The standards in this section apply only to geologically hazardous areas. ~~Other critical area standards may apply to areas which are exempted from the standards for geologically hazardous areas.~~ The following definitions apply to this section:

“Geo-setback” is the minimum building setback from the applicable geo-hazard area.

“Geo-buffer” is a zone within a geo-setback area required to be vegetated with either native or non-native vegetation.

i. Trimming and limbing of vegetation for the creation and maintenance of view corridors, removal of site distance obstructions as determined by the City Traffic Engineer, removal of hazardous trees, or clearing associated with routine maintenance by utility agencies or companies; provided that the soils are not disturbed and the loss of vegetative cover will not significantly increase risks of landslide or erosion. [See TMC 13.11.200 and 210.](#)

j. The construction of approved public or private trails; provided they are constructed in a manner which will not contribute to surface water runoff.

l. The construction of public or private utility corridors; provided it has been demonstrated that such construction will not significantly increase landslide risks.

m. Trimming and limbing of vegetation for the creation and maintenance of view corridors, removal of site distance obstructions as determined by the City Traffic Engineer, removal of hazardous trees, or clearing associated with routine maintenance by utility agencies or companies; provided that the soils are not disturbed and the loss of vegetative cover will not significantly increase risks of landslide or erosion. [See TMC 13.11.200 and 210.](#)

n. Remediation, critical area restoration, or mining and quarrying where local regulation is pre-empted by state or federal law.

C. Specific ~~Development~~ Standards for Erosion and Landslide Hazard Areas.

1. The development shall not increase surface water discharge or sedimentation to adjacent properties beyond pre-development conditions. Note that point discharges onto adjacent properties is not permitted without approved easements. Dispersed flows meeting pre-developed flows will be permitted provided other development standards can be met.
2. The development shall not decrease slope stability on adjacent properties.
3. Such alterations shall not adversely impact other critical areas.
4. The proposed development shall not decrease the factor of safety for landslide occurrences below the limits of 1.5 for static conditions and 1.2 for dynamic conditions. Analysis of dynamic conditions shall be based on a minimum horizontal acceleration as established by the current version of the International Building Code.
5. Structures and improvements shall minimize alterations to the natural contour of the slope, and the foundation shall be tiered where possible to conform to existing topography. Terracing of the land; however, shall be kept to a minimum to preserve natural topography where possible. Structures and improvements shall be located to preserve the most critical portion of the site and its natural landforms and vegetation.
6. Development shall be designed to minimize impervious lot coverage. All development shall be designed to minimize impervious lot coverage and should incorporate understructure parking and multi-level structures within the existing height limit.
7. Roads, walkways, and parking areas should be designed parallel to topographic contours with consideration given to maintaining consolidated areas of natural topography and vegetation.
8. Removal of vegetation shall be minimized and only that which is needed to accommodate a structure. Any replanting that occurs shall consist of trees, shrubs, and ground cover that is compatible with the existing surrounding vegetation, meets the objectives of erosion prevention and site stabilization, and does not require permanent irrigation for long-term survival.
9. The proposed development shall not result in greater risk or need for increased geo-buffers on neighboring properties.

13.11.900 Definitions.

13.11.900.B

Best management practices. (BMP's). Conservation practices or systems of practices and management measures that:

- a. Control soil loss and reduce water quality degradation caused by high concentrations of nutrients, animal waste, toxics, and sediment;
- b. Minimize adverse impacts to surface water and ground water flow and circulation patterns and to the chemical, physical, and biological characteristics of wetlands;
- c. Protect trees and vegetation designated to be retained during and following site construction and use native plant species appropriate to the site for revegetation of disturbed areas; and
- d. Provide standards for proper use of chemical herbicides within critical areas.

Biodiversity Areas include those areas that contain native vegetation that is diverse with a mosaic of habitats and microhabitats. They include areas dominated by a vertically diverse assemblage of native vegetation containing multiply canopy layers and/or areas that are horizontally diverse with a mosaic of habitats and microhabitats. They also include areas with rare or uncommon plant species and associations designated by the City or identified by Federal and State agencies such as the Department of Natural Resources Heritage Program. They are not associated with a specific priority species and their overall habitat function may be limited due to their location in a highly urbanized area; however, they are diverse relative to other areas in the City and support common urban species.

Biodiversity Corridors are areas of relatively undisturbed and unbroken tracts of vegetation that connect Biodiversity Areas, other Priority Habitat and Critical Areas, including shorelines and serve to protect those areas and allow movement of common urban species.

Bioengineering. A combination of engineering techniques and natural products that increase the strength and structure of the soil through biological and mechanical means.

13.11.900.P

Parties of record. Individuals, entities and groups who have commented on a proposal in writing or in person or who have asked to be included on a mailing list for a specific proposal.

Priority habitats. Seasonal range or habitat element with which a given species is primarily associated and which, if altered, may reduce survival potential of that species over the long term. Priority habitats are designated by the Washington Department of Wildlife, Priority Habitat and Species Program, and may include habitat areas of high relative density or species richness, breeding habitat or habitats used as winter range or movement corridors. Habitats of limited availability or with high vulnerability to alteration, such as cliffs, talus, [Biodiversity Areas/Corridors](#) and wetlands, may also be included.

Priority species. Species which are of concern because of their population status and sensitivity to habitat alteration. Priority species are designated by the Washington Department of Wildlife, Priority Habitat and Species Program, and may include endangered, threatened, sensitive, candidate, monitored, or game species.

END

II-7. Plan and Code Cleanups



2018 AMENDMENT

**Exhibit 7:
Plan and Code
Cleanups**

TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE

Exhibit 7: Plan and Code Cleanups

Planning Commission Recommendation: Adopt as Proposed.

Notes:

These amendments show all of the changes to existing Comprehensive Plan and Land Use regulations. The sections included are only those portions of the code that are associated with these amendments. New text is underlined and text that has been deleted is shown as ~~strikethrough~~.

Summary of Proposed Amendments

No.	Proposed Amendments	Comprehensive Plan & Tacoma Municipal Code (TMC) Being Amended	Page
1	Add a policy relating to the accommodation of more flexible uses for unique sites within areas designated for Single-Family and Multi-Family zoning in the Future Land Use Map.	Comprehensive Plan, Urban Form Chapter, Section 1, and Design + Development Chapter, Section 4	3 & 4
2	Modify the statutes of the Planning Commission concerning “Absences” to make the implementation of said provisions more effective.	TMC 13.02.010	5
3	Clarify and enhance the procedural requirements pertaining to the application and analysis of proposed amendments to the Comprehensive Plan and development regulations, and proposed area-wide rezones.	TMC 13.02.045 & .053	5
4	Clarify the timing for requiring house addressing as part of the short/full plat procedures.	TMC 13.04.090 & .100	10
5	Correct the location of the citation of “temporary homeless camp permits” and revise the term to “temporary shelters.”	TMC 13.05.020.B.1 & .C.1	11
6	Enhance the referencing to the Conditional Use Permit (CUP) sections throughout the code, in order to correct some of the existing incorrect references and prevent such errors from reoccurring in the future.	TMC 13.06.100.C.5 TMC 13.06.200.C.5 & .D TMC 13.06.300.D.3 & .E.1 TMC 13.06.400.C.5 TMC 13.06.535.E.4 TMC 13.06.545.F.4 TMC 13.06.630.C.2 & .E.5	12, 14, 15, 16, 17, 18, 19, 20, 22, 23, & 24
7	Modify the provision of “Lot Size Averaging – Subdivisions”, which is an exception to the Minimum Lot Area Requirements, by changing the threshold used to determine if the minimum lot size requirement is met from “Standard Lots” standard to “Small Lots” standard.	TMC 13.06.100.D	13
8	Modify the footnote for “self-storage” to clarify that it is prohibited in the NCX zoning district.	TMC 13.06.300.D.3	16

No.	Proposed Amendments	Comprehensive Plan & Tacoma Municipal Code (TMC) Being Amended	Page
9	Revise one of the exceptions associated with “Landscaping Buffers” to allow interruption to landscaping buffers to accommodate limited access to and use of necessary utilities.	TMC 13.06.502.E	21
10	Clarify that the parking requirement of one space per dwelling unit for townhouses is not just applicable to “townhouse dwelling in R-2SRD, R-3, R-4-L and R-4”, but to townhouses in all districts where they are allowed.	TMC 13.06.510, Table 1	22
11	Clarify that the variance to parking lot development standards also applies to electric vehicle parking lots.	TMC 13.06.645	24
12	Modify the definition of "Detoxification Center" to clarify that it applies to facilities that include inpatient services and not to facilities that only provide outpatient services.	TMC 13.06.700.D	24
13	Correct and improve the general description of the boundaries of the Reduced Parking Area (RPA), so the text is better aligned with the boundaries as shown in the map of the RPA.	TMC 13.06A.065.B.1	25
14	Revise the required width of pedestrian weather protection within the Downtown Commercial Core (DCC) to be consistent with the standard 5-foot projection that is applicable everywhere else.	TMC 13.06A.070.D.3.b	26

Proposed Amendments to the One Tacoma Comprehensive Plan:

Amendment #1: Add a new policy to the Urban Form Chapter, page 2-12, as follows:

[Policy UF-1.13](#) Within residential areas, allow zoning and land use designation flexibility for unique sites and buildings provided the development is located, designed, and scaled to minimize impacts to surrounding uses.

ONE TACOMA
Urban Form

See the Public Facilities + Services Element for additional policies related to annexation under Goal PFS-2 and supporting policies



Hill climb assist through UW Tacoma

2-12

Policy UF-1.9 Encourage high quality design and development that demonstrates Tacoma’s leadership in the design of the built environment, commitment to a more equitable city, and ability to experiment and generate innovative design solutions.

Policy UF-1.10 Leverage the power of the arts, culture and creativity to serve the community’s interest while driving growth in a way that builds character and quality of place.

Policy UF-1.11 Evaluate the impacts of land use decisions on the physical characteristics of neighborhoods and current residents, particularly under-served and under-represented communities.

- a. Avoid or reduce negative development impacts, especially where those impacts inequitably burden communities of color under-served and under-represented communities, and other vulnerable populations.
- b. Make needed investments in areas that are deficient in infrastructure and services to reduce disparities and increase equity and where growth and change are anticipated.

Policy UF-1.12 Plan for future annexation of the city’s Potential Annexation Areas (PAA) in a collaborative manner with affected jurisdictions and residents.

CENTERS

Centers are compact, walkable and pedestrian-oriented urban places. They are connected by public transit and active transportation networks. They anchor complete neighborhoods with retail stores and businesses (grocery stores, restaurants, markets, shops, etc.) civic amenities (libraries, schools, community centers, places of worship, etc.), housing options, health clinics, daycare centers, employment centers, plazas and parks and other public gathering places.

Centers will be the primary areas for growth and change in Tacoma over the next 25 years. Focusing new growth in centers helps achieve goals of having more Tacomans live in complete neighborhoods, use public transit and active transportation—walking, biking and rolling—to commute to work and complete errands, and it will help mitigate and prepare for the effects of climate change. Clustering and co-locating destinations and



Proposed Amendments to the One Tacoma Comprehensive Plan:

Amendment #2: Add a new policy to the Design + Development Chapter, page 3-12, as follows:

[Policy DD-4.13](#) Within residential areas, allow zoning and land use designation flexibility for unique sites and buildings provided the development is located, designed, and scaled to minimize impacts to surrounding uses.

ONE TACOMA
Design + Development



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

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

DESIGN + DEVELOPMENT OF CENTERS + CORRIDORS

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

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

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

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

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

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

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



3-12

Chapter 13.02
PLANNING COMMISSION

* * * * *

13.02.010 Creation – Appointment.

Pursuant to the authority conferred by Article II, Section 11, of the Constitution of the State of Washington, and Section 3.8 of the Tacoma City Charter, there is hereby created a City Planning Commission consisting of nine members, who shall be residents of Tacoma. The members shall be appointed and confirmed by a majority of the City Council. One member shall be appointed by the City Council for each of the five council districts. The Council shall appoint to the four remaining positions an individual from each of the following: (a) the development community; (b) the environmental community; (c) public transportation; and (d) a designee with background of involvement in architecture, historic preservation, and/or urban design.

At the expiration of each respective three-year term, a successor shall be appointed by the City Council. Each Commissioner may serve until appointment and qualification of a successor.

Vacancies occurring otherwise than through the expiration of term shall be filled for the unexpired terms. Members may be removed by a majority of the Council, after public hearing, for inefficiency, neglect of duty, or malfeasance in office.

Members are expected to attend Commission meetings and to fully participate in and contribute to the work of the Commission. ~~Upon an appointed member's missing~~ Any member who is absent from three ~~unexcused~~, consecutive ~~regular~~ meetings without being excused or six meetings in a calendar year, whether excused or unexcused, ~~the Commission shall afford such member a hearing to determine whether the absences are to be excused. If the Commission determines not to excuse such absences, then the Commission shall determine the question of whether the Commission shall recommend to the City Council that such member~~ should be deemed to have forfeited the office and a new member may be appointed to fill the unexpired term. The members shall be selected without respect to political affiliations and they shall serve without compensation. The members shall abide by the City's Code of Ethics as provided in TMC 1.46.

* * * * *

13.02.045 Adoption and amendment procedures.

A. Adoption and amendment. The Comprehensive Plan and its elements, as well as development regulations and regulatory procedures that implement the Comprehensive Plan shall be adopted and amended by ordinance of the City Council, following the procedures identified in this section. Adoption and amendment of the Comprehensive Plan and development regulations must be consistent with the procedural requirements of RCW 36.70A and in compliance with applicable case law.

B. Timing for proposed amendments. Amendments to the Comprehensive Plan shall be considered no more frequently than once each year except that amendments may be considered more frequently under the following circumstances:

1. An emergency exists;
2. The initial adoption of a sub-area plan;
3. The adoption or amendment of a shoreline master program under the procedures set forth in RCW 90.58;
4. The amendment of the Public Facilities and Services element and Capital Facilities Program of the Comprehensive Plan that occurs concurrently with the adoption or amendment of the City's biennial budget; or
5. To resolve an appeal of the Comprehensive Plan decided by the Growth Management Hearings Board or a decision of the state or federal courts.

All proposed plan amendments shall be considered concurrently and, as appropriate, along with proposed amendments to development regulations, so that the cumulative effect of the various proposals can be ascertained. Proposed amendments may be considered annually, for which the annual amendment process shall begin in July of any given year and be completed, with appropriate actions taken by the City Council in accordance with Sections 13.02.045.G and H, by the end of June of the following year. Amendments proposed to comply with the update requirements of RCW 36.70.A.130 will occur according to the time frames established therein.

C. Applicants of proposed amendments. A proposed amendment to the Comprehensive Plan or development regulations may be submitted by any private individual, organization, corporation, partnership, or entity of any kind, including any member(s) of the City Council or the Planning Commission or other governmental Commission or Committee, the City Manager, any

neighborhood or community council or other neighborhood or special purpose group, a department or office, agency, or official of the City of Tacoma, or of any other general or special purpose government.

D. Application for proposed amendments. Items initiated by the City Council, the Planning Commission, or the Department do not require an application. For all other items, the Department shall prescribe the form and content for applications for amendments to the Comprehensive Plan and development regulations. Application fees shall be as established by City Council action. The application deadline for any given annual amendment cycle shall be established by the Department no later than the last day of May. Those applications for amending the Comprehensive Plan received after the established deadline are less likely to be considered in the current annual amendment cycle and are more likely to be considered in a subsequent amendment cycle, unless determined otherwise by the Planning Commission. Applications for ~~changing-amending~~ development regulations or area-wide zoning ~~classifications-reclassifications~~ which are consistent with the Comprehensive Plan and that do not require an amendment to the Comprehensive Plan can be submitted at any time.

The application shall include, but not be limited to, the following:

1. Project summary:

~~(a)~~ A description of the proposed amendment, ~~including the existing and proposed amendatory language, if applicable;~~

~~2.(b)~~ The current and proposed Comprehensive Plan land use designation and zoning classification for the affected area;

~~3. A statement regarding the reason the amendment is needed;~~

~~4.(c)~~ A description, along with maps if applicable, of the ~~affected~~ area of applicability and the surrounding areas, including identification of affected parcels, ownership, current land uses, site characteristics, and natural features;

~~(d)~~ The proposed amendatory language, if applicable.

2. Background. Appropriate history and context for the proposed amendment, such as prior permits or rezones, concomitant zoning agreements, enforcement actions, or changes in use.

3. Policy review. Identify and cite any applicable policies of the Comprehensive Plan that provide support for the proposed amendment;

4. Objectives. Describe how the proposed amendment achieves the following objectives, where applicable:

(a) Address inconsistencies or errors in the Comprehensive Plan or development regulations.

(b) Respond to changing circumstances, such as growth and development patterns, needs and desires of the community, and the City's capacity to provide adequate services.

(c) Maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern.

(d) Enhance the quality of the neighborhood.

~~5. A description of how the proposed amendment enhances the applicable neighborhood;~~

~~6.5. Community outreach.~~ A description of any community outreach and response to the proposed amendment;

~~7. A demonstration of consistency with the applicable policies of the Comprehensive Plan, and the criteria for amending the Comprehensive Plan or development regulations;~~

~~6.8. Supplemental information.~~ Additional Supplemental information as requested by the Department, which may include, but is not limited to, completion of an environmental checklist, wetland delineation study, visual analysis, or other studies.

7. The applicant is responsible for providing complete and accurate information. A meeting between the Department staff and the applicant to discuss the application submittal requirements before submitting an application is strongly advised.

E. Assessment of proposed amendments. The Department shall docket all amendment requests upon submittal of a complete application, upon receipt to ensure that all requests receive due consideration and are available for review by the public.

1. The Department will provide the Planning Commission with an Assessment Report for the proposed amendment applications ~~an assessment of all proposed amendment applications, based on, at a minimum, the following criteria that includes, at a minimum:~~

~~(a)1. Determining if the~~ Whether the amendment request is legislative and properly subject to Planning Commission review, or quasi-judicial and not properly subject to Commission review;

~~(b)2. Determining if~~ Whether there have been recent studies of the same area or issue, which may be cause for the Commission to decline further review, or if there are active or planned projects that the amendment request can be incorporated into; and

~~(c)3. A preliminary staff review of the application submittal;~~

(d) Identification of other amendment options the Planning Commission could consider in addition to the amendment as proposed by the applicant; and

~~(e) Determining if Whether~~ the amount of analysis necessary is reasonably manageable given the workloads and resources of the Department and the Commission, or if a large-scale study is required, the amendment request may be scaled down, studied in phases, delayed until a future amendment cycle, or declined.

2. The Planning Commission will review this assessment and make its decision as to:

~~(4a)~~ whether or not the application is complete, and if not, what information is needed to make it complete;

~~(2b)~~ whether or not the scope of the application should be modified, and if so, what alternatives should be considered; and

~~(3c)~~ whether or not the application will be considered, and if so, in which amendment cycle.

3. The Planning Commission shall make determinations concerning proposed Comprehensive Plan amendments within 120 days of ~~receiving an application~~ the close of the application period as set forth under 13.02.045.D.

4. The Planning Commission shall make determinations concerning proposed zoning and regulatory code amendments that do not require concurrent Comprehensive Plan amendments within 120 days of receiving an application.

F. Analysis of proposed amendments.

1. Upon completing the assessment and receiving an affirmative determination from the Planning Commission to ~~move forward~~ accept the application, the proposed amendment will be analyzed by the Department, ~~against the following criteria:~~

~~1. Whether the proposed amendment will benefit the City as a whole, will not adversely affect the City's public facilities and services, and bears a reasonable relationship to the public health, safety, and welfare; and~~

~~2. Whether the proposed amendment conforms to applicable provisions of State statutes, case law, regional policies, and the Comprehensive Plan.~~

2. The Department shall provide the Commission with a staff analysis report, analysis should include, which will include, as appropriate; ~~how the proposed amendment addresses inconsistencies or errors in the Comprehensive Plan or development regulations; responds to changing circumstances, such as growth and development patterns, needs and desires of the community, and the City's capacity to provide adequate services; and/or maintains or enhances compatibility with existing or planned land uses and the surrounding development pattern. In addition, the analysis should document, as appropriate and necessary, public outreach and public comments, analytical data and research, economic impacts, sustainability impacts, an environmental determination, and other pertinent background information.~~

(a) A staff analysis of the application in accordance with the elements described in 13.02.045.D;

(b) An analysis of the consistency of the proposed amendment with State, regional and local planning mandates and guidelines;

(c) An analysis of the amendment options identified in the assessment report; and

(d) An assessment of the anticipated impacts of the proposal, including, but not limited to: economic impacts, noise, odor, shading, light and glare impacts, aesthetic impacts, historic impacts, visual impacts, and impacts to environmental health, equity and quality.

G. Review of proposed amendments.

1. The Department will present the proposed amendment along with analysis conducted pursuant to Section 13.02.045.F to the Planning Commission for review and direction. The Commission will conduct public meetings and hearings, and solicit comments from the general public, organizations and agencies, other governmental departments and agencies, and adjacent jurisdictions as appropriate.

2. For land use designation changes, area-wide zoning reclassifications, and interim zoning of an area-wide nature, the Department shall ensure that a special notice of the acceptance of the application by the Planning Commission for consideration in the current amendment cycle is mailed to all property taxpayers, as indicated in the records of the Pierce County Assessor, within, and within 400 feet of, the subject area. This special notice will inform property taxpayers that an application has been filed, identify where the application and background information may be reviewed, describe in general terms the review and public comment process, establish a time and place for an informational meeting with City staff, and solicit preliminary comments.

3. After a public hearing, the Department will prepare a report summarizing the public hearing comments, provide a response to comments and make further recommendations, if appropriate, and forward the report and all comments to the Planning Commission for consideration.

~~The Planning Commission may recommend, and the City Council may adopt, or adopt with modifications, the Comprehensive Plan, development regulations, regulatory procedures, and amendments thereto.~~

H. Findings and recommendations.

1. Upon completion of the public comment period and review of the public testimony, the Planning Commission will make a determination as to whether the proposed amendments are consistent with the following criteria:

(a) Whether the proposed amendment will benefit the City as a whole, will not adversely affect the City's public facilities and services, and bears a reasonable relationship to the public health, safety, and welfare; and

(b) Whether the proposed amendment conforms to applicable provisions of State statutes, case law, regional policies, and the Comprehensive Plan.

2. The Commission will prepare a recommendation and supportive findings to forward to the City Council for consideration.

H.I. Public hearing and action.

1. In formulating its recommendations to the City Council concerning adoption or amendment of the Comprehensive Plan, or adoption or amendment of development regulations or regulatory procedures that implement the Comprehensive Plan, the Planning Commission shall provide public notice and conduct at least one public hearing. Advisory committees established in accordance with Section 13.02.015 may also conduct one or more public hearings prior to making recommendations to the Planning Commission. Planning Commission public hearings for adoption or amendment of development regulations and processes, moratoria, or interim zoning may be, but are not required to be, held at the same time as and in conjunction with the public hearing(s) for adoption or amendment of the Comprehensive Plan.

2. At least on City Council public hearing on adoption or amendment of the Comprehensive Plan or development regulations shall be held prior to final action by the City Council; prior to making a substantial change to the proposal recommended by the Planning Commission, the City Council shall hold an additional hearing or hearings, with the City Clerk giving notice pursuant to Section 13.02.057.

3. Consistent with RCW 36.70A, the Department must notify the Washington State Department of Commerce and other required state agencies of the City's intention to adopt or amend the Comprehensive Plan or development regulations prior to adoption by the City Council, and must transmit copies of the adopted plan or development regulation and any amendment after City Council action.

H.I. Amendments considered under emergency situation. The Planning Commission and the City Council may consider amendments to the Comprehensive Plan at any time as a result of an emergency situation. Emergency situations include situations involving official, legal, or administrative actions, such as those to immediately avoid an imminent danger to public health and safety, prevent imminent danger to public or private property, prevent an imminent threat of serious environmental degradation, or address the absence of adequate and available public facilities or services as provided for in Chapter 13.16 of the Tacoma Municipal Code, decisions by the Growth Management Hearings Board or the State or Federal Courts, or actions of a State Agency or Office or the State Legislature, affecting Tacoma will be reviewed by the Planning Commission with advice from the City Attorney's Office to determine if an appropriate "emergency" exists, necessitating an emergency Comprehensive Plan amendment.

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13.02.053 Area-wide zoning reclassifications.

The Planning Commission may also consider the need for area-wide zoning reclassifications, in association with or independently of Comprehensive Plan amendments, including those associated with an annexation or which are necessary to maintain the zoning classification's consistency with the Comprehensive Plan. The procedures for consideration of area-wide zoning reclassifications shall be as follows:

1. The means of submitting a request for an area-wide zoning reclassification and those empowered to submit such a request shall be the same as in Section 13.02.045.

2. Analysis of area-wide zoning reclassifications shall be based on the criteria as contained in Section 13.02.045.F.

~~23.~~ An area-wide zoning reclassification that brings the zoning classification into conformity with the Future Land Use Map as identified in Figure 2 of the Urban Form Chapter ~~implementing the goals and policies~~ of the Comprehensive Plan will be conducted by the Planning Commission, consistent with RCW 42.36.010, with recommendation to the City Council. Area-wide zoning reclassifications which conform to the Future Land Use Map and do not require plan modification may be considered at any time.

~~4.~~ Area-wide zoning reclassifications which are inconsistent with the Future Land Use Map as identified in Figure 2 of the Urban Form Chapter of the Comprehensive Plan shall be ~~proposed for adoption at the same time as and~~ conducted by the Planning Commission in conjunction with the Plan's Future Land Use Map amendment. Area-wide zoning reclassifications ~~which are consistent with~~ that require a Future Land Use Map amendment shall be considered during the Comprehensive Plan amendment cycle as prescribed in Section 13.02.045. ~~and do not require plan modification may be considered at any time.~~ ~~Analysis of area wide zoning reclassifications shall be based on the criteria as contained in Section 13.02.045.F.~~

~~35.~~ The Planning Commission shall conduct a public hearing to consider an area-wide zoning reclassification and to determine the consistency of the reclassification with the Comprehensive Plan and its elements and RCW 36.70A. In making its recommendation to the City Council, the Planning Commission shall make findings and conclusions to demonstrate the manner in which the area-wide reclassification carries out and helps implement the goals and policies of the Comprehensive Plan.

~~46.~~ At least one public hearing on a proposed area-wide zoning reclassification shall be held prior to final action by the City Council.

~~57.~~ Area-wide reclassifications adopted by the City Council supersede any previous reclassifications and any conditions of approval associated with such previous reclassifications.

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Chapter 13.04
PLATTING AND SUBDIVISIONS

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13.04.090 Short plat/short subdivision procedures.

A. Administration. The Director or designee is vested with the duty of administering the provisions of this section and with the authority to summarily approve or disapprove proposed preliminary and final short plats. The Director or designee may prepare and require the use of such forms and develop policies deemed essential to the effective administration of this code.

* * * * *

C. Process. Upon Submittal of a complete preliminary short subdivision application, at least one copy of the preliminary short plat shall be transmitted for review and comment to departments and agencies as determined by the Planning and Development Services Department. Short subdivision applications that are adjacent to a transit street or within 1,000 feet of a bus stop shall be forwarded to Pierce Transit for review and comment.

The Planning and Development Services Department shall assemble the agency comments and prepare a written preliminary report to the Director. The report shall contain an analysis of the applicable criteria for the approval of preliminary short subdivisions, public notice comments for five- to nine-lot short subdivisions, agency comments received, and requested conditions of approval.

[At the time of submission of application for final plat the applicant shall request creation of any required new address.](#)

D. Notification. Public notice required by this chapter shall be given in accordance with the provisions of Chapter 13.06 for five- to nine-lot short subdivisions. In the event that a proposed short subdivision within the City of Tacoma has a border coterminous with Tacoma's city limits, a notice of filing shall be given to the appropriate county or city officials and in the event that the short subdivision within the City of Tacoma is adjacent to the right-of-way of a state highway, a notice of filing shall be given to the Washington State Department of Transportation.

Mailed notices required by these regulations shall provide a legal description of the property to be subdivided and a location description in non-legal vernacular.

* * * * *

13.04.100 Plat/subdivision procedures.

A. Application. Applications for preliminary plat approval shall be submitted to Planning and Development Services on forms provided by the City. The application shall be considered complete when the following information is received by Planning and Development Services:

* * * * *

B. Process. Upon submittal of a complete preliminary plat application, Planning and Development Services shall transmit at least one copy of the plat for review and comment to departments and agencies as determined by Planning and Development Services. Preliminary plat applications for plats that are adjacent to a transit street or within 1,000 feet of a bus stop shall be forwarded to Pierce Transit for review and comment.

Planning and Development Services shall assemble the agency comments and prepare a written preliminary report to the Hearing Examiner. The report shall be transmitted to the Examiner and applicants a minimum of seven days prior to the date of the public hearing on the application. The report shall contain an analysis of the applicable criteria for the approval of preliminary plats, agency comments, an environmental determination and requested conditions of approval.

[At the time of submission of application for final plat the applicant shall request creation of any required new address.](#)

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Chapter 13.05
LAND USE PERMIT PROCEDURES

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13.05.020 Notice process.

A. Purpose. The purpose of this section is to provide notice requirements for land use applications.

B. Administrative Determination.

1. A notice of application is not required for Administrative Determinations. Examples of Administrative Determinations are minor variances, ~~temporary homeless camp permits~~, reasonable accommodation requests, review of non-conforming rights, zoning verification requests, and information requests.

2. Determinations of the Director shall be mailed to the applicant and the property owner (if different than the applicant) by first class mail.

3. At the discretion of the Director, notice of the Determination and/or summary of Determination may be provided to other qualified or interested parties.

C. Process I – Minor Land Use Decisions.

1. A notice of application shall be provided within 14 days following a notice of complete application being issued to the applicant as identified in Section 13.05.010.E. Examples of minor land use decisions are variances, Conditional Use Major Modifications, [temporary shelters](#), wetland/stream/FWHCA Verifications, and wetland/stream/FWHCA Minor Development Permits.

2. Notice of application shall be mailed by first-class mail to the applicant; property owner (if different than the applicant); neighborhood councils pursuant to TMC 1.45 and business districts pursuant to TMC 1.47 in the vicinity where the proposal is located; qualified neighborhood or community organizations; the Tacoma Landmarks Commission (for proposals located within a historic district or affecting a designated landmark); the Puyallup Indian Tribe for “substantial action” as defined in the “Agreement Between the Puyallup Tribe of Indians, Local Governments in Pierce County, the State of Washington, the United States of America, and Certain Private Property Owners,” dated August 27, 1988; and to owners of property and/or taxpayers of record, as indicated by the records of the Pierce County Assessor/Treasurer, within the distances identified in Section 13.05.020.H.

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**Chapter 13.06
ZONING**

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13.06.100 Residential Districts.

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C. Land use requirements.

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

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Uses	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5	Additional Regulations ¹
Accessory uses and buildings	P	P	P	P	P	P	P	P	Subject to additional requirements contained in Section 13.06.100.F
Adult family home	P	P	P	P	P	P	P	P	Subject to additional requirements contained in Section 13.06.535
* * * * *									
Work release center	N	N	N	N	N	N	N	N	Subject to additional requirements contained in Section 13.06.550.
Uses not prohibited by City Charter and not prohibited herein	N	N	N	N	N	N	N	N	

Footnotes:

¹ For historic structures and sites, certain uses that are otherwise prohibited may be allowed, subject to the approval of a conditional use permit. See Section ~~13.06.640.F~~ [13.06.640](#) for additional details, limitations and requirements.

² Certain land uses, including two-family, townhouse, cottage housing, and Detached Accessory Dwelling Units in certain districts, are subject to the provisions of the Residential Infill Pilot Program. See Section 13.05.115.

D. Lot size and building envelope standards.

	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5
1. Minimum Lot Area (in square feet, unless otherwise noted)								
Single-family detached dwellings – Standard Lots	7,500	5,000	5,000	5,000	5,000	5,000	5,000	5,000
Single-family detached dwellings – Small Lots (Level 1)	6,750	4,500	4,500	4,500	2,500	2,500	2,500	2,500
* * * * *								
Single-family Small Lots – Exceptions to Standard Minimum Lot Area Requirements	Reductions to minimum detached single-family dwelling lot area requirements, as shown above, may be allowed pursuant to Section 13.06.145. Lots smaller than the Minimum Lot Area for Standard Lots must meet the applicable Design Standards of Section 13.06.145. Single-family Small lot development must be oriented such that the lot frontage and the front façade of the house face the street. Small lot exceptions are not applicable to pipestem lots.							
Single-family detached dwellings – Small Lots (Level 2): Additional exceptions to Minimum Lot Area Requirements	<p>One of the following exceptions may be applied per parcel to allow for reductions in minimum lot area below the Single-family Level 1 Small Lot minimum size. In no case shall a new lot be smaller than the following without grant of a variance: R-1: 4,500 sq. ft.; R-2, R-2SRD, HMR-SRD: 3,000 sq. ft.; R-3 and above: 2,500 sq. ft.</p> <p>Lot Size Averaging – Infill: To provide for consistency with pre-existing development patterns, the average size of lots along the street frontage and block (excluding the site) may be substituted for the zoning district minimum lot size.</p> <p>Lot Size Averaging – Subdivisions: Within proposed Short and Full Plats, lots are permitted to a minimum size of 4,500 square feet in the R-1 District and 3,000 square feet in the R-2, R2-SRD and HMR-SRD Districts other districts, provided that the overall average lot size within the Short or Full Plat meets the Standard-Small Lots minimum lot size of the zoning district. Critical areas and buffers may not be counted toward lot size averaging.</p> <p>Alley lot area credit: In R-1, R-2, and R2-SRD and HMR-SRD Districts, half of the width of abutting alleys which are utilized for vehicular access to the lot may be counted toward the required minimum lot area, up to an additional reduction equivalent to 10 percent of the Standard Minimum Lot Size.</p> <p>Level 2 Small Lots must meet the Level 2 Small Lot Design Standards of Section 13.06.145.F.</p> <p>Small lot exceptions are not applicable to pipestem lots.</p>							
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13.06.200 Commercial Districts.

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C. Land use requirements.

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5. District use table.

Uses	T	C-1	C-2 ¹	PDB	Additional Regulations ^{2,3} (also see footnotes at bottom of table)
Adult family home	P	P	P	P	See definition for bed limit.
Adult retail and entertainment	N	N	N	N	Prohibited except as provided for in Section 13.06.525.
* * * * *					
Retail	N	P	P/CU~	P*	~A conditional use permit is required for retail uses exceeding 45,000 square feet within the C-2 District. See Section 13.06.640.F 13.06.640 . *Limited to 7,000 square feet of floor area, per business, in the HM and PDB Districts.
* * * * *					
Uses not prohibited by City Charter and not prohibited herein	N	N	N	N	
<p>Footnotes:</p> <ol style="list-style-type: none"> 1. Designated Pedestrian Streets – For segments here noted, additional use limitations apply to areas within C-2 Commercial District zoning to ensure continuation of development patterns in certain areas that enhance opportunities for pedestrian-based commerce. North 30th Street from 200 feet east of the Starr Street centerline to 190 feet west of the Steele Street centerline: street level uses are limited to retail, personal services, eating and drinking, and customer service offices. 2. For historic structures and sites, certain uses that are otherwise prohibited may be allowed, subject to the approval of a conditional use permit. See Section 13.06.640.F 13.06.640 for additional details, limitations and requirements. 3. Commercial shipping containers shall not be an allowed type of accessory building in any commercial zoning district. Such storage containers may be allowed as a temporary use, subject to the limitations and standards in Section 13.06.635. 					

D. Building envelope standards.

	T	C-1	C-2	PDB
Minimum Lot Area	0 non-residential; 1,500 square feet per residential unit	0	0	0
Minimum Lot Width	0	0	0	0
Maximum Building Coverage – applies to single-use multi-family residential development only	None non-residential; Residential maximum building coverage in accordance with the R-4-L District	None non-residential; Residential maximum building coverage in accordance with the R-4-L District	None non-residential; Residential maximum building coverage in accordance with the R-4 District	None non-residential; Residential maximum building coverage in accordance with the R-4 District
Minimum Front Setback	In all districts listed above, 0 feet, unless abutting a residential zoning, then equal to the residential zoning district for the first 100 feet from that side. Maximum setbacks (Section 13.06.200.E) supersede this requirement where applicable. Animal sales and service: shall be setback from residential uses or residential zoning district boundaries at least 20 feet.			
Minimum Side Setback	In all districts listed above, 0 feet, unless created by requirements in Section 13.06.502. Animal sales and service: shall be setback from residential uses or residential zoning district boundaries at least 20 feet.			
Minimum Rear Setback	In all districts listed above, 0 feet, unless created by requirements in Section 13.06.502. Animal sales and service: shall be setback from residential uses or residential zoning district boundaries at least 20 feet.			
Maximum Setback from Designated Streets	See Section 13.06.200.E for application with any district listed above on designated segments of North 30th Street and 6th Avenue. Residential development shall meet the Build-to Area standard in 13.06.100.D.6.			
Maximum Height Limit	35 feet	35 feet	45 feet	45 feet
	Height will be measured consistent with Building Code, Height of Building, unless a View Sensitive Overlay District applies. Height may be further restricted in View-Sensitive Overlay Districts, per Section 13.06.555. Certain specified uses and structures are allowed to extend above height limits, per Section 13.06.602.			
Maximum Floor Area	20,000 square feet per building	30,000 square feet per building	45,000 square feet per business for retail uses, unless approved with a conditional use permit. See Section 13.06.640. 13.06.640.	7,000 square feet per business for eating and drinking, retail and personal services uses
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13.06.300 Mixed-Use Center Districts.

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D. Land use requirements.

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3. District use table.

Uses	NCX	CCX	UCX	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations ^{3, 4, 5} (also see footnotes at bottom of table)
Adult family home	P	P	P	P	P	P	P	P	Subject to additional requirements contained in Section 13.06.535. See definition for bed limit. Prohibited at street level along designated pedestrian streets in NCX. ² Not subject to minimum densities found in Section 13.06.300.E.
Adult retail and entertainment	N	N	N	N	N	N	N	N	Prohibited, except as provided for in Section 13.06.525.
* * * * *									
Retail	P	P/CU~	P/CU~	P	P/CU~	P*	N	N	~ A conditional use permit is required for retail uses exceeding 45,000 square feet. See Section 13.06.640. 13.06.640. *Limited to 7,000 square feet of floor area, per business, in the HMX District.
Retirement home	P	P	P	P	P	P	P	P	See Section 13.06.535. In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ²
School, public or private	P	P	P	P	P	P	P	CU	Not subject to RCX residential requirement. ¹
Seasonal sales	TU	TU	TU	TU	TU	TU	TU	TU	Subject to Section 13.06.635.
Self-storage	N	P	P	N	P	N	N	N	See specific requirements in Section 13.06.503.B. In NCX and CCX Districts, prohibited at street level along frontage of designated core pedestrian streets. ²
* * * * *									
Uses not prohibited by City Charter and not prohibited herein	N	N	N	N	N	N	N	N	

Uses	NCX	CCX	UCX	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations ^{3,4,5} (also see footnotes at bottom of table)
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Footnotes:

1. The floor area of any development in RCX must be at least 75 percent residential, unless otherwise noted.
2. For uses that are restricted from locating at street-level along designated pedestrian or core pedestrian streets, the following limited exception is provided. Entrances, lobbies, management offices, and similar common facilities that provide access to and service a restricted use that is located above and/or behind street-level uses shall be allowed, as long as they occupy no more than 50-percent or 75 feet, whichever is less, of the site’s street-level frontage on the designated pedestrian or core pedestrian street. See Section 13.06.300.C. for the list of designated pedestrian and core pedestrian streets.
3. For historic structures and sites, certain uses that are otherwise prohibited may be allowed, subject to the approval of a conditional use permit. See Section ~~13.06.640.F~~ [13.06.640](#) for additional details, limitations and requirements.
4. Commercial shipping containers shall not be an allowed type of accessory building in any mixed-use zoning district. Such storage containers may be allowed as a temporary use, subject to the limitations and standards in Section 13.06.635.
5. Additional restrictions on the location of parking in mixed-use zoning districts are contained in the parking regulations – see Section 13.06.510.A.1 Table 2

E. Building envelope standards.

1. The following table contains the primary building envelope requirements. See Section 13.06.501 for additional requirements:

	NCX	CCX	UCX	RCX	CIX	HMX	URX	NRX	Additional Requirements
Minimum lot area	0 square feet	0 square feet	0 square feet	0 square feet	0 square feet	0 square feet	0 square feet	3,500 square feet for single-family dwellings; 2,500 square feet per unit for duplexes; 6,000 square feet for triplexes and multi-family dwellings; 5,000 square feet total per townhouse development	
Minimum lot width	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	25 feet for single-family dwellings, duplexes and triplexes; 14 feet for townhouses	

	NCX	CCX	UCX	RCX	CIX	HMX	URX	NRX	Additional Requirements

Maximum floor area	30,000 square feet per business; 45,000 square feet for full service grocery stores only; offices shall be exempt from these limits.	45,000 square feet per business for retail uses, unless approved with a conditional use permit. See Section 13.06.640.J 13.06.640	45,000 square feet per business for retail uses, unless approved with a conditional use permit. See Section 13.06.640.J 13.06.640	30,000 square feet per business; 45,000 square feet for full service grocery stores only.	45,000 square feet per business for retail uses, unless approved with a conditional use permit. See Section 13.06.640.J 13.06.640	7,000 SF per business for eating and drinking, retail and personal services uses	None	None	See Section 13.06.300.D for limitations on the amount of non-residential space allowed in developments in RCX Districts.
Minimum density (units/acre)	30; 40 on designated pedestrian streets. See Section 13.06.300.C	30; 40 on designated pedestrian streets. See Section 13.06.300.C	40	30; 40 on designated pedestrian streets. See Section 13.06.300.C	None	None	25	None	Projects that do not include residential uses, and mixed-use projects (such as residential & commercial, residential & industrial, or residential & institutional) are exempt from minimum-density requirements.
<p>For purposes of this provision, density shall be calculated by dividing the total number of dwelling units in a development by the area, in acres, of the development site, excluding any accessory dwelling units or areas dedicated or reserved for public rights-of-way or full private streets. In the same manner, to determine the minimum number of units required to meet this standard, multiply the size of the property, in acres, by the required minimum density, then round up to the nearest whole number. For example, the minimum number of units required on a 7,000 square foot (.16-acre) property located in the UCX District would be 7 units (.16 x 40 = 6.4, which rounds up to 7 units).</p>									

13.06.400 Industrial Districts.

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C. Land use requirements.

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5. District use table.

Uses	M-1	M-2	PMI	Additional Regulations ¹
Adult family home	P/N*	N	N	In M-1 districts, permitted only within residential or institutional buildings in existence on December 31, 2008, the effective date of adoption of this provision, or when located within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *Not permitted within the South Tacoma M/IC Overlay District See Section 13.06.535.
Adult retail and entertainment	P	P	P	Subject to development standards contained in Section 13.06.525.
* * * * *				
Correctional facility	N	CU	CU	Modifications or expansions to existing facilities that increase the inmate capacity shall be processed as a major modification (see Section 13.05.080). A pre-application community meeting is also required (see Section 13.06.640.Q 13.06.640).
* * * * *				
Dwelling, single-family detached	P/N*~	N*	N*	In M-1 districts, single-, two- and three-family and townhouse dwellings are prohibited, except for residential uses in existence on December 31, 2008, the effective date of adoption of this provision. In M-1 districts, new multi-family residential dwellings are permitted only within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *In all districts, quarters for caretakers and watchpersons are permitted as is temporary worker housing to support uses located in these districts. ~Not permitted within the South Tacoma M/IC Overlay District except for quarters for caretakers and watchpersons and temporary worker housing, as noted above. ~Per Ordinance No. 28470, on an interim basis, such uses are not permitted within the Port of Tacoma M/IC except for quarters for caretakers and watchpersons and temporary worker housing to support uses located in these districts. See 13.06.400.G 13.06.640.
Dwelling, two-family	P/N*~	N*~	N*~	
Dwelling, three-family	P/N*~	N*~	N*~	
Dwelling, multiple-family	P/N*~	N*~	N*~	
Dwelling, townhouse	P/N*~	N*~	N*~	

Uses	M-1	M-2	PMI	Additional Regulations ¹
* * * * *				
Retail	P~	P~	P*	*Limited to 7,000 square feet of floor area, per development site, in the PMI District. ~Within the South Tacoma M/IC Overlay District, and within the M-2 District of the Port of Tacoma M/IC on an interim basis per Ordinance No. 28470 (see 13.06.400.G.), unless an accessory use, limited to 10,000 square feet of floor area per development site in the M-2 district and 15,000 square feet in the M-1 district. Outside of the South Tacoma M/IC Overlay District and Port of Tacoma M/IC, limited to 65,000 square feet per use, unless approved with a conditional use permit. See Section 13.06.640.J 13.06.640.
* * * * *				
Uses not prohibited by City Charter and not prohibited herein	N	N	N	
Footnotes: 1. For historic structures and sites, certain uses that are otherwise prohibited may be allowed, subject to the approval of a conditional use permit. See Section 13.06.640.F 13.06.640 for additional details, limitations and requirements.				

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13.06.502 Landscaping and buffering standards.

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<p>TMC 13.06.502.E Landscaping requirements applicable to Residential, Commercial, Industrial and Mixed-Use Districts. The standards of this section are intended to implement the goals of the Comprehensive Plan and the intent of this section. The landscaping standards of this table apply to new development and substantial alterations, as stipulated above, in Residential, Commercial, Industrial and Mixed-Use Centers (X) Districts. LID BMPs may be used to fulfill all or a portion of landscaping requirements, where the vegetation within the LID BMP is compatible to the requirements.</p>
<p>Exemptions: (1) Single, two and three-family developments, unless in association with a full plat or a short plat with 5-9 lots, are exempt from all landscaping requirements. (2) Passive open space areas are exempt from all landscaping requirements (however development activities on such sites may trigger landscaping requirements). (3) Park and recreation uses are exempt from the Overall Site, Site Perimeter and Buffer requirements of this section.</p>
<p>Using this table: This table contains both numerical and distribution requirements for trees. In each case, whichever requirement would generate the larger number shall control and be the required number of trees.</p>
<p>* * * * *</p>
<p>Landscaping Buffers: Landscaping buffers are intended to function as a substantial vegetative screening providing physical and visual separation between dissimilar districts in order to soften visual and aesthetic impacts. Buffers also provide the aesthetic and environmental benefits of vegetation.</p>
<p>Exceptions: (1) When there is a 20 foot vertical grade difference between a development site that is located across the street or alley or is abutting R-District property, no Landscape buffers are required along the affected property line if such grade difference is demonstrated to provide comparable protection. (2) When the development site is across an arterial street or highway from the R-District property being screened, it is not required to provide a Landscape buffer along the affected property line abutting the arterial street or highway. (3) The Director may waive the requirement for a screening if equivalent screening is provided by existing parks, parkways, recreation areas, or by topography or other natural conditions. (4) The Director may waive the requirement for a screening if the R-District property being screened is in long-term use for a purpose other than residential, and which would not be negatively impacted by adjacency to a more intensive use. (5) The continuous landscaping buffer may be interrupted to the minimum extent necessary to accommodate walkway access and preferred driveway access to and from the property and to allow limited access to and use of necessary utilities.</p>
<p>* * * * *</p>

* * * * *

13.06.510 Off-street parking and storage areas.

* * * * *

TABLE 1 – Required Off-Street Parking Spaces^{9, 14}		
Use	Unit	Required parking spaces
		Min.
Residential		
Single-family detached dwelling, Adult family home, Staffed residential home ^{1, 2, 12}	Dwelling.	2.00
Two-family dwelling in all districts ^{1, 2, 12}	Dwelling.	2.00
Townhouse dwelling in R-2SRD, R-3, R-4 L and R-4 Distriets all districts ^{1, 2, 12}	Dwelling.	1.00
Three-family in R-2SRD, HMR-SRD and R-3 ^{1, 2, 12}	Dwelling.	2.00
* * * * *		

* * * * *

13.06.535 Special needs housing.

* * * * *

E. Facilities allowed by conditional use permit. Applications for conditional use permits for special needs housing facilities shall be processed in accordance with the standard procedures and requirements for conditional use permits, as outlined in Chapter 13.05 and Section 13.06.640, with the following additional requirements.

1. Pre-application community meeting. Prior to submitting an application for a conditional use permit to the City, the applicant shall hold a public informational meeting with adjacent community members. The purpose of the meeting is to provide an early, open dialogue between the applicant and the neighborhood surrounding the proposed facility. The meeting should acquaint the neighbors of the proposed facility with the operators and provide for an exchange of information about the proposal and the community, including the goals, mission, and operation and maintenance plans for the proposed facility; the background of the operator, including their capacity to own, operate, and manage the proposed facility; and the characteristics of the surrounding community and any particular issues or concerns of which the operator should be made aware. The applicant shall provide written notification of the meeting to the appropriate neighborhood council, qualified neighborhood and community organizations, and to the owners of property located within 400 feet of the project site.

* * * * *

4. Review criteria. Applications for conditional use permit for special needs housing facilities shall be subject to the specific review criteria contained in Section ~~13.06.640.D~~ [13.06.640](#).

5. Concomitant Agreement. Upon issuance of a conditional use permit for a special needs housing facility, the applicant shall sign and record with the Pierce County Auditor a notarized concomitant agreement. Such agreement shall be in a form specified by Planning and Development Services and subject to the approval of the City Attorney, and shall include as a minimum: (a) the legal description of the property which has been permitted for the special needs housing facility, and (b) the conditions of the permit and applicable standards and limitations. The property owner shall submit proof that the concomitant agreement has been recorded prior to issuance of a certificate of occupancy by Planning and Development Services. The concomitant agreement shall run with the land as long as the facility is maintained on the property. The property owner may, at any time, apply to Planning and Development Services for termination of the concomitant agreement. Such termination shall be granted upon proof that the facility no longer exists on the property.

* * * * *

13.06.545 Wireless communication facilities.

* * * * *

F. Priority for siting and type of facility. The order of priority for the siting of new wireless communication towers and facilities is intended as guidance to applicants for the development of sites with wireless communication towers, antennas, and associated facilities. The priority for the type of facility shall be subject to the provisions set forth in Section 13.06.545.F.3.a(4).

1. Priority for siting.

* * * * *

4. For Conditional Use Permits, in addition to the criteria set forth in Section ~~13.06.640.C~~[13.06.640](#), any applicant proposing to construct an antenna support structure, or mount an antenna on an existing structure, shall demonstrate by engineering evidence that the antenna must be located at the site to satisfy its function in the applicant’s grid system. Further, the applicant must demonstrate, by engineering evidence, that the height requested is the minimum height necessary to fulfill the site’s function within the grid system, and that collocation on existing facilities is not feasible. If a technical dispute arises, the Director may require a third-party technical study to resolve the dispute. The cost of the technical study shall be borne by the applicant or wireless service provider.

* * * * *

13.06.630 Nonconforming parcels/uses/structures.

* * * * *

C. Nonconforming use.

* * * * *

2. Allowed changes to and expansions of nonconforming use. Changes to a nonconforming use shall be allowed only under the following circumstances:

a. A nonconforming use, or a portion of a nonconforming use, may be changed to a use that is allowed in the zoning district in which it is located.

* * * * *

d. Any change from one nonconforming use to another nonconforming use, as allowed herein, shall not be considered converting such nonconforming use to a permitted use.

e. Changes in use that would exceed the standards herein may be approved through the issuance of a conditional use permit subject to the criteria in ~~13.06.640.P~~[Section 13.06.640](#).

3. Abandonment or vacation of nonconforming use. When a nonconforming use is vacated or abandoned for 12 consecutive months or for 18 months during any three-year period, the nonconforming use rights shall be deemed extinguished and the use shall, thereafter, be required to be in accordance with the regulations of the zoning district in which it is located.

D. Continued occupancy of nonconforming structure. Except as otherwise required by law and consistent with all other requirements of this chapter, a legal nonconforming structure may continue unchanged.

E. Nonconforming structure and nonconforming commercial, industrial, and institutional uses. A legal nonconforming structure, that is also nonconforming as to use, may only be expanded and/or modified in the following cases:

1. Ordinary repairs and maintenance, including painting, repair, or replacement of wall surfacing materials and the repair or replacement of fixtures, wiring, and plumbing are permitted; provided, such repair or maintenance will not result in noise exceeding levels identified in TMC 8.122, light, or glare at the boundary lines of the subject property.

2. The enlargement or modification is required for safety upon order of the City, or otherwise required by law to make the structure conform to any applicable provisions of law.

3. Such enlargement and/or modification does not result in an intensification of the use as addressed by Section 13.06.630.C.2.b.

- 4. Such enlargement and/or modification complies with the requirements of TMC Chapter 13.11.
- 5. Changes in use or expansion that would exceed the limitations of 13.06.630.C.2.b. may be approved through the issuance of a conditional use permit subject to the criteria in ~~13.06.640.P~~ [Section 13.06.640.](#)

* * * * *

13.06.645 Variances.

* * * * *

B. Specified variances.

- 1. Variance to development regulations (bulk, area).

* * * * *

- 6. Variance to parking lot development standards.

a. Applicability. These shall include variances to the parking lot development standards [\(all standards other than quantity\)](#) contained in ~~Section 13.06.510.B, C, D, and E and the additional Mixed Use Centers parking development standards in Section 13.06.510.A.~~

b. Criteria. The Director may authorize a variance for one or more of the following reasons:

- (1) Reasonable alternatives are to be provided to said standards which are in the spirit and intent of this chapter; or
- (2) Strict enforcement of the standards would cause undue or unnecessary hardship due to the unique character or use of the property.

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13.06.700 Definitions and illustrations.

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13.06.700.D

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Detoxification center. A facility providing detoxification and/or treatment [on an inpatient basis, with or without outpatient services available.](#) for persons suffering from the effects of alcohol or drugs.

Development. All improvements on a site, including buildings, other structures, parking and loading areas, landscaping, paved or graveled areas, and areas devoted to exterior display, storage, or activities. Development includes improved, open areas such as plazas and walkways, but does not include natural geologic forms or unimproved land.

* * * * *

Chapter 13.06A DOWNTOWN TACOMA

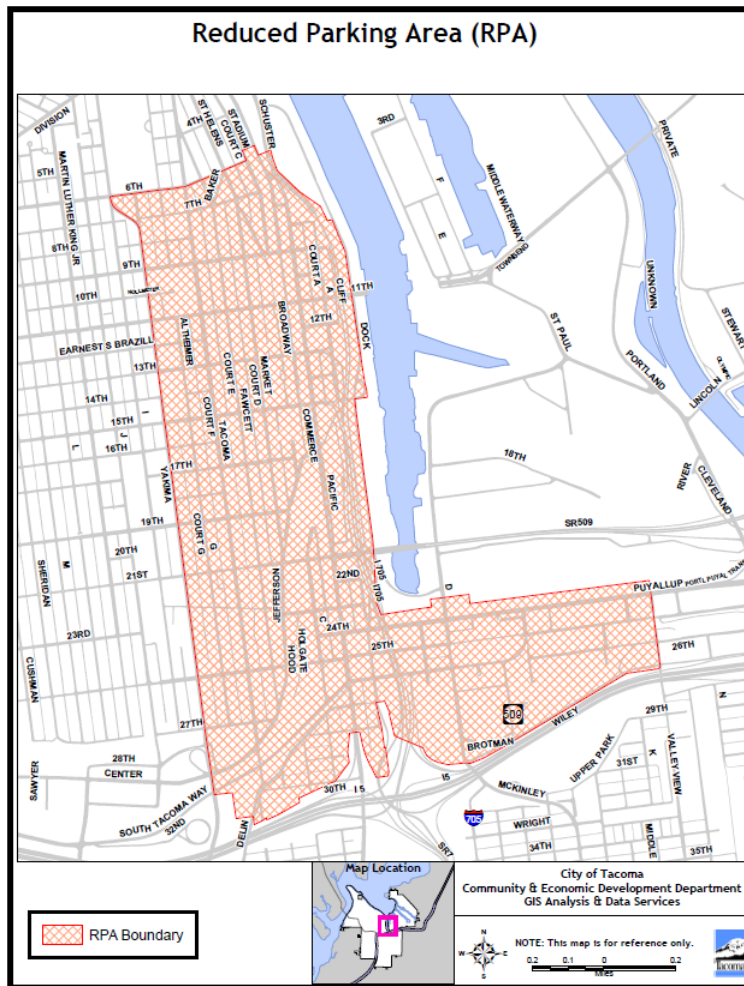
13.06A.065 Parking Standards

B. Reduced Parking Area (RPA) – Parking Quantity Standards

	Residential Parking (stalls/ unit)		Non-Residential Parking (stalls/ floor area sf)	
	Minimum	Maximum	Minimum	Maximum
RPA	Not Applicable	Not Applicable	Not Applicable	Not Applicable

1. Minimum off-street parking stall quantity requirements do not apply within the Reduced Parking Area (RPA), which is ~~located generally between bounded by Yakima Avenue, 6th Avenue, and South 23rd Street, and between Dock Street, and Tacoma Puyallup Avenue, East 'L' Street, and Interstate 5~~ (the specific boundary of the area is shown in Figure 2, below).

Figure 2: Reduced Parking Area (RPA)



13.06A.070 Basic design standards.

* * * * *

D. Additional Standards Applicable to Development Within the Downtown Commercial Core.

1. The maximum square feet of setback area for new and substantially altered structures and additions fronting on a Primary Pedestrian Street shall be determined by multiplying 75 percent of the linear sidewalk level frontage by a factor of 10. The setback area or areas can only be used for entrance areas and space devoted to exterior public spaces, pedestrian amenities, landscaping, vegetated LID BMPs, or works of art. Parking is prohibited in the setback areas.

* * * * *

3. The sidewalk level façade of any new or substantially altered structure and/or of an addition along those portions of Pacific Avenue, Broadway, and Commerce Street defined as a Primary Pedestrian Street shall include the following. This standard shall also apply when 50 percent of the sidewalk level façade is altered.

a. At least 60 percent of the façade area between 2 feet above grade and 12 feet above grade shall consist of transparency through the use of windows, doors, or window displays except that the transparency standard shall be reduced to 50 percent if at least 50 percent of the sidewalk level façade is occupied with uses listed in subparagraph 2 a. above. Window displays must be at least 12 inches in depth and recessed into the building. Display cases attached to the exterior wall do not qualify. The transparency standard may be reduced for buildings located on a sloping site by eliminating application of this standard to that portion of the building façade where the slope makes application of the requirement impracticable as shown in the illustration below. The transparency standard shall apply to the portion of the sidewalk level façade of a parking structure that includes retail, service, or commercial uses at the sidewalk level. A decorative grille, work of art, or similar treatment may be used to meet this standard on those portions of the façade where it can be demonstrated that the intrusion of natural light is detrimental to the sidewalk level use. Examples of such uses include, but are not limited to, movie theaters, museums, laboratories and classrooms. In no instance shall the amount of transparency present in existing buildings be decreased below this standard.

* * * * *

b. Weather protection over the public or private pedestrian walkway ~~in the form of a flat or sloped canopy or marquee~~ along at least 75 percent of the building frontage. ~~Weather protection must project a minimum of 3 feet. Marquees must meet the requirements specified in the applicable Building Code used by the City. Canopies shall also conform to TMC 13.06.521.J.~~

(1) Weather protection may be composed of awnings, canopies, arcades, overhangs, marquees, or similar architectural features. It is required to cover only hard surfaced areas intended for pedestrian use and not areas such as landscaping.

(2) Weather protection must cover at least 5 feet of the width of the public or private sidewalk and/or walkway, but may be indented as necessary to accommodate street trees, street lights, bay windows, or similar accessories to not less than 3 feet in width.

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

* * * * *

III.

Public Comments and Testimony

Comprehensive Plan And Land Use Regulatory Code

Proposed Amendments for 2018



Public Comments and Testimony

Received by
The Planning Commission

April 6, 2018

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

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<i>(No written comments received)</i>		

Oral Testimony Received
Planning Commission Public Hearing
April 4, 2018

(Note: The following notes are summarized based on the audio recording of the public hearing on April 4, 2018 and are included in the draft minutes of the meeting that are subject to approval by the Planning Commission.)

- 1) Eric Jackson :
Mr. Jackson spoke on Car Wash Uses in Neighborhood Centers. He feels that car washes promote responsible water use in urban cores. The existing Brown Bear Car Wash located on 6th Avenue near Pearl Street is over capacity with a high number and high density of cars using the facility. Car washes allow people living in apartments and multi-family housing access to wash their cars and meet the newer and higher social consciousness. Many apartments are banning car washes on site. Mr. Jackson noted that there was a recent report on King 5 News that Puget Sound Chinook Salmon would soon be on the endangered species list. He feels that public officials should assist in alleviating this issue via zoning and more environmentally responsible use of water.
- 2) Ginny Eberhardt, West End Neighborhood Council:
Ms. Eberhardt, a member representing the West End Neighborhood Council, stated that the council is asking that the car wash application be denied. The Narrows area as a mixed-use center is in the process of revitalization with new businesses coming in. To put a car wash on 6th Avenue would cause traffic on narrow side streets and issues with traffic control in the Geiger School area. Increased and back-up traffic would be hazardous to both students and school bus drivers.
- 3) Lance Odermat, Brown Bear Car Wash:
Mr. Odermat, Vice President of Car Wash Enterprises (Brown Bear Car Wash) spoke on the proposed development of a car washing facility at 6902 & 6918 6th Avenue. He asks that car washes be allowed in the NCX Neighborhood Commercial Mixed-Use districts with a Conditional Use Permit. The proposed development site is currently in poor condition and a detriment to the neighborhood with trespassing and unlawful activity. They are prepared to demolish the structures and move forward with the project. Prior to investing a large sum of money, he would like an assurance that they will be able to develop the car wash. He understands the hesitation but does not feel that the project would be a detriment to the neighborhood. The project would be a positive development, both state of the art and environmentally friendly with no expense spared on landscaping or appearance. A similar project was completed in May of 2017 in Poulsbo and the project was successful. Mr. Odermat is confident he can achieve the same outcome with this location. He stated that Brown Bear is a family owned and operated company with locations in Tacoma since the early 1970's and has been a stable presence in the community. The existing location on 6th Avenue near Pearl Street is too small, and the building is at its end of life and renovation is not a viable option. At this point the option is either to build the new location on 6th Avenue or relocate to Gig Harbor. Their strong preference is to remain in Tacoma.
- 4) Steve Gillen:
Mr. Gillen is concerned with the sustainable development policies. He feels they diminish property rights, regulate businesses, control water use and other uses and basically will eventually control all aspects of people's live and change the aspect of the community. He feels it is very damaging and the whole society will be changed.
- 5) Anthony Steele, President, Hilltop Business Association:
Mr. Steele voiced concerns on the Commercial View Sensitive District Height Methodology. He suggested more information be given to the community prior to moving forward with the zoning issue. He requested clarification on which areas it would cover. He understands that the zoning

action is for a different business district but there is nothing that precludes this zoning from being applied to other districts. He asked that both options in the amendment be made available to the community for review to accurately make comments. Mr. Steele stated that moving forward with the current methodology would actually be a punishment to the landowners, property owners, and business owners on each side of the street. The owners with frontage would be forced to limit their building height as an allowance for the view of the owner across the street. People have invested in their property and now would be told they are precluded from redeveloping their property and adding height to their property for a view. It is important to note that whatever the height requirement is, it is the same for everyone on both sides of the street.

6) Mary Smith:

Ms. Smith commented on the Commercial View Sensitive District Height Methodology from the perspective of Old Town residents. She is aware that there are 3 neighborhoods impacted by the methodology and feels that Option #2 is the most favorable for the residents of the 3 neighborhoods. Old Town while a mix of residential and commercial uses, is predominantly a residential area. Option #2 favors the residents in the area just a bit over commercial building developers. The hills slope which is a two way downhill slope creates a complex view which is highly valued and reflected in property taxes. Ms. Smith asks that the Commission take into consideration the fact that after businesses close at the end of the day the residents are there and appreciate their neighborhood and their view. She urged the Commission to select Option #2 and provided signatures from neighbors to City Staff.

7) Mike Fleming, West Slope Neighborhood Coalition:

Mr. Fleming addressed the Commercial View Sensitive District Height Methodology. He spoke on behalf of the West Slope Neighborhood Coalition in opposition to the amendment and changing the methodology. The amendment, per the staff report, was supposed to create more parity amongst parcels. The parity was for frontage property along 30th Street per the application by the private requestor. In the two current proposed options, there is a significant disparity, via the building height limitations. On one side of the street the owners are allowed to build 3 levels of floor space while on the other side of the street only 2 levels of floor space are allowed, providing 50% more floor space. Mr. Fleming and the Coalition feel that the best solution is to use the existing variance process and not to change the amendment. The issues of the one person can be addressed and the property can be examined and the variance process allows input from the neighbors and those in the vicinity. Amending this regulation would mean developer could proceed without any notification to others about what was going on. This is a significant issue for the Coalition.

8) Jeff Bell, Jeff's Used Tires:

Mr. Bell, owner of Jeff's Used Tires on 6th Avenue, commented on the "Outdoor Tire Storage." He indicated that he has been in this business since 1995, and that the site was a car wash that could not be converted without spending millions of dollars. Mr. Bell opened Good Used Tire Store which is open 7 days a week providing affordable services to many customers, enabling people to keep their cars rolling. Outdoor storage is very important and a building to house the tires would be very expensive and cost prohibitive. He felt that a fence to block the public's view of the tires and plants to beautify the outside between the privacy fence and sidewalk would be fine. Mr. Bell is opposed to closing the site down after 23 years. He thinks the site would remain vacant if he was forced to close and move as the cost for development of the property is extensive. He thinks only a bigger corporation would be able to develop the site.

9) Stacey Gillette:

Ms. Gillette commented on the Commercial View Sensitive District Height Methodology. She indicated that her concern was the intent of the amendment and the attempt to promote parity among parcels in the C-2 district. Ms. Gillette's primary concern was the Proctor area, specifically 34th and Proctor. She would like to see consistency in building height requirement as the height limit is only on one side of the street in this area. Ms. Gillette requested additional information as to why this was done. She believes this is an example of where consistency in code is needed. She proposed an expansion of the View Sensitive Overlay District to the entire 34th and C-2 Proctor District area. She also stated that she would like to eventually see the area as a C-1.

10) Rick Rosenblatt:

Mr. Rosenblatt spoke about the Open Space Corridors. He feels that while it is important to protect trees, wetlands, and the items in the proposal; the amendment is quite severe. The cut back as to what property owners can do with their property down to 35% is a very dramatic reduction in the use. He likened it to planning to build a house and then deciding to build a tiny home. Mr. Rosenblatt closed by reiterating that the amendment was severe.

11) Loretta Ramos:

Ms. Ramos lives a little over a block from the proposed car wash location at 6902 & 6918 6th Avenue. She agrees that the current car wash on 6th Avenue near Pearl Street is landlocked and extremely busy. She was interested in the subject site for her own personal mental health practice. She has spoken to a project manager affiliated with Brown Bear Car Wash about acquiring the building and spoken with City staff about the homeless population that has taken up residence at the site. She is unhappy with the lack of site containment and security. She feels that Brown Bear has made no effort to enclose the site and manage the homeless issue at the site. She is worried about the homeless people living on the site.

12) Dean Wilson, Chairman, West Slope Neighborhood Coalition:

Mr. Wilson, Chairman, West Slope Neighborhood Coalition expressed the Coalition's concerns about the car wash issue. He indicated that they are worried about the noise and congestion. He stated that they do not perceive a cogent reason why there should be an across the board amendment that would affect all neighborhood centers because one person applied for a car wash in the Narrows district on 6th Avenue. The Coalition generally opposes the amendment and does not feel car washes belong in neighborhood centers.

13) Ken Kingsbury, West End Neighborhood Council:

Mr. Kingsbury, a member of the West End Neighborhood Council, commented on the Car Wash Uses in Neighborhood Centers, indicating that he opposes the car wash going in. He has lived in the area for over 4 decades and has seen the neighborhood change. He is concerned with the potential traffic overflow and feels there would be constant overflow on to 6th Avenue which would trickle on to the side streets. Another concern is the inability for emergency vehicles to access the streets if cars are backed up. He does not feel this would be good for the community especially as it begins to turn around and develop.

January 11, 2018

VIA OVERNIGHT COURIER

Lihuang Wung
City of Tacoma
747 Market Street, 12th Floor
Tacoma, WA 98402-3701

Re: Application for Proposed Brown Bear Car Wash at 6918 and 6902 6th Ave (the "Properties")

Dear Mr. Wamback:

My name is Lance Odermat, my father started the Brown Bear Car Wash chain sixty-one years ago in Seattle. To this day, we remain a family-owned and operated business. We have owned and operates sites within the City of Tacoma since the early 1970s.

I was in attendance at the December 6, 2017 Planning Commission meeting and was surprised to hear the strong opposition to our Application. I am writing today in an effort to provide additional information that I hope will lead to your support of our Application.

We purchased the Properties in April 2017 with the goal of relocating our existing car wash operation located at 5950 6th Avenue. That location is approximately 40 years old has become obsolete due to the age of the building and layout of the facility. There are a number of issues which preclude effective renovation.

The Properties in our Application are located just a half-mile from our existing location. The proposed development would therefore allow us to stay in the immediate neighborhood and maintain our existing customer base. This was a major factor for us in acquiring the Properties versus a site elsewhere in Tacoma.

Currently, there is no economic activity at the Properties. On the 6902 parcel there is an abandoned one-story building. On the 6918 parcel, there is a long-abandoned gas station in dilapidated condition. In their current condition, the Properties are detriments and eye-sores to the surrounding neighborhood.

At the December 6th meeting, a Planning Commission member commented that if our Application is denied, "eventually somebody will build on the [Properties]". I believe that to be a misguided assumption. Despite the biggest real estate boom this region has ever experienced, the westerly portion of 6th Ave where the Properties are located has been passed over by both retail and

commercial developers. In addition, we are not looking to sell the Properties. They were purchased without any assumption of debt. Even if we were interested in selling, there is little chance we could do so without taking a loss. If our Application is denied, the Properties will remain in their current condition for the foreseeable future as we shift gears as a company and focus on development projects in other cities.

We are prepared to invest upwards of \$3.0 million into the redevelopment of the Properties into a state-of-the-art car wash facility similar to projects we completed this year in Poulsbo and Silverdale. Please see enclosed photographs. At present, I am not aware of any other developer willing to make that level of investment anywhere on 6th Ave west of Highway 16. We believe our proposed project would be an asset to the surrounding neighborhood both aesthetically and in terms of economic activity. Our company offers compensation and benefits on the higher end of the retail spectrum with a starting wage of \$15.00 per hour.

Beyond economic impact, another consideration is the environmental benefit a state-of-the-art Brown Bear Car Wash provides. The City of Bothell performed a study in 2014 that estimated its 35,576 residents discharge an average of 2,329,017 gallons of residential car wash water into that city's storm drain system each year. With the City of Tacoma's population being over 5 times larger than Bothell's, the environmental impact from home car washing cannot be overlooked. The Washington State Department of Ecology ("DOE") now mandates that cities adopt ordinances that prohibit residents from putting soapy water down storm drains. Both DOE and the United States Environmental Protection Agency recommend that citizens utilize commercial car washes. A new Brown Bear Car Wash at the Properties would serve this end and provide for environmentally-friendly car washing. It would safely treat and discharge all wash water and help to protect the nearby Leach Creek Watershed as well as Puget Sound.

In closing, it is worth mentioning that our recent project in the City of Poulsbo received exceedingly strong initial opposition, including from the Mayor, Becky Erickson. That project sits on corner at the main intersection and entry into Poulsbo. Mayor Erickson's opposition shifted as the project took shape and she now has a very positive opinion of our development and views it as an asset to the community. We believe we could achieve the same success at the Properties if given the opportunity.

Thank you for your consideration.

Respectfully,



Lance Odermat
Vice President, General Counsel
Car Wash Enterprises, Inc.
Brown Bear Car Wash
Direct 206-274-2603
Mobile 206-550-8250

CC: All Members City Of Tacoma Planning Commission (via overnight courier)
Lihuang Wung, Staff Liason (via overnight courier)

Enclosures (*as stated above*)

SILVERDALE







PULLS 130



wash
green

Brown Bear



Car Wash

187



From: sryan@harbornet.com
To: [Wung, Lihuang](#)
Subject: Public Comment Car Washes
Date: Monday, April 02, 2018 10:12:16 PM

Dear Mr. Wung:

I am writing to put forth my public comment opposing the Land Use change to accommodate Car Washes in all Neighborhood Centers. There are reasonable expectations for property owners, renters and residents when they move to an area that their quality of life will not go down due to man made circumstances.

Car washes are found to be extremely profitable. The noise pollution and idling cars these bring with them is not suitable in all neighborhood centers. There for the Tacoma LUC should not be altered for the purpose of accommodating this type of business.

Thank you,

Susan Ryan
Tacoma



March 29, 2018

Chair Wamback
Tacoma Planning Commission
747 Market Street, Room 345
Tacoma, WA 98402

RE: Car Wash in Neighborhood Centers

Dear Chair Wamback:

Once again, the West End Neighborhood Council would like to go on record as opposing Car Washes within NCX (Neighborhood Commercial Mixed-Use Centers) areas. The West End Council feels that to allow a car wash in this area of 6th Avenue would, in our case, have a deep and detrimental effect on a district that we have been trying to revitalize for over ten years.

The West End feels that a car wash in this area is not necessary or vital for the people in Tacoma. There are numerous car washes close by; therefore, adding one on 6th Ave. is not vital to the lives of people living in the West End of the city. For years, we in the West End have asked for help to add good, modern and essential businesses to the 6th Avenue corridor; we are well aware that this area is designated as a Mixed Use Center therefore; we want a Mixed Use Center that creates a beautiful, walkable district for all of our neighbors- not a congested mess. The congestion would, more than likely, keep people away and it would lack the inviting nature that is so important for a Mixed Use Center.

This is an older area within the West End that has many residential homes adjacent to the Mixed Use Center, and all have relatively narrow streets that would be used for traffic leading into this car wash. To add increased traffic to these narrow streets that also have children walking to schools and busses that carry children to schools, will only make for increased congestion and possible increased injury risk to young kids: this is not what the Council feels is good for our neighborhood. One just needs to see the total traffic congestion in the mornings around Geiger School to realize that bringing increased traffic to these side streets is the wrong approach.

Please permit us to have a beautiful, revitalized area in the West End and decline the Car Wash in the NCX areas where it is currently not allowed and should never be permitted. None of the NCX areas should be forced to tolerate car washes, but if wanted, other NCX areas could agree to them on an individual basis.

Allowing car washes in NCX areas would prove to the citizens of Tacoma that our neighborhoods are less important than businesses and that is a concept we do not want to propagate. Our neighbors need and should receive the opportunity to live in beautiful, restful neighborhoods- exempt from car washes and the increased traffic they will bring.

Again, please deny this proposed amendment and continue to bring revitalization to the 6th Ave. corridor; revitalization that will properly effect neighbors and allow them to be proud of where they live.

Sincerely,

Charles White

Charles White, Chair

West End Neighborhood Council



WEST SLOPE NEIGHBORHOOD COALITION

P.O Box 64321 Tacoma, WA 98464-0321
<http://www.westslopeWSNC.com>

Chair

Dean Wilson dewilson064@gmail.com
312-2858 1401 S. Sunset Drive

Vice-Chair

Mike Fleming mnfleming@netzero.net
565-3698 1520 S. Fairview Drive

Recording Secretary

Jane Evancho jane.evancho@wamail.net
253-565-9744 922 S. Mountain View Ave.

Treasurer

Judy Manza pjmanza@harbornet.com
564-3596 1526 S. Ventura Drive

Membership Chair

Gail Cline clinetg@comcast.net
460-6786 7535 Hegra Road

TRUSTEES (Area Reps)

Narrowmoor 1 (6th Ave to S 12th St) & WSNC Rep on West End Council

Tom Cline clinetg@comcast.net
460-6786 7535 Hegra Road

Narrowmoor 2 (S 12th to Suspension)

Karin Bolland kb@mcdtechnologies.com
565-2420 1502 S Fernside Dr.

Narrowmoor 3 (Suspension to S 19th)

Judi Quilici jquil@harbornet.com
564-0847 1530 S. Fernside Dr.

Narrowmoor 4 (SR16 to 6th Ave)

Meri Sinnett sinnettmeri@yahoo.com
202-999-7414 902 S. Fernside Dr.

Mt. Narrowmoor (East of Jackson St) (Vacant position)

Trustee At-Large & Leader of area's CERT (Citizen Emergency Response Team)

Karen Kelly kmkelly916@gmail.com
759-4214 916 S Mt. View Ave

Sunset & Titlow (West of S. Mt. View)

Ron Talcott ron@talcott.org
564-9779 1320 S. Sunset Drive

April 3, 2018

City of Tacoma Planning Commission
747 Market Street, Room 345
Tacoma, WA 98402

Subject: 2018 Amendment to the Comprehensive Plan – Car
Washes in NCX Districts

Dear Chairman Wamback,

The West Slope Neighborhood Coalition (WSNC) is opposed to the proposed amendment to the 2018 Comprehensive Plan that would allow for a large car wash installation on 6th Avenue located within the Narrows Neighborhood Center. This area is zoned as Neighborhood Commercial Mixed-use (NCX) and “vehicle service and repair” activities, to include car washes, are prohibited in those districts.

We share the concern of many of our local residents that the proposed, large car wash facility could be troublesome with additional noise and traffic congestion. A major concern is that car wash patrons could form long lines from the entrance that back up into the adjacent residential area, blocking private driveways and snarling traffic.

From a policy standpoint, we believe that “vehicle service and repair” activities are inappropriate commercial activities that should continue to be prohibited within the Narrows NCX. We therefore urge the planning commission to reject the proposed change to the NCX Districts that would make an exception for car washes.

Sincerely,

Dean Wilson
Chairman
West Slope Neighborhood Coalition

From: [THOMAS CLINE](#)
To: [Planning; Ibsen, Anders](#)
Subject: C-2 VSD height measurement methodology Attn: Chairman Wamback
Date: Tuesday, April 03, 2018 2:34:27 PM

Dear Chairman Wamback

The Proposed Amendment is Commerical not Residential but I have concerns that this amendment is being driven to eventually impact Residential. A variance should be issued for the Commercial private application and **no changes** made to the existing C-2 VSD height measurement methodology.

I have resided at 7535 S. Hegra Rd on the West Slope of Tacoma for 16 years. There are two vacant lots below so I completely understand View Sensitive Height Methodology.

The lots below are on a steep incline and how the existing code deals with the slope calculation is correct. It takes all four corners and has a parallelogram that sits on top of the land for an accurate building height calculation.

I also sit next to a gulch that has been filled in with 17 feet of fill. This poses an interesting question if it were a Commerical property. What is existing grade vs building code "finished grade" for the height measurement methodology? The proposed amendment does not speak clearly to the grade and which (existing or finished) is used for the 25ft height measurement.

The analysis for the proposed amendment to the C-2 VSD height measurement methodology was drafted/influenced by a paid consultant, David Boe (prior Tacoma City Councilman), an advocate of the Master Builders Association.

I challenge you to use a steep lot anywhere on the West Slope and use the existing calculation and put it next to the proposed calculation and see the difference.

Please remove the Commerical View Sensitive District Height Methodology proposed

amendment. The City of Tacoma has wasted time and money on something that does not need to be fixed.

Sincerely

Gail Cline

From: [Claudia Ellsworth](#)
To: [Planning](#)
Subject: proposed amendment to 2018 Comp Plan altering means by which building height is measured
Date: Thursday, March 29, 2018 1:43:30 PM

I am writing to express my concurrence with the position taken by the West Slope Neighborhood Association regarding measurement of building heights.

Could you please explain to me what the city sees as the advantages to be gained through this amendment, or send me a copy of the proposed amendment. Thank you.



Virus-free. www.avast.com

From: [Mike & Nancy](#)
To: [Planning](#)
Subject: 2018 Annual Amendment Application #2018-06 C-2 VSD Height Measurement
Date: Friday, April 06, 2018 10:51:33 AM

Tacoma Planning Commissioners;

During my comments at April 4 public meeting, my time expired before I addressed a proposed change to “limit the height of appurtenances to 5 feet” (which currently have no height restrictions). That proposal definitely has merit for roof-top appurtenances in commercial C-2 zoned areas located within View Sensitive Districts.

However, there is a significant view-impact difference between small objects such as chimneys and the large view-impact of parapets which typically run the entire width/length of a building. Given that vast view-impact difference, please consider limiting the height of parapets to Code height for “safety” railings.

Thank you for public comment opportunity.

Mike Fleming

1520 S Fairview Drive, Tacoma

From: [Flemister, Lauren](#)
To: [Wung, Lihuang](#)
Subject: Fwd: View Sensitive District Height Measurement
Date: Friday, April 06, 2018 11:53:26 AM

Sent from my iPhone

Begin forwarded message:

From: Karen Kelly <kmkelly916@gmail.com>
Date: April 6, 2018 at 8:08:57 AM PDT
To: lflemister@ci.tacoma.wa.us
Subject: View Sensitive District Height Measurement

April 5, 2018

City of Tacoma Planning Commission
747 Market Street, Room 345
Tacoma, WA [98402](#)

Subject: 2018 Amendment to the Comprehensive Plan – VSD Height Measurement

Dear Chairman Wamback,

I am writing to oppose the proposed amendment to the 2018 Comprehensive Plan that would alter the manner in which building height is to be measured in commercial districts in a view sensitive district (VSD).

My concerns are several.:

There is currently a long standing variance process in place that allows for input from those affected by the change. The new proposal does not allow for notification of input from those individuals/businesses. The view sensitivity of these unique areas are what makes Tacoma a special place and attracts many to the area. The lack of transparency of the process is of great concern to me. I also know that if the this process is put in place for businesses, it will only be a matter of time before residences are impacted as well.

I am also concerned that a former council member, now consultant, is closely tied to the master builders association, whose members will greatly benefit from this change at a great cost to residents and businesses.

Please do not make this sweeping change that will negatively impact not only residents and businesses, but the attractiveness of our beautiful city

Sincerely,
Karen Kelly
916 S Mountain View Ave
Tacoma, WA 98465

Old Town Tacoma Residents

Staff Note:
Received on 4/4/18

To: Tacoma Planning Commission

Re: Commercial View Sensitive District Height Methodology Proposal

We, the undersigned residents of Old Town Tacoma, support **Option 2** as the amendment to the Commercial View Sensitive District Height Methodology. This methodology provides greater consideration for residences in these districts. We believe residences in these districts should be given prime consideration to retain their visibility of the area's treasured views.

Print name	Kathleen Hodges
Sign name	Kathleen Hodges
Date	3/30/2018
Address	2514 McCarver St TACOMA, WA 98407
Phone	253 272-8265

Print name	TRACE WRIGHT
Sign name	Trace Wright
Date	3/30/2018
Address	2205 N. 29 th ST TACOMA, WA 98403
Phone	307-413-4141

Print name	MELANIE and DAVID AAMIDOR
Sign name	M. Amidor
Date	3/30/2018
Address	2903 N STARR ST TACOMA, WA 98403
Phone	253-777-5043

Print name	Vicky Zehnder
Sign name	Vicky Zehnder
Date	3/30/18
Address	2213 N 25 th ST TACOMA, WA
Phone	253-383-7644

Old Town Tacoma Residents

To: Tacoma Planning Commission

Re: Commercial View Sensitive District Height Methodology Proposal

We, the undersigned residents of Old Town Tacoma, support **Option 2** as the amendment to the Commercial View Sensitive District Height Methodology. This methodology provides greater consideration for residences in these districts. We believe residences in these districts should be given prime consideration to retain their visibility of the area's treasured views.

Print name	Gary Rose
Sign name	<i>Gary Rose</i>
Date	3/30/18
Address	2117 N. 29th ST Tacoma 98403
Phone	253 439 8247

Print name	Daniel Jarlestersbach
Sign name	<i>[Signature]</i>
Date	3/31/18
Address	2814 N Starr St. Tacoma 98403
Phone	253-380-3932

Print name	Bobby L. Polley
Sign name	<i>[Signature]</i>
Date	Mar 30, 2018
Address	2018 N. 29th Tacoma, WA
Phone	253.961.6624

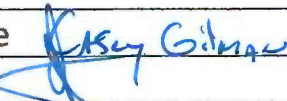
Print name	Charlie Earl
Sign name	<i>Charlie A Earl</i>
Date	3/30/18
Address	2016 N 29th ST Tacoma, WA 98403
Phone	206-930-7531

Old Town Tacoma Residents

To: Tacoma Planning Commission

Re: Commercial View Sensitive District Height Methodology Proposal

We, the undersigned residents of Old Town Tacoma, support **Option 2** as the amendment to the Commercial View Sensitive District Height Methodology. This methodology provides greater consideration for residences in these districts. We believe residences in these districts should be given prime consideration to retain their visibility of the area's treasured views.

Print name	Kasey Gilman
Sign name	
Date	3/30/18
Address	2006 N 29 th St Tacoma, WA
Phone	802 997 5517

Print name	Joyce HAKALA
Sign name	Joyce Hakala
Date	3-31-18
Address	2603 NO 30 th ST. TACOMA, WA 98407
Phone	253 756 9780

Print name	Allen m Hodges ALLEN M HODGES
Sign name	Allen m Hodges
Date	4-2-18
Address	2814 MICHURVRE ST TACOMA 98407
Phone	

Print name	Christopher Horan
Sign name	Chris Horan
Date	4/2/18
Address	2421 N 30 th ST Tacoma, WA 98407
Phone	425 - 449 - 6458

Old Town Tacoma Residents

To: Tacoma Planning Commission

Re: Commercial View Sensitive District Height Methodology Proposal

We, the undersigned residents of Old Town Tacoma, support **Option 2** as the amendment to the Commercial View Sensitive District Height Methodology. This methodology provides greater consideration for residences in these districts. We believe residences in these districts should be given prime consideration to retain their visibility of the area's treasured views.

Print name	Marie Horan
Sign name	Marie Horan
Date	4/2/18
Address	2421 N 30th St Tacoma WA 98407
Phone	512 934 4617

Print name	Alexis Macdonald
Sign name	Alexis Macdonald
Date	4/2/18
Address	2820 W. Carr St. Tacoma 98403
Phone	253-759-8862

Print name	Gwendolyn S. Marten
Sign name	Gwendolyn S. Marten
Date	4/2/18
Address	2602 No. 30th, Tacoma, Wa. 98407
Phone	253-879-0291

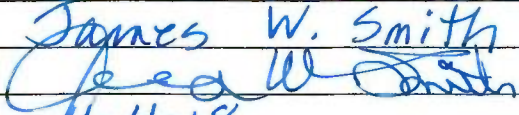
Print name	MARY L. Smith
Sign name	Mary Smith
Date	4/4/18
Address	2902 White St. Tacoma, WA 98407
Phone	253-752-5507

Old Town Tacoma Residents

To: Tacoma Planning Commission

Re: Commercial View Sensitive District Height Methodology Proposal

*We, the undersigned residents of Old Town Tacoma, support **Option 2** as the amendment to the Commercial View Sensitive District Height Methodology. This methodology provides greater consideration for residences in these districts. We believe residences in these districts should be given prime consideration to retain their visibility of the area's treasured views.*

Print name	James W. Smith
Sign name	
Date	4-4-18
Address	2902 N White St TACOMA WA 98407
Phone	253-752-5507

Print name	
Sign name	
Date	
Address	
Phone	

Print name	
Sign name	
Date	
Address	
Phone	

Print name	
Sign name	
Date	
Address	
Phone	

James W. Smith and Mary L. Smith
2902 North White Street
Tacoma, WA 98407
mnjsmith@harbornet.com
253-590-6261

April 2, 2018

Planning Commission
747 Market St, Room 345
Tacoma, WA 98402

Subject: Commercial View Sensitive District Height Methodology

Request: Recommend Option 2 to the City Council as the amendment to the Commercial View Sensitive District Height Methodology.

Dear Commission Members:

We request that you recommend Option 2 as the amendment you move forward to the City Council for the change to the Commercial View Sensitive District Height Methodology.

We are aware that there are three neighborhoods the change in methodology will effect. Although our comments below are from the perspective of Old Town residents, we think our support of Option 2 favors residents of all three impacted neighborhoods.

One of the charms of Old Town is the mix of residential and commercial properties. However, this has not been without its tensions over the years. Now though, there is no question that Old Town is predominantly a residential neighborhood.

It is because Old Town is primarily a residential neighborhood, as a opposed to a key commercial district, that we favor Option 2 as the better amendment. Option 2, as shown, limits height to 15 feet to roof structure and 20 feet to parapet for the uphill alley measurements.

If you don't reside or live in Old Town and have the privilege of looking out your window, especially from the various two way downhill angles that exist, you might not think there is much of a difference between Option 1 and Option 2. However, those of us who live in this beautiful neighborhood know that there is a difference. Option 2 is the better option. It favors, just a bit, the residents in the area over commercial building developers.

It is the two way down hill slope that makes this complicated. Our hills slope both down on the east and the north. Most homes in Old Town are very old and snugged in close together. Not all homes have views. But for those of us with a view and for some it isn't a lot, but the little that we have, is a slice of heaven, that is also reflected in our property tax rates.

Option 2 is the better option, because, after everyone leaves their Old Town offices or businesses for the day, from which they have seen our beautiful Commencement Bay, the rest of the neighborhood residents remain. And how sad it would be if a family's remaining peak a boo view of Commencement Bay was restricted by you selecting Option 1 that allows for higher construction of commercial property.

So please, take this into consideration as you look at these two options. Option 2 favors, only very slightly the residents of Old Town without any significant limitation to those who will likely build new commercial properties in our lovely mixed neighborhood in the future.

Thank you for the opportunity to comment.

Sincerely,



James W. Smith



Mary L. Smith

March 27, 2018

Lauren Flemister
Senior Planner
City of Tacoma, WA

Subject: Staff Analysis Report VSD for Building Height Measurement

Dear Ms. Flemister:

My comments on the subject report are:

1. I filed the code amendment application for one simple reason. In the 33-years I owned this lot I could not develop it. The record shows I tried. There were *three* issues: lack of adequate floor-to-ceiling height, inability to achieve a full second story and making the project pencil. All of these issues relate to building height. A variance was *unrealistic*. I tried that in the early 90s and my request was denied. The reason gets back to the development disparity between the two sides of N 30th St.
2. In its dedication to protect undefined views the City has totally ignored the inherent differences between Old Town commercial development and single-family development. Commercial development is inherently more expensive. There are many factors driving cost, but basement-level parking coupled with construction at the property line (meaning the excavation must be shored) significantly increased the cost. When the cost of construction increases, lease-able floor area is needed to pay for it. Without a second story, you don't get that floor area.
3. Second, small neighborhood commercial spaces function a lot like community spaces. Therefore these spaces must be designed to accommodate the occupant load and the customers must feel comfortable within the space. A relatively small floor area needs floor-to-ceiling height to make the occupants feel comfortable. Fifteen feet is common minimum. That height will also accommodate mechanical systems (fire sprinkler, heating and cooling), which has been pointed out in Variance applications for structures built on the *south* side of N 30th St. With fifteen feet of floor to ceiling height plus 4-feet for structure (ceiling/floor +roof) that leaves a second level floor-to-ceiling height of 6-feet.
4. The regulations should balance development potential on both sides of the street, allow development to pay for itself and provide a comfortable space for the people who frequent it.

5. Note: the lowest level show on drawings for the north side properties will NOT be a viable retail level. In every case it will most likely be a basement, as defined by the IBC, dedicated to underground parking. The Planning Commission might want to consider offering a meaningful height bonus to get autos off the street.

Best,

K. Thiem



March 30, 2018

Chair Wamback
City of Tacoma Planning Commission
747 Market Street, Room 345
Tacoma, WA 98402

Re: 2018 Amendment to the Comprehensive Plan and Regulatory Code- VSD Height Measurement

Dear Chairman Wamback,

The West End Neighborhood Council would like to go on record as opposing the proposed amendment to the Comprehensive Plan that would affect how building heights are measured in the C-2 areas within view sensitive district- VSD.

The people of Tacoma cherish their marine and mountain views as a special feature they are willing to fight for, and many feel these are more than worthy of strong and strategic protections. Therefore, we feel that an across the board regulation for all VSD would be detrimental to all involved. Instead, we feel that residents and businesses within this area, and close to new construction, should be able to review and comment on the impact any new construction would have on their own properties. Any impacts should be looked at prior to the City approving construction in a VSD.

At this time, there is a process for property owners to obtain a variance in a VSD; including criteria and mitigation factors which can be individually looked at and applied to specific circumstances. This also allows for equality to the upslope and down slope homes/businesses when dealing with new construction. This not only allows for impacted properties to have a clear means to voice their concerns if their properties are affected by new construction, but it also permits valid concerns and other possible solutions to be heard before construction begins. Amending the Comprehensive Plan would take away prior notice and we believe that would represent an unfair procedure for the affected property owners: a practice we do not feel is fair to many who live in these areas.

Sincerely,

Charles White, Chair
West End Neighborhood Council



WEST SLOPE NEIGHBORHOOD COALITION

P.O Box 64321 Tacoma, WA 98464-0321
<http://www.westslopeWSNC.com>

Chair

Dean Wilson dewilson064@gmail.com
312-2858 1401 S. Sunset Drive

Vice-Chair

Mike Fleming mnfleming@netzero.net
565-3698 1520 S. Fairview Drive

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253-565-9744 922 S. Mountain View Ave.

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564-3596 1526 S. Ventura Drive

Membership Chair

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460-6786 7535 Hegra Road

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Narrowmoor 1 (6th Ave to S 12th St) & WSNC Rep on West End Council

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565-2420 1502 S Fernside Dr.

Narrowmoor 3 (Suspension to S 19th)

Judi Quilici jquil@harbornet.com
564-0847 1530 S. Fernside Dr.

Narrowmoor 4 (SR16 to 6th Ave)

Meri Sinnett sinnettmeri@yahoo.com
202-999-7414 902 S. Fernside Dr.

Mt. Narrowmoor (East of Jackson St)

Pat Lyon seabre.20@gmail.com
1702 S. Karl Johan Avenue

Trustee At-Large & Leader of area's CERT (Citizen Emergency Response Team)

Karen Kelly kmkelly916@gmail.com
759-4214 916 S Mt. View Ave

Sunset & Titlow (West of S. Mt. View)

Ron Talcott ron@talcott.org
564-9779 1320 S. Sunset Drive

March 27, 2018

City of Tacoma Planning Commission
747 Market Street, Room 345
Tacoma, WA 98402

Subject: 2018 Amendment to the Comprehensive Plan – VSD
Height Measurement

Dear Chairman Wamback,

The West Slope Neighborhood Coalition (WSNC) is opposed to the proposed amendment to the 2018 Comprehensive Plan that would alter the means by which building height is to be measured in C-2 districts within a view sensitive district (VSD).

As you may know, the WSNC initiated the effort to establish VSDs in Tacoma almost 30 years ago because we treasure the marine, mountain, and territorial views that the slopes of Tacoma afford. Because these views constitute a very special asset of our city that set it apart from so many others, they are worthy of strong protections. We believe that the current VSD restrictions have served the city well with a well-established and effective measurement methodology. Without those measures, there is no doubt that our city would have suffered irreversible encroachments on the precious views in both the residential and commercial areas of Tacoma. We are therefore very wary of any efforts to water down or “flex” the VSD height measurement methodology. Because the proposed amendment is for an across-the-board regulation, it would deny residents or businesses within the proximity of new construction the opportunity to review the impact on their own properties and present their concerns to the city prior to approval.

It should be noted that the current land use regulatory code (13.06.645) provides for a more than ample process for property owners to obtain a variance in a VSD, to include 6 criteria and 4 mitigation factors that the Director is required to consider. As the Director is not limited to those

considerations, the process can readily address any “parity” issues amongst upslope and downslope parcels, the concern cited by the advocates of the proposed amendment.

Given the very limited number of parcels that would be affected (only those within overlapping VSD and C-2 districts), an across-the-board change to the VSD strikes us as overly broad and unnecessary while also introducing another complication to the standard measurement methodology.

Most importantly, the current variance process provides a clear and transparent means for owners of impacted properties to have their concerns heard in advance, whereas the amended regulation would allow the approval of a construction permit to be rendered without prior notice. We believe that would constitute an unfair process for the affected property owners.

Sincerely,



Dean Wilson
Chairman
West Slope Neighborhood Coalition

From: Kammerzell, Jennifer
To: lovesabba@msn.com
Cc: [Planning](#)
Subject: RE: 2018 Amendment Land Use
Date: Tuesday, March 20, 2018 6:30:23 PM

Good Evening Ms. Bell,

It's been a while since we chatted. Thank you for contacting the City about your traffic concerns. Pt Ruston was required to complete a traffic study that evaluate impacts and provides measure to mitigate/address those impacts. The decision can be found in the Point Ruston Environmental Impact Statement (<https://www.pointruston.com/eis/>), specifically under Section 3.7. Phased improvements (starting on page 3.7-49) are triggered based on development impacts and range from the existing roundabouts to extending turn lanes and adding a signal on Ruston Way to improvements on Baltimore Street.

The City is also working with Metro Parks Tacoma on a traffic study that would evaluate and mitigate park traffic associated with Pt Defiance improvements. Mildred Street and Pearl are included in the study area. The study should be completed this Spring for City staff to review. Metro Parks has been great with public outreach and input, and I would expect improvements identified in the study to be included in their community outreach.

Metro Parks Tacoma, in partnership with the City of Tacoma, is also currently leading an effort to discuss the future of the waterfront through the Envision Our Waterfront project (<https://www.metroparkstacoma.org/envisionourwaterfront/>). They are asking the community to create a vision for the waterfront well into the future – what it looks like, what it offers, and how it can be improved. I would encourage you to

If you have any questions about the information provided above, please let me know.

Jennifer Kammerzell

Senior Engineer

City of Tacoma - Public Works Dept.

voice: 253.591.5511

jkammerell@cityoftacoma.org

www.cityoftacoma.org

From: Maryanne Bell [<mailto:lovesabba@msn.com>]

Sent: Wednesday, March 14, 2018 5:54 PM

To: Planning

Subject: 2018 Amendment Land Use

Hello:

What are the proposed traffic mitigation plans for Ruston Way. Thousands of new homes are being created by the developer at Pt. Ruston but the feeder and access roads do not appear to have any developer funded mitigation.

We currently have a one lane each way beautiful waterfront drive with no apparent plans or ability to expand access lanes for visitors, diners, and residents. On one side is the railway tracks and the other the waterfront.

What access, roadways and traffic plans were made to accommodate the increased residents living in and around this beautiful development?

Maryanne Bell

Tacoma WA

Maryanne Bell

so many books. so little time

From: [Kammerzell, Jennifer](#)
To: [Lynda W](#)
Cc: [Marty Stump](#); [Wung, Lihuang](#); debbiet@tacomaparks.com
Subject: RE: Transportation re-route for Point Defiance entry
Date: Wednesday, March 14, 2018 6:59:48 PM
Attachments: [2017 NSW Application.pdf](#)

Ms. Walls,

Thank you for contacting the City about your traffic concerns. The City is working with Metro Parks on a traffic study that would evaluate park traffic and mitigate impacts to the neighborhood. Mildred Street is included in the study area. The study should be completed this Spring for City staff to review. Metro Parks has been great with public outreach and input, and would expect improvements identified in the study to be included in their outreach.

The City also has the *Neighborhood Speed Watch (NSW)* to determine if additional speed humps are warranted to address speeding. Participation is not required, but locations that participate in the NSW program will be prioritized for a speed study and evaluation. The NSW program allows neighbors to borrow the radar gun to clock vehicles as they drive through the neighborhood. The Police Department takes this information and sends warning letters to the people who were reported driving in excess of five miles an hour over the speed limit. This information also helps us identify whether or not police enforcement is needed in the area. I will work directly with your Community Liaison Officer on the results and to discuss the need for enforcement. This will prove to be a very helpful tool, especially to address speeding. The City will fund and install speed humps when the 85th percentile of cars are traveling 33 mph or more.

With regards to increased enforcement, I've forwarded your request to the Tacoma Police Department about speed enforcement; however, by participating in the NSW program, it helps TPD know when they would be most effective and can better prioritize locations.

If you have any questions about the NSW program or information provided above, please let me know.

Jennifer Kammerzell
Senior Engineer
City of Tacoma - Public Works Dept.

voice: 253.591.5511
jkammerell@cityoftacoma.org
www.cityoftacoma.org

From: Lynda W [mailto:lewalls@msn.com]
Sent: Tuesday, March 13, 2018 1:09 PM
To: Kammerzell, Jennifer <jkammerzell@ci.tacoma.wa.us>; Wung, Lihuang <LWUNG@ci.tacoma.wa.us>
Subject: Transportation re-route for Point Defiance entry

I just received your Public Hearing Notice to Amend the Comprehensive Plan, so am using above

emails found in this notice to share concerns about your planning for Pt. Defiance construction. If I have forwarded to the wrong people, please share with your supervisors, the City Hall, and/or the Police Department.

I live in a 55+ community next to Pt. Defiance Park. No, I do not live at Toby Jones OR Solstice Retirement Center! I live within Park Place North, Div. II. The entrance to our area is at the bottom of the hill/slope before going up the hill to Pt. Defiance. I think that street is Mildred.

Our community was notified last year that you had planned to re-route traffic from the Pearl entrance to Mildred, due to construction that will be on-going for a long period of time. We understood that traffic would be diverted from Vassault to 51st, and around to Mildred to enter the Park. There is a 25 mph speed limit posted on the east side of the street, but no speed limit posting on the west side of the street for cars leaving the Park. Last weekend was the first weekend that was noticeably busy ALL day and into later evening! Cars were parked down Mildred as road-side parking and the parking lot was also filled inside the park.

My concern is not with the parked cars, but with those entering and leaving the Park on Mildred. **NO cars drive 25 mph!** Cars go so fast down/up the hill that they fly over the speed bump near the entrance to Park Place North (PPN) entrance. In fact, there are is so much traffic that residents of PPN can hardly enter Mildred St! For example, a car that was in front of me to leave PPN waited quite a while, but finally drove out onto Mildred. A car leaving Pt. Defiance was coming very fast down the hill and started honking his horn at my neighbor and nearly ran into him! I found the weekend traffic to be so congested at our entrance that I decided to go out through Solstice Retirement Homes.

The City (including YOU Planners) **must** do something about this congestion and speed/racing! It is not safe for residents OR pedestrians who enjoy walking in/around the park. WE also need police involvement to monitor speed...at least on the weekend. The noise factor from motor cycles and loud cars is so disturbing, our residents on the north side of our development can hardly be outside during the day/evening! This needs to be something you planners deal with! Since you planned for this, **DO something** to protect residents and citizens who enjoy the Park!

With kind regards,

Lynda Walls
6530 N 54th St.
Tacoma, WA 98407

Sent from [Mail](#) for Windows 10

From: [Mary Anderson](#)
To: [Planning](#)
Subject: RE: Comments on open Space Corridors Project
Date: Friday, April 06, 2018 8:20:35 AM
Attachments: [image001.jpg](#)

Dear Planning Commission:

The following comments are from Metro Parks Tacoma in regards to the Open Space Corridors Project.

- We are in support of identifying all of the Biodiversity Corridors remaining in Tacoma and providing them with the same types of protection under the code as other critical areas in regard to building and other forms of development.
- We agree preserving native vegetation on steep slopes is the most effective method of preventing erosion and landslides. We further propose that tree planting plans for mitigation sites on steep slopes should be 2-3 times as dense to compensate for increased mortality during the establishment phase.
- Retaining our most diverse and high functioning native landscapes provides great benefit to the people of Tacoma by providing significant ecosystem services and by improving quality of life and contributing to the emotional and physical well-being of residents.
- Metro Parks Tacoma owns or maintains a significant number of the properties this code revision will affect. We have a strong agency commitment and obligation to protect and conserve green spaces for future generations. We also possess the experience and expertise to perform habitat management and hazard tree management within sensitive and critical areas using best management practices.
- Due to Metro Parks considerable expertise and commitment to preserving and enhancing open spaces, we request that the City consider relaxation of code restrictions for Metro Parks or that we work together to develop an overarching agreement between Metro Parks and the City of Tacoma, with fewer restrictions placed on habitat restoration activities and hazard tree management in critical areas. Both of our agency's goals to preserve and enhance our environmental assets, including critical areas, are in alignment, offering an opportunity to collaborate to provide improved stewardship of resources and an overall reduction in cost leading to increased efficiencies while demonstrating best practices in government.

Thank you for this opportunity to comment.

Sincerely,

Mary Anderson

Natural Resources Manager
Parks and Recreation Department
Metro Parks Tacoma

4702 S. 19th Street 98405
Office Phone: (253) 305-1007
Cellular: (253) 617-8257

Description: MPT_cmyk_logoWeb.jpg



CREATING HEALTHY OPPORTUNITIES TO PLAY, LEARN AND GROW

www.metroparkstacoma.org



April 4, 2018

Dear Planning Commissioners:

We are writing today to provide support for the Open Space Corridors Project. Metro Parks would like to commend the City of Tacoma for taking steps to further protect the greenspaces that provide rich and biodiverse habitat for urban animals and plants. By applying similar standards to biodiversity corridors as the other critical areas in Tacoma we can keep these corridors as intact as possible and ensure safe travel zones for pollinators, squirrels, birds, deer and other animals as they move through the city. Biodiversity corridors are identified by their complex and diverse layers of vegetation, which make them valuable both to humans and urban wildlife.

Well vegetated native landscapes serve many documented ecosystem benefits for people including: storm water absorption and filtration, shade to reduce extreme temperatures, carbon sequestration and the filtering of pollution from the air. Clear regulation of geotechnical hazard areas like steep slopes is another important element of this update. Preserving the native vegetation on steep slopes is the most effective method of preventing erosion and landslides.

Biodiversity Corridors also contribute to the emotional and physical well-being of our residents. Experiences in natural landscapes leads to reduced stress, better attitudes and feelings of well-being. These greenspaces can provide opportunities for recreation, exercise and environmental learning for everyone.

We applaud these efforts to minimize impacts and require mitigation for building development in all critical areas, but at the same time we would ask the City consider working with agencies such as ours to develop an agreement with less restrictive limitations on voluntary habitat restoration and hazard tree actions on public properties. MPT is the agency primarily responsible for stewardship and maintenance of many of these Biodiversity Corridors. As managers of these lands we have considerable experience and expertise to care for them properly. Our commitment as individuals and as an agency is to conservation, and creating a resilient community through preservation and enhancement of green spaces. An overarching agreement, or exception to code, to expand Metro Parks' capability to perform habitat restoration and hazard tree removal without City staff review in critical areas and buffers on public properties would increase efficiencies in how we provide services to the public. We could accomplish preservation of these sensitive sites with less impact to staff time and monetary resources. This would be an important element in delivery of timely service to citizen groups and in the effective timing of management activities. We feel this would clearly demonstrate the value of collaboration between the City of Tacoma and Metro Parks, resulting in improved stewardship of resources, an overall reduction in cost, and demonstration of best practices in government.

Thank you for the opportunity to comment on these proposed code updates and express our support for robust protection of biodiversity corridors and steep slopes from building and land development.

Sincerely,

A handwritten signature in blue ink that reads "Marina Becker".

Marina Becker

Director Department of Parks & Recreation

Board of Park Commissioners: [Jessie K. Baines Jr.](#), [Erik Hanberg](#), [Aaron Pointer](#), [Tim Reid](#), [Andrea Smith](#)
Executive Director: [Shon Sylvia](#)

4702 S. 19th Street, Tacoma WA 98405-1175
Phone: (253) 305-1000 • Fax: (253) 305-1098 • [MetroParksTacoma.org](#)

Mailing Address: PO Box 43200, Olympia, WA 98504-3200, (360) 902-2200, TDD (360) 902-2207
Main Office Location: Natural Resources Building, 1111 Washington Street SE, Olympia WA

April 5, 2018

City of Tacoma
Elliott Barnett
747 Market St.
Tacoma, Washington 98402

Dear Mr. Barnett:

SUBJECT: OPEN SPACE CORRIDORS PROJECT

On February 15, 2018, I received information for the project described above.

Thank you for the opportunity to comment on the Open Space Corridors Project. WDFW supports the City of Tacoma Planning Department's recommendations to update standards for Fish and Wildlife Habitat Conservation Areas to ensure no net loss of critical area functions and values for biodiversity areas/corridors. These recommendations include:

- Clarifying biodiversity areas/corridors definition and review processes.
- Establishing parameters generally limiting impacts to the least sensitive portions of the Biodiversity Areas/Corridors, and no more than 35% vegetation disturbance maximum.
- Avoiding impacts to critical areas and their buffers.
- Protecting a minimum width of connected wildlife corridors.
- Protecting significant groves of mature trees and exceptional individual trees.
- Clarifying Biodiversity Areas/Corridors mitigation standards.
- Updating standards for steep slopes.

Habitat loss, fragmentation, and degradation are major challenges to Washington's wildlife. Wildlife is best served by:

- Keeping large, connected patches of undeveloped native vegetation intact.
- Encouraging and maintaining low zoning densities within and immediately surrounding habitat areas and encouraging maintenance of native vegetation.
- Planning open space to incorporate high-value habitat and corridors for animal movement.

The recommended updates will preserve ecological functions and services for the City of Tacoma's most intact and connected patches of habitat area. In turn it will support native animal and plant communities within the city.

If you have any questions, please call me at 360-480-2908.

Sincerely,

A handwritten signature in blue ink, appearing to read "El Bockstiegel". The signature is written in a cursive, flowing style.

Elizabeth Bockstiegel
Habitat Biologist

From: [Brenner, Shannon](#)
To: [Wung, Lihuang](#)
Subject: Driscoll Comment
Date: Tuesday, April 10, 2018 11:55:49 AM

From: Brenner, Shannon
Sent: Wednesday, April 04, 2018 1:27 PM
To: 'Bill Driscoll'
Cc: Barnett, Elliott
Subject: RE: Biodiversity

Sorry about my delay in responding. Thank you for your comments and they will be considered. We have also heard similar concerns expressed from property owners during our Informational Sessions.

While I do understand that we may not agree on the habitat value of these areas, it appears we have neglected to explain an important piece and reason for the update. While this effort will help protect the City's Open Space Corridors, we should be clear that regardless of the Open Space designation, Biodiversity Areas/Corridors are a priority habitat and critical area that are currently and have been required to be protected under the Growth Management Act. They have been in the City's critical area code since its creation in 1992 and are not a new type of critical area or overlay designed to protect Open Space.

The distinction between Biodiversity Areas/Corridors and other regulated critical areas, such as wetlands, is the lack of clear rules and standards for them. And while City policies speak to tree canopy, there are no codified requirements for tree or vegetation retention. Consequently, the majority of the 2,100 acres of Open Space that are in critical areas due to their classification as Biodiversity Areas/Corridors, are not well protected. Up until now this has not been an issue as these areas have not experienced much pressure for development.

Thanks again and let me know if you have any other concerns or comments.

Shannon Brenner

Environmental Specialist-Biologist I Critical Areas
City of Tacoma Planning and Development (PDS)
sbrenner@cityoftacoma.org P: 253.591.5482

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From: Bill Driscoll [<mailto:billdriscoll@lincolnparkpartners.com>]
Sent: Thursday, March 29, 2018 10:39 AM

To: Barnett, Elliott
Cc: Brenner, Shannon
Subject: RE: Biodiversity

Elliott and Shannon,

We're not going to agree on this. I feel strongly that regulatory taking of a citizen's property is wrong unless there is a compelling rationale. We already have rules about endangered species, wetlands, steep slopes, tree cover, set back from slopes, set backs from streams, etc, etc. In addition, the City recently passed a huge levy to fund our parks – part of this is for the acquisition of new properties. There are also a number of Non Profits which focus on acquiring sensitive areas. Defacto seizing of the property via regulatory taking just seems wrong to me.

While biodiversity is a great term, I would argue that within Tacoma City Limits, that the horse has already left the barn.

My concern is that folks in the City Planning Department want more open space and rather than achieving it through purchasing the properties they are going to pursue their agenda through a regulatory taking from just a handful of property owners who will be left funding this effort. I don't have any property worth developing so don't really care but I just think the approach is wrong and deceptive.

Thanks again for engaging and if you are collecting comments you have mine.

Cheers, Bill

From: Barnett, Elliott <elliott.barnett@ci.tacoma.wa.us>
Sent: Wednesday, March 28, 2018 4:33 PM
To: Bill Driscoll <billdriscoll@lincolnparkpartners.com>
Cc: Brenner, Shannon <SBrenner@ci.tacoma.wa.us>
Subject: RE: Biodiversity

Good questions. To answer the first question, there are some significant reasons, here are a few...

- Though urban open space may not be pristine wilderness, it still has value both to nature and to people. The loss of the last remaining urban habitat areas will cause many species to disappear entirely (Is this a fact or opinion? And, if accurate is it justification to take away people's rights to develop their property?), , and create habitat barriers on the landscape scale as well. In addition, urban open space is a cherished component of many neighborhoods. People do not always realize that the gulch, slope or grove of mature trees near them may be developable, but in many cases they are. Having nature near people is good for us, and has educational, health, recreational, and aesthetic benefits. Agree and the City just passed a significant parks assessment/bond to acquire and maintain these properties. I just feel strongly that a regulatory taking of citizens' property is wrong.
- Large-scale development within biodiversity areas/corridors would have impacts disproportionate to the amount of development that could occur there. Think of the west slope, for example. If a plat were to be built somewhere between Pt Defiance Park and Titlow

Park, it could have a disproportionately big impact on the overall corridor. The public has over time invested in protecting these areas, and continues to do so through conservation and habitat restoration efforts. The remaining privately held areas are actually critical gaps. Then work out a strategy to purchase them.

- Many of the remaining natural lands in Tacoma are undeveloped because they are steeply sloped, wet, or have access challenges. Better protection of these areas will increase public/property safety, and better protect the natural function of the natural assets. I would be concerned if you are using biodiversity to increase public safety. There are rules in place for those safeguards, if they aren't sufficient then I would suggest updating those regulations rather than applying a completely separate overlay to achieve those objectives.

To your second question, the proposal includes a 2 acre minimum size for an area to be defined as a Biodiversity Area/corridor. It would need to be a high functioning from a habitat perspective.

This proposal allows for some amount of development, but not the full removal/razing of the natural features. Also, the proposal does include incentives to avoid the most sensitive areas – such as reduced lot sizes/setbacks, and Transfer of Development Rights credits.

Let us know what you think!

Elliott Barnett, Planner

City of Tacoma PDS
(253) 591-5389

From: Bill Driscoll [<mailto:billdriscoll@lincolnparkpartners.com>]
Sent: Wednesday, March 28, 2018 3:09 PM
To: Barnett, Elliott
Cc: Brenner, Shannon
Subject: RE: Biodiversity

Thanks Elliott greatly for the detailed responses.

I guess one remaining question would be what is the minimum stand alone size of a parcel which can be considered biodiverse? Is it 5 acres? 10 acres? Below that, while nice to look at, I can't imagine it could be considered biodiverse from a species perspective (certainly if you are the racoon living in that pocket, it would seem pretty diverse).

I guess my thought would be that if 50% of the 2,000 acres is in city hands and some significant portion of the remaining in critical areas, why even bother with all of this effort.

Thanks greatly,

Bill

From: Barnett, Elliott <elliott.barnett@ci.tacoma.wa.us>
Sent: Tuesday, March 27, 2018 6:03 PM
To: Bill Driscoll <billdriscoll@lincolnparkpartners.com>

Cc: Brenner, Shannon <SBrenner@ci.tacoma.wa.us>

Subject: RE: Biodiversity

Hi Bill!

Sorry that we didn't connect. I'm headed out for two weeks on a vacation. Meanwhile, you are welcome to reach out to my colleague, Shannon Brenner who is the co-lead on this project.

If you can, you could come to an Information Session tomorrow evening at 5:30 pm. If you do have comments, please note the Public Hearing is April 4th and the written comment deadline is April 6th.

In addition, we've put some responses to your questions below...

1. What are the biodiversity issues in Tacoma? I think of biodiversity as a critical issue for endangered species but hadn't realized it was a concern for the species within the City of Tacoma's focus. What kind of animals/birds/reptiles are of concern and what is the science behind the effort?

Preservation of biodiversity areas/corridors is not tied to the specific needs of an individual species and instead it is tied to research that has documented an overall reduction in the variety of species as a result of the continued fragmentation and reduction in patch size of areas that contain native vegetation and forested canopies. For common species as well as endangered ones, there is a substantial amount of research that documents the overall negative effect of urbanization and the continued fragmentation and reduction in size of patches.

Endemic species co-evolved with specific assemblages of native vegetation and the modified habitat in an urban environment favors generalist species and non-endemic species, such as the robin or European starling. While many species in the City of Tacoma may be considered generalist, we do have endemic species that need the habitat that mixed forest habitat and native vegetation provide. In addition to supporting the remaining endemic species, it is important to recognize that these forested patches and corridors also support generalist species that we see in the developed parts of the city.

To put this in plain language, these are the remaining significant natural areas within the City. While they do not necessarily have unique or endangered species, they are serving important habitat and environmental functions. We have strong policy direction at the state and local levels to take steps to protect them, in balance with allowing for reasonable use. Please note this is not a huge area – think about our forested slopes above the shorelines, gulches, and the few remaining substantial forested areas that exist in Tacoma (initial mapping shows about 2000 acres, of which more than half are publically owned).

2. What agency will have responsibility for determining this?

The City. The guidance and recommendations come primarily from WDFW; however, they have no permitting authority over land use and the city will be the responsible agency. This is often the case

in the management of critical areas. The Growth Management Act requires the City to protect critical areas while the City policies and standards often reflect the guidance, requirements, and science from other agencies and institutions.

3. Could the regulation be used by one private individual or organization to stop or delay development? If so, where would the burden of proof lay as to whether biodiversity actually was impacted?

That is not the intent. In fact, while these changes would in some cases further limit development, the intent is equally to clarify how development and reasonable use would be permitted within Biodiversity Corridors/Areas. Currently, these areas are designated as critical areas and subject to City review. However, the standards are not very specific leaving to uncertainty on the part of property owners. What we are proposing is to establish parameters for how some development could occur while protecting the most sensitive features, and providing for mitigation to maintain the overall environmental function of the area.

4. Would there be an appeals process or manner to contest a finding of critical biodiversity?

Yes. As with all critical areas, the current regulations allow for a project proponent or property owner who disagrees with a City determination for the presence of a critical area to apply for a verification. This process includes an appeal process and an option for third party review. Similar to other critical areas, it is the applicants burden to demonstrate that their project is not impacting the biodiversity corridor. City biological staff will review the applicants information and make a final recommendation to the Director as to whether the project will impact the biodiversity area.

5. Essentially my concern is whether this will be a tool to halt further infill within our city limits. If so, to what benefit.

This proposal more clearly recognizes that the remaining natural corridors within the City have value. It lays out a process to allow for some impacts. The benefit is two-fold: more effective protection of these assets, and more clarity regarding use of property.

Also, on the expansion of the car wash zones – any sense on how sentiment on the planning staff is leaning?

Thanks!

Elliott Barnett, Planner

City of Tacoma PDS
(253) 591-5389

Shannon Brenner

Environmental Specialist-Biologist I Critical Areas
City of Tacoma Planning and Development (PDS)
sbrenner@cityoftacoma.org P: 253.591.5482

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From: [Brenner, Shannon](#)
To: ellengallinatti@gmail.com
Cc: [Barnett, Elliott](#); [Wung, Lihuang](#)
Subject: RE: Open Space Corridor Project
Date: Tuesday, April 10, 2018 9:25:41 AM

Elliott Barnett is the best person to answer questions about the TDR and acquisition program. We will be sure to have him give you a call when he is back in the office on Thursday but I would like to provide some additional explanation about the standards that are proposed.

Biodiversity Areas/Corridors are currently regulated as a critical area that constrain the density of development. What is currently lacking is clear standards and the result is unclear limitations. Biodiversity Areas/Corridors are a type of priority habitat identified by the Washington Department of Fish and Wildlife(WDFW) and WDFW has developed science-based management recommendations for preserving and protecting them. The recommendations offer multiple measures including vegetation conservation, clustering of development, and retention of connecting corridors. Specific quantities are not prescribed but scientific literature is provided to advise on the amount of area and width of corridors needed to maintain most species. The purpose of the update is to provide clear standards based on the science-based recommendations while allowing for some development.

Exactly how much the new standards for Biodiversity Areas/Corridors would limit the density of development requires a closer look at the specific property and other constraints. Other constraints include zoning requirements for minimum lot sizes and lot widths which can reduce the number of homes. Some underlying lots do not meet minimum size or width requirement and a tax parcel with 10 lots that are 25-feet wide may not be able to accommodate 10 homes under current zoning regulations. An alternative that offers flexibility and may accommodate higher density development is through our platting process with a request to reduce the minimum lot size. This, along with clustering development, will help to preserve larger areas of vegetation while accommodating development. The standards also allow for residential density credits to mitigate the loss in density that would have been allowed absent the presence of the critical area. Other measures that provide flexibility include corridor width averaging and the option for an applicant to propose an alternative that does not meet the prescriptive standards but achieves the intent.

Geological Hazardous Areas are another critical area located along Waterview that can constrain the density of development. For some properties, the areas set aside for vegetation retention might overlap with Geological Hazardous Areas that are unfeasible to develop.

I hope this helps to explain some options available to accommodate development. If you have any further questions please let me know.

Shannon Brenner

Environmental Specialist-Biologist I Critical Areas
City of Tacoma Planning and Development (PDS)
sbrenner@cityoftacoma.org P: 253.591.5482

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From: Ellen Gallinatti [<mailto:ellengallinatti@gmail.com>]
Sent: Friday, April 06, 2018 4:42 PM
To: Wung, Lihuang
Subject: Fwd: Open Space Corridor Project

Lihuang,

Can you please field my question since Elliott is out for two weeks.

Thanks,
Ellen

----- Forwarded message -----

From: Ellen Gallinatti <ellengallinatti@gmail.com>
Date: Fri, Apr 6, 2018 at 4:36 PM
Subject: Open Space Corridor Project
To: Elliott.barnett@cityoftacoma.org

Mr. Barnett,

I own two large parcels of land on the hill overlooking Waterview Street. It was originally platted to be ten lots in each parcel. I have obvious concerns regarding the proposed Open Space Corridor project's impact on my property value.

As you know, property values in Tacoma continue to reach surprising heights. Waterview building lots are very valuable. I am all for maintaining greenspace but cannot afford to see my property become largely unbuildable. The Amendment document mentions the City has initiatives for land acquisition (page 9). What exactly are these initiatives?

Thank you,

Ellen Gallinatti

From: [Ellen Gallinatti](#)
To: [Planning](#)
Subject: Open Corridor Project
Date: Friday, April 06, 2018 5:10:29 PM

Dear Planning Commission,

I own two large parcels of land that falls within the Open Corridor designation. My property is platted to be 20 waterview lots, or in today's real estate climate, a good chunk of my retirement account. I strongly oppose the restrictions this Open Corridor proposal will add to the already stringent requirements in the critical area. I recognize the value of the greenspace, however, since a small percentage of the property in question is private, I believe it appropriate to review improvements on a case by case basis. If the amendment passes my property value could diminish greatly.

Sincerely,

Ellen Gallinatti
4201 N. Alki St.
Tacoma, WA 98407



Tacoma

Comment Card

Share your thoughts!

Name:

RICK ROSENBLADT

Date:

APR. 5, 2018

E-mail:

growlybears@yahoo.com

1. Car Wash Uses in Neighborhood Centers

2. Vehicle Service and Repair: Outdoor Storage

3. S. 80th Street PDB Rezone

4. C-2 View Sensitive District Height Measurement

(OVER)
(See item #6)

5. Transportation Master Plan – Limited Amendment

6. Open Space Corridors Project - Phase 1

I OWN PROPERTY IN ONE OF THE PROPOSED OPEN SPACE CORRIDORS. THE REDUCTION FOR DEVELOPMENT TO 35% IS A DRAMATIC RESTRICTION OF PROPERTY USE. THE LOSS *

7. Code Cleanups

Other Comments

* OF PROPERTY VALUE WITHOUT COMPENSATION SEEMS TO BE A TAKING. ALSO, I DID NOT SEE IN THE MATERIAL HOW THIS 35%/65% SPLIT WAS DETERMINED. THERE ARE OTHER PROPERTY OWNERS THAT SHARE THIS CONCERN.