



## WEEKLY REPORT TO THE CITY COUNCIL

December 12, 2019

Members of the City Council  
City of Tacoma, Washington

**Dear Mayor and Council Members:**

### ACTION REQUESTED

1. Please note the **December 26<sup>th</sup> City Council meeting has been canceled and the January 2<sup>nd</sup> City Council meeting will be cancelled if Resolution No. 40532 is adopted** at Tuesday's City Council meeting. The next weekly report and agenda packet will be sent out January 2<sup>nd</sup>, for the January 7<sup>th</sup> City Council meeting.
2. You are invited to attend a **reception for our departing Council Members: Anders Ibsen and Ryan Mello, on Tuesday, 4:30-5:00 p.m.**, in Room 148 of the Tacoma Municipal Building.  
  
In addition, we will have a **reception for the newly elected Council Members: John Hines and Kristina Walker, and the re-elected Council Members: Keith Blocker and Conor McCarthy, on Tuesday, January 7<sup>th</sup>, 4:30-5:00 p.m.**, in Room 148.
3. Please mark your calendars for the **City Council Strategic Planning Work Session on Friday, February 7<sup>th</sup>, 8:30 a.m. to 4:30 p.m.**, at the University of Puget Sound's Tahoma Room. More details will be provided closer to the date.

### ITEMS OF INTEREST

4. Community and Economic Development Director Jeff Robinson reports that the **MBDA (Minority Business Development Agency-Tacoma Business Center submitted their 2019 Semi-Annual Performance Report** for the period covering April 1, 2019 through September 30<sup>th</sup> 2019. The Tacoma Business Centers performance score was 105.52 with an overall rating of "Outstanding". Key results from this period include: \$17.33 million in Contracts secured; \$20.9 million in Financing /Bonding secured; 289 jobs created; and, 250 jobs retained.
5. Fire Chief Tory Green provides the attached memorandum with an **update on the City's Comprehensive Emergency Management Plan and the State's six-month extension to finalize our Plan.**

6. The **Community and Economic Development Department and Travel Tacoma have partnered to participate in the Port of Seattle's Spotlight Sea-Tac Airport Advertising Program for Quarter 1, 2020.** The double-side billboard will display Travel Tacoma's "Mountain, City, Sea" tag line with waterfront imagery on one side and the "Make It Tacoma" tag line with City imagery on the other. The ad will be displayed for 90 days starting January 2<sup>nd</sup> in Concourse A at the airport. There is no fee associated with the ad and Travel Tacoma provided the graphic design.

### **STUDY SESSION/WORK SESSION**

7. The **City Council Study Session** of Tuesday, December 17, 2019, will be held in Room 16 of the Tacoma Municipal Building North, at Noon. Discussion items will include: (1) **Other Items of Interest - Proposed Multi-Family Property Tax Exemption Ordinance No. 28648 Discussion**; (2) **Committee Reports**; and, (3) **Agenda Review and City Manager's Weekly Report.**

At the last City Council meeting, during the first reading of **Ordinance No. 28648**, Council requested additional information on the **proposed amendment related to the Property Tax Exemptions for Multi-Family Housing.** At Tuesday's Study Session, under Other Items of Interest, Council will have an opportunity to discuss the proposed ordinance prior to the Second Reading at Tuesday's Council Meeting.

8. The updated **Tentative City Council Forecast** and **Consolidated Standing Committee Calendars** are attached for your information.

### **COUNCIL REQUESTS/INQUIRIES**

9. At the request of Council, Planning and Development Services provides the attached memorandum with **information related to parking, minimum density, and design standards that apply in Tacoma's Mixed-Use Centers.** As requested the memorandum and attachment summarize current standards and outline when and how these exiting standards could be changed if desired by the City Council.

### **MARK YOUR CALENDARS**

10. You have been invited to the following events:
- **Association of Washington Cities' City Action Days on Tuesday, January 28<sup>th</sup> and Wednesday, January 29<sup>th</sup>.** Registration opens December 4<sup>th</sup> and more information is available on AWC's website: <https://www.wacities.org/events-education/conferences/city-action-days>

- **Tacoma Community College's 2020 Annual Reach Higher Luncheon on Thursday, February 6<sup>th</sup>, Noon – 1:00 p.m.**, at TCC, Building 20 - Health & Wellness Center, located at 6501 South 19<sup>th</sup> Street.

Sincerely,



Elizabeth A. Pauli  
City Manager

EAP:crh  
Attachments



**City of Tacoma**  
Tacoma Fire Department

**Memorandum**

TO: Elizabeth Pauli, City Manager  
FROM: Toryono Green, Fire Chief *TL*  
Ute Scofield, Emergency Management Officer  
SUBJECT: Comprehensive Emergency Management Plan Extension  
DATE: December 11, 2019

In the State of Washington, any jurisdiction that wishes to receive disaster relief funding directly must be officially recognized as an emergency management organization by the State of Washington by producing and keeping current a Comprehensive Emergency Management Plan (CEMP). The CEMP provides the framework for preventing, mitigating, preparing for, responding to, and recovering from a natural or man-made emergency or disaster in that jurisdiction. The plan also pre-establishes roles and responsibilities to ensure a coordinated approach for addressing the needs of any major incident.

The City's current CEMP was originally due for update and promulgation by the City Council by December 31, 2019. Currently, the City is providing assistance to the State of Washington Military Department, Emergency Management Division, to implement a new CEMP format. To ensure all new and improved CEMP components are adequately addressed and communicated across City departments and Tacoma Public Utilities, the State has granted a six-month extension to finalize the CEMP.

The Tacoma Fire Department will provide additional updates to the City Manager and City Council in the second quarter of 2020, and will bring forth a resolution no later than June 30, 2020, to formally adopt and promulgate the new CEMP.

**City of Tacoma 2019  
City Council Forecast Schedule**

Date	Meeting	Subject	Department	Background
December 17, 2019	City Council Study Session (TMB Council Chambers, Noon)	Other Items of Interest - Proposed Multi-Family Property Tax Exemption Ordinance No. 28648	CMO/CED/PDS	At the First Reading of proposed Ordinance No. 28648, Council requested additional information. Under Other Items of Interest, Council will have an opportunity to discuss the proposed ordinance prior to the Second Reading at Tuesday's Council Meeting.
	City Council Meeting (TMB Council Chambers, 5:00 PM)	*Ordinance for the Neighborhood Council Program Review Final Reading	NCS	
December 26, 2019	<b>CANCELLED</b> <b>** Please note there will not be a meeting on December 31, 2019. (Due to the holiday, this meeting will be moved to next business day, January 2, 2020 or cancelled)</b>			

Community Vitality and Safety			
<b>Committee Members:</b> Blocker (Chair), Beale, Thoms, Ushka, Alternate-Hunter <b>Executive Liaison:</b> Linda Stewart; Staff Support - Bucoda Warren		<b>2nd and 4th Thursdays</b> <b>4:30 p.m.</b> <b>Room 248</b>	<b>CBC Assignments:</b> • Citizen Police Advisory Committee • Human Services Commission • Human Rights Commission • Housing Authority • Commission on Disabilities • Library Board • Tacoma Community Redevelopment Authority
<b>Future</b>			
<b>December 12, 2019</b>	Community Engagement (Informational)	Tanisha Jumper, Director, Media and Communications; Kenny Coble, Community Engagement Manager	
	Project Peace (Informational)	Ed Wade, Assistant Chief, Tacoma Police Department; and Korbett Mosesly, Management Analyst, OEHR	An update of the Project Peace youth outreach meetings and executive team retreat.
<b>December 26, 2019</b>	Canceled		

		<i>Economic Development Committee</i>	
Committee Members: Thoms (Chair), Hunter, McCarthy, Ushka Alternate-Beale Executive Liaison: Tadd Wille; Staff Support - Lynda Foster		2nd, 4th, and 5th Tuesdays 10:00 a.m. Room 248	CBC Assignments: •Tacoma Arts Commission •Greater Tacoma Regional Convention Center Public Facilities District •Foss Waterway •City Events and Recognition Committee
December 24, 2019	Cancelled		
December 31, 2019	Cancelled		

**Government Performance and Finance Committee**

<b>Committee Members:</b> Ibsen (Chair), Blocker, Hunter, Mello, Alternate-Thoms <b>Executive Liaison:</b> Andy Cherullo; Staff Support - Latasha Ware		<b>1st and 3rd Tuesday</b> 10 a.m. Room 248	<b>CBC Assignments:</b> •Public Utility Board •Board of Ethics •Audit Advisory Board •Civil Service Board
<b>December 17, 2019</b>	Joint GPFC Audit Advisory	Susan Calderon, Assistant Finance Director/Controller	2019 Moss Adams entrance conference
	Affordable Housing Incentives	Clark Mather, TPU Government Relations and Peter Huffman, Planning and Development Services Director	Informational briefing on affordable housing incentives including a discussion of current incentive efforts as well as staff thoughts on ideas for future incentives.

Infrastructure, Planning and Sustainability Committee			
Committee Members: Mello (Chair), Beale, Ibeon, McCarthy, Alternate-Hunter Executive Liaison: Kurtis Kingsolver; Staff Support - Claire Goodwin		1st and 3rd Wednesdays 4:30 p.m. Room 248	CRC Assignments: • Sustainable Tacoma Commission • Planning Commission • Landmarks Preservation Commission • Board of Building Appeals • Transportation Commission
	Topic	Presenters	Description
December 18, 2019 - Rescheduled to 3pm	Pierce Transit's Long Range Plan, Bus Rapid Transit project, and Partnerships with the City	Alex Mather, Government and Community Relations Officer, Pierce Transit; Ryan Wheaton, Executive Director of Planning and Community Development, Pierce Transit; Sean Robertson, BRT Project Manager, Pierce Transit; and Brian Boudet, Planning and Development Services Division Manager.	Presentation on Pierce Transit's long-range plan, updates on Bus Rapid Transit, and future partnerships with the City.
	Construction Demolition Reuse and Recycling	Jim Parvey and Beth Jarot, Office of Environmental Policy and Sustainability; and Lewis Griffith, Solid Waste Management Division Manager	Presentation on incentivizing recycling construction materials.
January 1, 2020	CANCELLED (Holiday)		



**TO:** Elizabeth A. Pauli, City Manager  
**FROM:** Peter Huffman, Director, Planning & Development Services  
Brian Boudet, Planning Division Manager, Planning & Development Services  
**SUBJECT:** **Mixed-Use Centers – Parking, Density, and Design Standards**  
**DATE:** December 11, 2019

At the December 10, 2019 study session, the City Council requested information regarding parking, minimum density, and design standards that apply in Tacoma's Mixed-Use Centers (MUCs). As requested, this memo and attachment summarize current standards, and outline when and how these existing standards could be changed, if desired by the City Council.

### BACKGROUND:

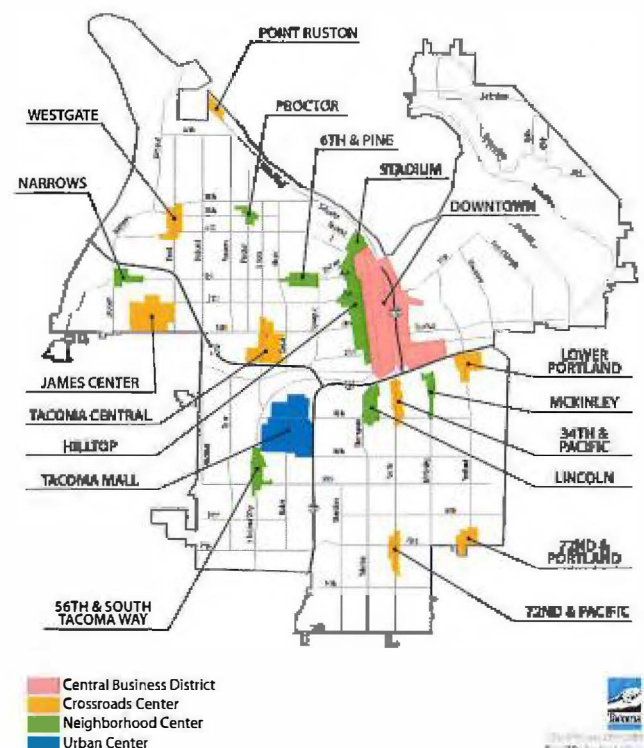
The MUCs, adopted as part of Tacoma's first Comprehensive Plan under the 1990 Washington State Growth Management Act, are intended to accommodate the majority of Tacoma's jobs and housing growth in compact, transit-oriented, mixed-use neighborhoods. The standards are intended to implement the goals of the *One Tacoma* Comprehensive Plan that seek to foster a generally intensive scale of growth while encouraging building and site design that promotes human and environmental health, responds to local context, and promotes strong links between buildings, sites, public realm and community amenities. The City has revisited the MUC development standards many times over the past couple of decades in an effort to promote growth consistent with that vision and respond to changing market demands and other trends. The following statement, from the *One Tacoma* Comprehensive Plan's Urban Form Element, highlights the importance of the MUCs and ensuring that they are redeveloped appropriately:

### 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 housing within compact, walkable centers makes access by transit, walking, wheelchair, and bicycle more practical and reduces the amount of driving needed to access services, reducing the impact on roadways, reducing congestion, and facilitating freight movement.

### Tacoma's Mixed Use Centers



The following matrix provides a high level summary of current design, parking and minimum density standards in the Zoning Code (see the attachment for the actual code sections), and outlines the process that is required to evaluate and consider modifications to these code standards.

## DESIGN

### Current Design Standards

Design standards for MUCs are intended to allow for larger-scale, dense development. The standards emphasize building orientation to the street and minimizing the impact of off-street parking to promote a pedestrian-oriented street environment. The following categories of standards govern design:

- Façade Articulation
- Mass Reduction
- Roofline Standards
- Windows and Openings
- Façade Surface Standards
- Pedestrian Standards
- Fencing, Retaining Wall and Utilities

### Related Policy Guidance

The *One Tacoma* Comprehensive Plan includes substantial policies on the importance of design and the development of an enhanced design review program, including:

Policy DD–1.4 Consider development of a design review program to promote high quality design that supports community identity, a distinctive built environment, human-scale elements and amenities, resilient and durable materials, landscape enhancements, and other similar features.

### Process to Change Current Standards

Urban Design Studio: In response to recent rapid growth and associated community interest in urban design, the City Council adopted the above prioritization policy and provided resources in the budget to pursue creation of an enhanced design review program. The Planning Division and Planning Commission are currently in process on that Council-sponsored effort, which includes an emphasis on MUCs and other areas intended for intensive growth. These proposed enhancements are expected to be before Council for action in Summer 2020. More info is at: [www.cityoftacoma.org/urbandesign](http://www.cityoftacoma.org/urbandesign).

## PARKING

### Current Parking Standards

Parking standards for MUCs reflect the policy goals of fostering an urban environment that reduces car dependence and emphasizes walking, biking and transit by having relatively low minimum parking requirements and allowing the market to determine whether to include additional parking. The standard for residential parking in MUCs is a minimum of one off-street stall per dwelling unit, although there are a number of options for reducing the requirements if features are included that promote travel by other modes (such as proximity to transit and extra bicycle facilities). In some limited situations, such as for street-front retail/restaurants and buildings along key pedestrian streets in MUCs, and in portions of the Downtown and Tacoma Mall Regional Growth Centers, parking minimums have been largely eliminated.

### Related Policy Guidance

The *One Tacoma* Comprehensive Plan includes numerous policies regarding parking, including:

Policy DD-2.4 Promote an efficient use of developable space by minimizing the amount of land devoted to automobile parking. Strategies may include: transportation demand management,

parking reductions for locating near transit services, reducing minimum parking requirements or implementing maximum parking requirements, utilizing multilevel parking structures and on-street parking to meet demand, use of compact stalls, implementing a parking management strategy including shared parking facilities, and other methods as appropriate.

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#### **Process to Change Current Standards**

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A review of the MUC parking requirements would be a legislative change to the Zoning Code, for which the required process involves substantial analysis and community engagement through both the Planning Commission and City Council, including multiple public hearings and environmental and policy review. Such a review is not in the current Planning Work Program, and thus would necessitate either a reprioritization in the current work program, additional resources, or integration into a future work program.

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### **MINIMUM DENSITY**

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#### **Current Minimum Density Standards**

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Minimum density standards in MUC zoning districts are intended to prevent the limited land supply zoned for intensive development from being locked in to lower density development. Minimum densities range from 25 to 40, which generally indicates at least attached housing (such as townhouses), mixed-use or multifamily buildings.

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#### **Related Policy Guidance**

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The *One Tacoma* Comprehensive Plan includes numerous policies regarding density within MUCs, including:

Policy DD-5.17 Centers must remain compact enough to increase densities, facilitate economical and efficient provision of utilities, public facilities and services, and support more walking, bicycling, and transit use

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#### **Process to Change Current Standards**

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A review of the MUC minimum density requirements would be a legislative change to the Zoning Code, for which the required process involves substantial analysis and community engagement through both the Planning Commission and City Council, including multiple public hearings and environmental and policy review. Such a review is not in the current Planning Work Program, and thus would necessitate either a reprioritization in the current work program, additional resources, or integration into a future work program.

This information relates to the current standards associated with these issues, in the Zoning Code. As part of the Zoning Code, these standards and any modifications to them apply to all development in the MUCs. The proposed Ordinance currently under consideration by Council relates only to the Multi-Family Property Tax Exemption (MFPT) program. Changes to that program to apply additional standards, regarding these or other issues, any such changes would only apply to projects seeking the MFPT, not the entire MUC. A process to assess the impacts of only proposed changes to the MFPT, would not need to be a Planning Commission process.

#### **ATTACHMENTS:**

1. Tacoma Municipal Code – Excerpts regarding Parking, Design and Minimum Density in MUCs

**Tacoma Municipal Code – Chapter 13.06 Zoning Code**  
**Excerpts Related to Parking, Minimum Density and Design in MUCs**

**Parking Standards for Mixed-Use Centers**

**TMC 13.06.510 Off-street parking and storage areas.**

<b>TABLE 2 – Required Off-Street Parking Spaces in Mixed-Use Center Districts</b>	
<b>Quantity</b>	<p>Residential Uses. Minimum 1.0 stall per unit.</p> <p>Commercial or Office Uses. Minimum 2.5 stalls per 1000 square feet of floor area.</p> <p>Other Uses. For uses not specifically listed above, the parking requirement in the Mixed-Use Center Districts shall be 70% of the parking requirement for that use identified in Table 1.</p> <p>See Section 13.06.510.B.2.f for use of compact stalls.</p> <p>For purposes of calculating parking quantity requirements, “floor area,” when used, shall not include space devoted to parking.</p> <p>In the Tacoma Mall Center, the following parking quantities are required:</p> <p>(1) Residential uses. Minimum 0.5 stalls per unit.</p> <p>(2) Non-residential uses. Exempt from vehicular parking requirements, except for loading spaces pursuant to TMC 13.06.510.C, and accessible spaces pursuant to the provisions of 13.06A.065.B.2.</p>
<b>Exemptions</b>	<p>No parking is required for any structure in existence upon the date the Mixed Use Center was created within which it exists (see Section 13.17.020). New development shall provide parking as required.</p> <p>In NCX and CCX Districts, no parking is required for buildings located within 10 feet of the right-of-way of the designated pedestrian streets (see Section 13.06.300.C).</p> <p>In NCX, CCX, and UCX Districts, no parking is required for the first 3,000 square feet of each ground-level retail or eating and drinking establishment.</p> <p>Small, affordable housing types: Group housing; student housing; and, efficiency multi-family dwellings (250-450 sf in size) are exempt from vehicular parking requirements (with the exception of required accessible parking), provided that within a single building, no more than 20 dwelling units, or 50 percent of the total dwelling units (whichever is greater), may utilize this exemption.</p> <p>Affordable housing units required through the Tacoma Mall Center Inclusionary Zoning provisions or certified as affordable through the Multifamily Tax Exemption Program, 12-year option, are exempt from providing vehicular parking.</p>
<p><b>Parking Quantity Reductions.</b></p> <p>The parking requirements for mixed-use, multi-family, group housing, commercial, institutional and industrial developments within X-Districts and Downtown Districts as listed in TMC 13.06A may be reduced as follows:</p>	
<b>Transit Access</b>	<p>Parking requirement shall be reduced by 25% for sites located within 500 feet of a transit stop and 50% for sites located within 500 feet of a transit stop at which a minimum of 20-minute peak hour service is provided (routes which serve stops at least every 20 minutes during peak hours). Applicants requesting this reduction must provide a map identifying the site and transit service schedules for all transit routes within 500 feet of the site.</p>

Trip Reduction Plan	Parking requirement shall be reduced by 25% for developments that create and implement a site-specific Trip Reduction plan and program that includes features such as employer-provided transit passes, telecommuting, ridesharing, carpooling, car-sharing, bicycling, flexible work schedules, etc. The trip reduction plan shall be reviewed and approved by the City's CTR Coordinator and yearly reports shall be provided to evaluate the effectiveness of the program and ensure its continued maintenance and operation.
Car-Sharing Stalls	Parking requirements shall be reduced by one stall for each stall that is dedicated and designated for use by a locally-operating car sharing program, such as "Zipcar."
Mixed-Use/Shared Parking Credit	No parking shall be required for the residential units in a mixed-use project where at least 50 percent of the floor area is designed for commercial or institutional use.
On-Street Parking Credit	Parking requirements shall be reduced ½ stall per each new public, on-street parking stall provided as part of the project (through the installation of angled or perpendicular spaces with bulb-outs and curbs or other methods). Any modifications to the right-of-way are subject to the acceptance and approval of the Public Works Department. This one-time credit applies at the time of the development and shall not be affected by any future changes to the right-of-way configuration, design or alignment.
Bicycle Parking Credit	For every five non-required bicycle parking spaces provided on the site (beyond the standard requirements, as found in Section 13.06.512.D), the automobile parking requirement shall be reduced by one space. This credit is limited to a maximum of 5 automobile spaces, or 15% of the standard parking requirement for the development, whichever is less.
Motorcycle/Scooter Parking Credit	For every 4 motorcycle/scooter parking spaces provided, the automobile parking requirement shall be reduced by one space. Each motorcycle/scooter parking space must be at least 4 feet wide and 8 feet deep and may be located in areas that are otherwise unusable for automobile parking (such as in corners, at aisle ends and near pillars). This credit is limited to a maximum of 5 automobile spaces, or 5% of the standard automobile parking requirement for the development, whichever is less.
The Director or designee shall have the authority to require any and all necessary agreements or documentation, as they deem appropriate, to ensure that projects utilizing this parking quantity reduction program maintain all required features for the life of the project. Any such agreements or documentation shall be in a format acceptable to the City Attorney and shall be recorded on the title of the property.	

## Minimum Density Requirements for Mixed-Use Centers

### TMC 13.06.300 Mixed-Use Centers.

#### 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 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; 35 in the Tacoma Mall RGC – Madison District Inclusionary Zoning Pilot Area	None	Projects that do not include residential uses, mixed-use projects (such as residential & commercial, residential & industrial, or residential & institutional), ADUs, conversion of existing single-family to more than one unit, and one infill single-family house on sites currently developed with one, are exempt from minimum-density requirements.

# Design Standards for Mixed-Use Centers

## TMC 13.06.501 Building design standards.

### C. Mixed-Use District Minimum Design Standards.

1. Applicability: The following requirements apply to all development located in any X-District, except where noted or unless specifically exempted.

#### 2. Facade Articulation.

Purpose: The following standards are intended to help reduce the apparent mass of structures and achieve a more human scale environment by providing physical breaks in the building volume that reduce large, flat, geometrical planes on any given building elevation.

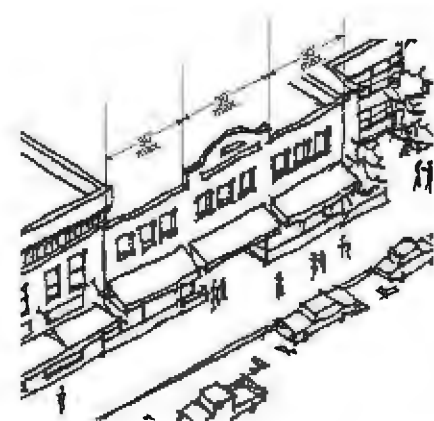
a. All building façades fronting directly on a Designated Pedestrian Street must include at least two of the following articulation features at intervals no greater than 40 feet to reinforce the desired pattern of small storefronts adjacent to the sidewalk. Buildings that have 60 feet or less of frontage on the designated pedestrian street are exempt from this standard.

- (1) Use of window and/or entries that reinforce the pattern of small storefront spaces.
- (2) Use of vertical piers to reinforce the pattern of small storefront spaces. Such piers must project at least 2 inches from the façade and extend from the ground floor to the roofline.
- (3) Use of weather protection features that reinforce the pattern of small storefronts. For example, for a business that occupies three lots, use three separate awnings to break down the scale of the storefronts. Alternating colors of the awnings may be useful as well.
- (4) Roofline modulation as defined in Section 13.06.501.C.5
- (5) Change in building material or siding style.

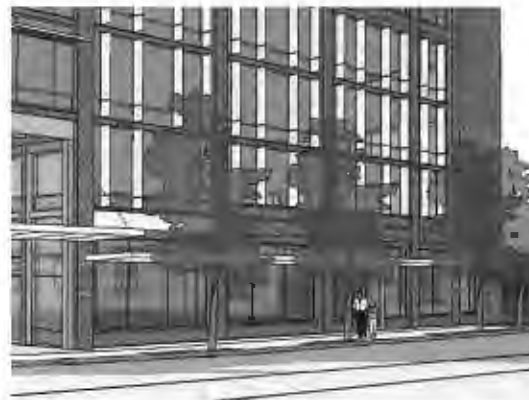
#### Example Figures

*Right: This building uses roofline modulation, window configurations, and weather protection elements to reinforce the pattern of small storefronts.*

*Below: Other acceptable façade articulation examples. All use window configurations to reinforce the desired small storefront pattern. Other features used in these examples to meet the standards include:*



Vertical piers



Roofline modulation



Different weather protection elements



<p>b. All non-residential façades fronting on a non-Pedestrian Designated Street or containing a pedestrian entrance must include at least three of the following articulation features at intervals no greater than 60 feet. Buildings that have 120 feet or less of frontage on the non-designated street are exempt from this standard. Buildings that employ brick as the siding material on a majority of the subject façade are required to only provide two of the articulation features instead of three.</p>	<ul style="list-style-type: none"> <li>(1) Use of window configurations and/or entries that reinforce the pattern of storefront spaces.</li> <li>(2) Vertical building modulation. The minimum depth and width of modulation shall be 2 and 4 feet, respectively, if tied to a change in building material/siding style and/or roofline modulation as defined in Section 13.06.501.C. Otherwise, the minimum depth and width of modulation shall be 10 and 15 feet, respectively.</li> <li>(3) Use of separate weather protection features that reinforce the pattern of storefront spaces.</li> <li>(4) Roofline modulation as defined in Section 13.06.501.C.5</li> <li>(5) Horizontal modulation (upper level step-backs). To qualify for this measure, the minimum horizontal modulation shall be 5 feet and the treatment must be used in increments at no greater than the articulation interval or provided along more than 75 feet of the façade.</li> <li>(6) Change in building material or siding style.</li> <li>(7) Use of vertical piers. Such piers must project at least 2 inches from the façade and extend from the ground floor to the roofline.</li> <li>(8) Providing a trellis, tree, or other landscape feature within each interval. Such feature must be at least one-half the height of the building (at planting time for any landscaping element).</li> </ul>
<p>c. All residential buildings and residential portions of mixed-use buildings shall include at least three of the following articulation features at intervals of no more than 30 feet along all façades facing a street, common open space, or common parking areas. Buildings that have 60 feet or less of frontage on the street or façade width facing the common open space or common parking area are exempt from this standard. Buildings that employ brick as the siding material on a majority of the subject façade are required to only provide two of the articulation features instead of three.</p>	<ul style="list-style-type: none"> <li>(1) Repeating distinctive window patterns at intervals less than the required interval.</li> <li>(2) Vertical building modulation. Minimum depth and width of modulation is 2 feet and 4 feet, respectively, if tied to a change in building material/siding style and/or roofline modulation as defined in Section 13.06.501.C.5. Otherwise, minimum depth and width of modulation is 10 and 15 feet, respectively. Balconies may not be used to meet modulation option unless they are recessed or projected from the façade at least 18 inches.</li> <li>(3) Horizontal modulation (upper level step-backs). To qualify for this measure, the minimum horizontal modulation shall be 5 feet and the treatment must be used in increments at no greater than the articulation interval or provided along more than 75 percent of the façade</li> <li>(4) Roofline modulation as defined in Section 13.06.501.C.5.</li> <li>(5) Vertical articulation of the façade. This refers to design treatments that provide a clear delineation of the building's top, middle and bottom. <ul style="list-style-type: none"> <li>(a) Top features may include a sloped roofline or strong cornice line as defined in Section 13.06.501.C.5. For façades utilizing upper level stepbacks, the "top" design treatment may be applied to the top of the front vertical plane of the building or the top of the building where it is set back from the building's front vertical wall (provided the top of the building is visible from the centerline of the adjacent street).</li> <li>(b) Middle features: provide consistent articulation of middle floors with windows, balconies, exterior materials, modulation, and detailing</li> <li>(c) Bottom: provide a distinctive ground floor or lower floors design that contrasts with other floors through the use of both contrasting window design/configuration and contrasting exterior materials</li> <li>(d) Façade reduction elements including balconies and bay windows may project into street rights-of-way, where allowed by the Public Works Department, but not into alley rights-of-way</li> </ul> </li> </ul>



*Above: Residential building articulation at 30-foot or less intervals.*

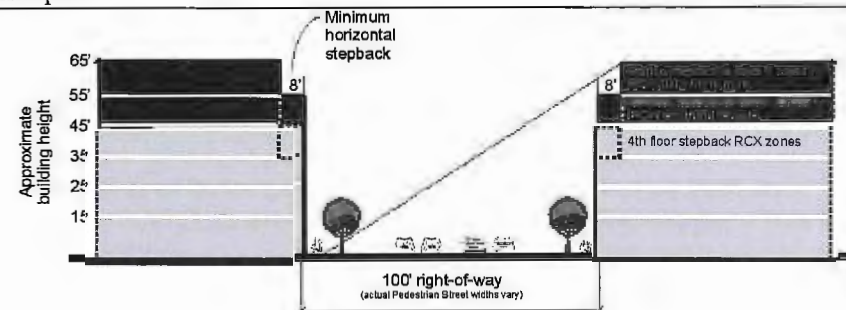
*Below: Articulation examples of mixed-use buildings containing residential uses on upper floors. These examples include vertical and horizontal modulation and changes in building materials at no more than 30-foot articulation intervals.*



### 3. Mass Reduction: Upper Floor Streetfront Stepbacks.

Purpose: The following standards are intended to reduce the appearance of bulk and reduce the potential for shade and shadow impacts on pedestrian streets. They apply to all development along designated pedestrian streets, unless specifically exempted.

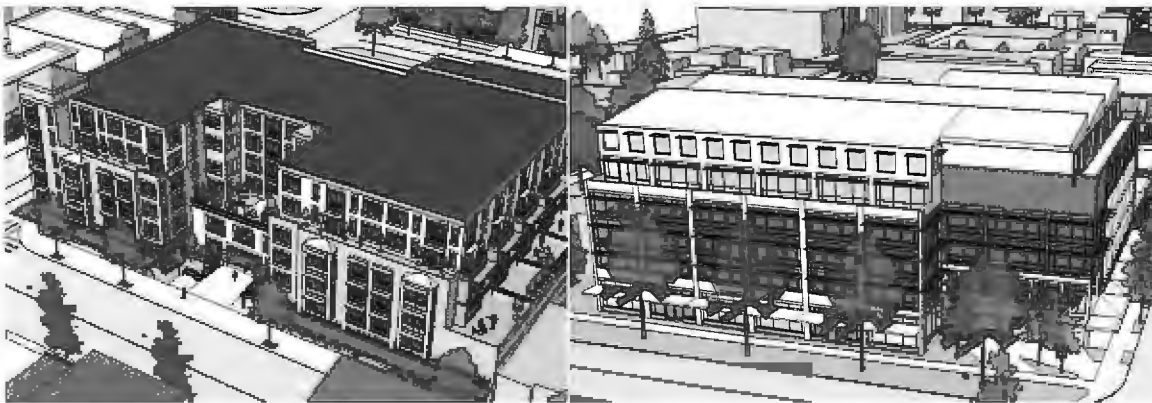
- 8' minimum stepback along the streetfront façade for 4th floor and above in RCX Districts.
- 8' minimum horizontal stepback along for 5th floor and above in X Districts other than RCX, where the ROW width is less than 100'.
- 8' minimum horizon stepback for 6th floor and above in X zones other than RCX, where the ROW width is 100' or greater.
- Exceptions to b and c above: One distinctive design element of no more than 25 feet in width is allowed to extend vertically without these required stepbacks for each façade along a designated pedestrian street.



#### 4. Mass Reduction: Maximum Façade Widths.

Purpose: The following standards are intended to incorporate a significant modulation of the exterior wall through all floors except the ground floor. They apply to the upper story façades of multi-story buildings that are greater than 120 feet in width. Such buildings shall include at least one of the following features to break up the massing of the building and add visual interest:

- a. Provide vertical building modulation at least 20 feet deep and 30 feet wide. For multi-story buildings the modulation must extend through more than one-half of the building floors.
- b. Use of a contrasting vertical modulated design component that extends through all floors above the first floor fronting on the street (upper floors that are stepped back more than 10 feet from the façade are exempt) and featuring at least two of the following:
  - (1) Utilizes a change in building materials that effectively contrast from the rest of the façade.
  - (2) Component is modulated vertically from the rest of the façade by an average of 6 inches.
  - (3) Component is designed to provide roofline modulation per 13.06.501.C.5, below.
- c. Façade employs building walls with contrasting articulation that make it appear like two distinct buildings. To qualify for this option, these contrasting façades must employ the following:
  - (1) Different building materials and/or configuration of building materials.
  - (2) Contrasting window design (sizes or configurations).



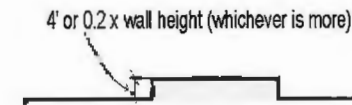
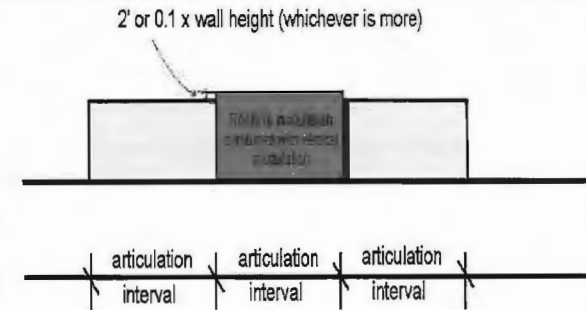
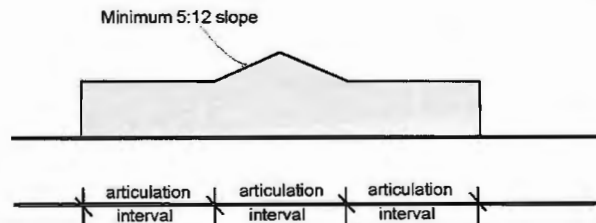
*Examples of façades wider than 120 feet that effectively use techniques to reduce the apparent bulk and scale of the structure. The image on the left uses street and upper level courtyards whereas the right image uses both vertical building modulation and the use of contrasting building materials and articulation.*

## 5. Roofline Standards.

Purpose: The following roofline design choices are intended to ensure that roofline is addressed as an integral part of building design to discourage flat, unadorned rooflines that can result in an industrial appearing, monotonous skyline. Roofline features are also intended to further reduce apparent building volume and further enhance features associated with human scale development.

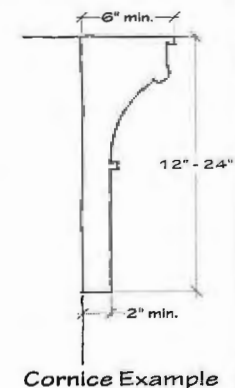
a. Roofline modulation. Roofline modulation is not required of all buildings. However, in order to qualify as a façade articulation element in other mass reduction standards herein, the roofline shall meet the following modulation requirements along façades facing a street:

- (1) For flat roofs or façades with horizontal eave, fascia, or parapet, the minimum vertical dimension of roofline modulation is the greater of 2 feet or 0.1 multiplied by the wall height (finish grade to top of the wall) when combined with vertical building modulation techniques. Otherwise, the minimum vertical dimension of roofline modulation is the greater of 4 feet or 0.2 multiplied by the wall height.
- (2) Buildings with pitched roofs must include a minimum slope of 5:12 and feature modulated roofline components (such as gabled, hipped, shed, or other similar roof forms) at the interval required per the applicable standard in Section H, above. Rounded, gambrel, and/or mansard forms may be averaged.



b. Flat roof standards. Buildings or portions thereof featuring flat roofs (horizontal roofs with either no slope or only a slope sufficient to effect drainage, often which incorporate surrounding parapets) that do not incorporate roofline modulation, as described above, shall employ decorative roofline treatments incorporating one or more of the following design elements along façades facing a street:

- (1) A cornice of two parts with the top projecting at least 6 inches from the face of the building and at least 2 inches further from the face of the building than the bottom part of the cornice. See graphic at right. The height of the cornice shall be at least 12-inches high for buildings 10 feet or less in height; 18-inches for buildings greater than 10 feet and less than 30 feet in height; and 24-inches for buildings 30 feet and greater in height. The cornice must extend along at least 75 percent of the façade.
- (2) A one-piece cornice element that projects at least 18 inches from the façade for buildings four stories or less or at least 2 feet from the façade for buildings taller than 4 stories. The cornice line must extend along at least 75 percent of the façade.
- (3) Use of balcony/deck railings that function as a visual roofline element. Such railings must be at least 2 feet in height and extend along at least 75 percent of the façade and shall be visible from the adjacent street centerline.
- (4) Use of contrasting building materials on the top floor or top two floors for buildings five stories or taller, for at least 75 percent of the façade.



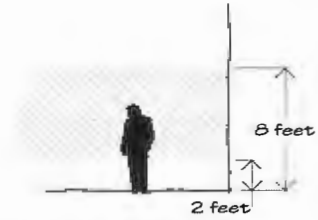
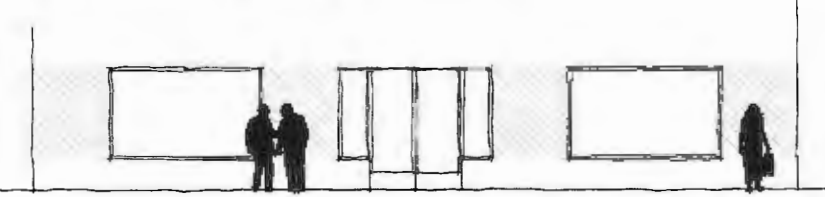
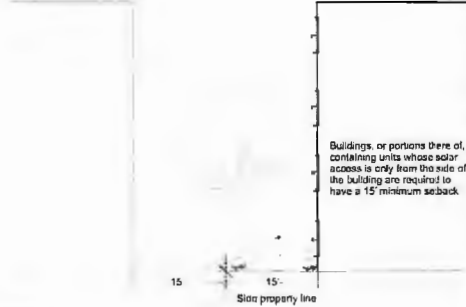

c. Roofline elements shall not project over property lines, except where permitted on property lines abutting public right-of-way.

d. Canopy Exemption. Fueling station canopies, drive through canopies, or similar canopies are exempt from roofline requirements.

## **6. Windows and Openings: Façade Transparency and Solar Access.**

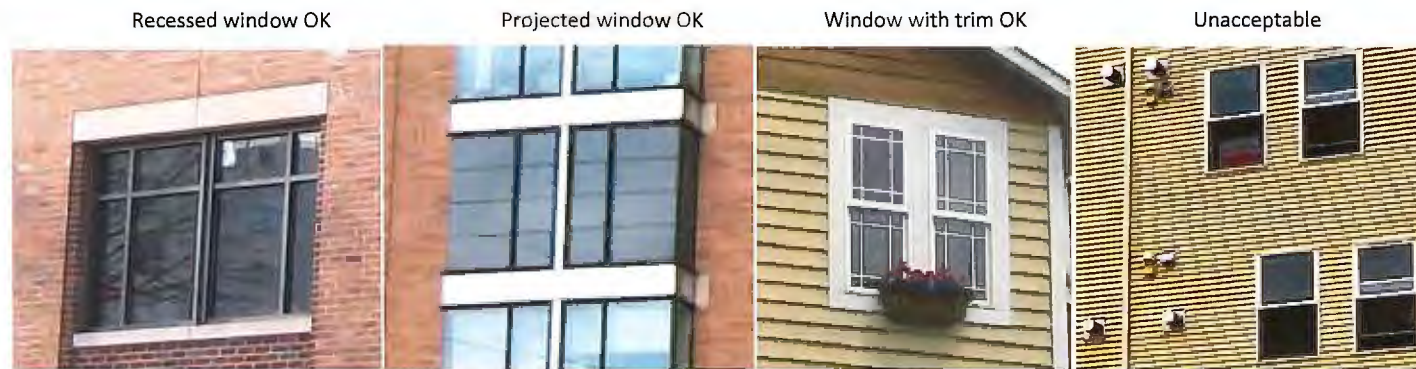
Purpose: The following standards are intended to increase public visibility for public safety, to provide visual interest to pedestrians that helps encourage pedestrian mobility, to provide for natural lighting to buildings interiors to conserve energy, and to provide architectural detailing and variety to building elevations on each story.

a. Street level transparency standards for non-residential uses:	<ol style="list-style-type: none"><li>(1) Façades facing a designated Core Pedestrian Street shall have transparent windows or openings for at least 60 percent of the ground level wall area.</li><li>(2) Façades facing a designated Pedestrian Street shall have transparent windows or openings for at least 50 percent of the ground level wall area.</li><li>(3) Façades facing a non-pedestrian street, internal courtyard, plaza or containing customer entrances and facing customer parking lots of 20 stalls or greater shall have transparent windows or openings for at least 40 percent of the ground level wall area.</li><li>(4) Flexibility for sloping properties. The window and opening requirements shall be reduced to 30 percent of the ground level wall area for building elevations where the finished grade level adjacent to the building is four feet above or below the level of the sidewalk. The requirement shall be further reduced to 20 percent of the ground level wall area in instances where the application of this standard is not possible due to steep grades running parallel to the elevation and crossing the floor plates of the building.</li><li>(5) Flexibility for industrial uses. The window and opening requirements shall be reduced to 30 percent of the ground level wall area for the façades of industrial uses located along designated Pedestrian Streets and reduced to 20 percent of the ground level wall area for the façades of industrial uses facing a non-pedestrian street, internal courtyard, plaza or containing customer entrances and facing customer parking lots of 20 stalls or greater.</li><li>(6) Flexibility for structured parking. For structured parking or portions of a building containing structured parking that is located at the ground level and subject to these requirements, the window and opening requirement for that portion of the ground-level wall area shall be reduced to 30 percent along façades facing designated Pedestrian Streets and 20 percent along façades facing a non-pedestrian street, internal courtyard, plaza or containing customer entrances and facing customer parking lots of 20 stalls or greater. Additionally, alternatives such as decorative grilles, art work, display windows, or similar features can be substituted for the transparency required in that portion of the ground-level façade.</li><li>(7) Required view. Required windows or openings must provide either views into building work areas, sales areas or lobbies. Art or display windows may substitute for transparent elements for up to 25% of the requirement on façades facing designated Pedestrian Streets and up to 50% on all other applicable façades. Art and display windows shall be at least 2 feet deep, recessed and integrated into the façade of the building (tack on display cases do not qualify).</li><li>(8) The “ground level wall area” is defined as the area between 2 feet and 8 feet above the adjacent finished grade.</li><li>(9) This standard shall apply on a maximum of 2 such building elevations, and shall apply in the order provided above. As an example, for a building that faces a Core Pedestrian Street, a non-pedestrian street, and a qualifying parking lot, the requirements would apply to the façade facing the Core Pedestrian and either the façade facing the non-designated street or the façade facing the parking lot.</li><li>(10) Rough openings are used to calculate this requirement.</li></ol>
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	<p style="text-align: center;"><b>Development Requirements for Facades Windows/Openings</b></p> <div style="display: flex; justify-content: space-around; align-items: flex-end;"> <div style="text-align: center;">  <p>Ground-Level Wall Area</p> </div> <div style="text-align: center;">  <p>Facade providing 60% of ground-level wall area in transparency (In this case, through a combination of windows and doors)</p> </div> </div>
b. Upper level transparency standards for non-residential uses:	<ol style="list-style-type: none"> <li>(1) Exterior walls facing streets or containing a customer entrance and facing customer parking lots of 20 stalls or greater shall use a combination of transparent windows or openings and architectural relief that provide visual demarcation of each floor.</li> <li>(2) Upper level windows shall be a different type than the ground level windows on the same elevation.</li> <li>(3) For purposes of this requirement, a window type is either a grouping of windows, a window size, or a window shape.</li> </ol>
c. Residential buildings and residential portions of mixed-use buildings shall incorporate transparent windows and doors equal to at least 15% of all vertical façade surfaces facing the street and equal to at least 10% of all vertical surfaces facing alleys, courtyards, plazas and surface parking lots.	
d. Solar access for residential units.	<ol style="list-style-type: none"> <li>(1) Buildings or portions thereof containing dwelling units whose solar access is only from the side or rear of the building (facing towards the side or rear property line) shall be set back from the applicable side or rear property lines at least 15 feet. This standard shall not apply in cases where the rear or side property line abuts an alley. Examples are provided below.</li> </ol> <div style="display: flex; justify-content: space-around; align-items: flex-end;"> <div style="text-align: center;">  <p>Buildings, or portions thereof, containing units whose solar access is only from the side of the building are required to have a 15' minimum setback.</p> </div> <div style="text-align: center;">  </div> </div>

e. Window/Trim Detailing. Building façades shall employ techniques to recess or project individual windows or groupings of windows above the ground floor at least two inches from the surrounding façade or incorporate window trim at least four inches wide surrounding the windows. Windows on façades that face the rear property line or alleys are exempt from this standard.


Examples:



## 7. Façade Surface Standards.

Purpose: The following standards are intended to help reduce the apparent mass of structures and achieve a more human scale environment by providing visual breaks at more frequent intervals to the building volume that reduce large, flat, geometrical planes on any given building elevation, especially at the first story. The choices are also intended to encourage variety in the selection of façade materials and/or treatment and to encourage more active consideration of the surrounding setting.

a. Blank walls limitation	<ol style="list-style-type: none"> <li>(1) Blank wall definition: A ground floor wall or portion of a ground floor wall that is over 4 feet in height and has a horizontal length greater than 15 feet without a transparent window or door</li> <li>(2) Blank walls facing a street, internal pathway, or customer parking lot of 20 stalls or greater must be treated in one or more of the following ways: <ul style="list-style-type: none"> <li>• Transparent windows or doors.</li> <li>• Display windows at least 2 feet in depth and integrated into the façade (tack-on display cases do not qualify).</li> <li>• Landscape planting bed at least 5 feet wide or a raised planter bed at least 2 feet high and 3 feet wide in front of the wall. Such planting areas shall include planting materials that are sufficient to obscure or screen at least 60 percent of the wall's surface within 3 years.</li> <li>• Installing a vertical trellis in front of the wall with climbing vines or plant materials sufficient to obscure or screen at least 60 percent of the wall's surface within 3 years. For large areas, trellises should be used in conjunction with other blank wall treatments.</li> </ul> </li> </ol>
b. Building face orientation	<ol style="list-style-type: none"> <li>(1) The building elevation(s) facing street public rights-of-way shall be a front, side, or corner side and shall not contain elements commonly associated with a rear elevation appearance, such as loading docks, utility meters, and/or dumpsters.</li> <li>(2) For buildings that have more than 2 qualifying elevations, this requirement shall only be applied to two of them.</li> </ol>

<p>c. Building Details for Core Pedestrian Streets</p>	<p>(1) All façades facing designated Core Pedestrian Streets shall be enhanced with appropriate details. All new buildings shall employ at least one detail element from each of the three categories below. To qualify as an element, features must be used continuously along the façade or at 30-foot intervals.</p> <p>(a) Window and/or entry treatment:</p> <ul style="list-style-type: none"> <li>• Display windows divided into a grid of multiple panes.</li> <li>• Transom windows.</li> <li>• Roll-up windows/doors.</li> <li>• Recessed entry.</li> <li>• Decorative door.</li> <li>• Arcade.</li> <li>• Landscaped trellises or other permanent decorative elements that incorporate landscaping near the building entry.</li> </ul> <p>(b) Decorative façade attachments:</p> <ul style="list-style-type: none"> <li>• Decorative weather protection element(s) such as a steel canopy or glass, fixed-fabric, or retractable awning.</li> <li>• Decorative building-mounted light fixtures.</li> </ul> <p>(c) Decorative building materials and other façade elements:</p> <ul style="list-style-type: none"> <li>• Use of brick, stonework, and architectural pre-cast concrete for at least 10 percent of siding material on the façade.</li> <li>• Incorporating a decorative mix of building materials.</li> <li>• Decorative kick-plate, pier, or belt course.</li> </ul>
	<p>Decorative elements referenced above must be distinct and unique elements or unusual designs that require a high level of craftsmanship. The examples below include a decorative door, use of materials, transom windows, and a retractable awning (left image), decorative lights, arcade, use of brick, and decorative planters near the entry (center image), and decorative canopies, decorative windows, and use of brick (right image).</p> 

## 8. Pedestrian Standards.

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

a. Customer entrances	<ol style="list-style-type: none"><li>(1) Additional entrances. An additional direct customer entrance(s) shall be provided to the same building elevation which contains the primary customer entrance so that customer entrances are no further than 250 feet apart when such elevations face the public street or customer parking lot. If a corner entrance is used, this requirement applies to only 1 elevation.</li><li>(2) Designated streets. Non-residential or mixed-use buildings on designated pedestrian streets noted in Section 13.06.200.E or Section 13.06.300.C shall provide at least 1 direct customer entrance, which may be a corner entrance, within 20 feet, facing, and visible to the designated street. For such buildings over 30,000 square feet of floor area, the maximum distance is increased to 60 feet.</li></ol>
b. Transition areas	<ol style="list-style-type: none"><li>(1) Residential buildings meeting the “build-to” requirements along designated pedestrian streets shall provide a transition area between the public right-of-way and the ground floor dwelling units.<ol style="list-style-type: none"><li>(a) Transitions can be accomplished through grade changes that elevate the ground floor units and main entry or through landscaping and other design elements, such as plazas, artwork, fountains, bioswales, or other amenities.</li><li>(b) Fences, walls, and gateways may be used to provide some visual separation of private residences, but not to hide the transition area.</li><li>(c) Fences over 3 feet in height must be transparent and cannot exceed 5 feet in height.</li><li>(d) The transition area may be used to meet usable yard space requirements.</li><li>(e) Parking may not be used as a feature of the transition area.</li></ol></li></ol> <div></div> <p><i>Examples: The above examples use trees and landscaping, elevation changes, transparent fencing, and arbors to create an effective transition between public and private spaces.</i></p>
c. Street level weather protection	<ol style="list-style-type: none"><li>(1) Weather protection shall be provided above a minimum of 50 percent of the length of hard surfaced, public or private walkways and/or plazas along façades containing customer and/or public building entries or facing public street frontage. Façades or portions of façades where planting strips of more than 5 feet in width separate the walkway from the building wall are exempt from these standards.</li><li>(2) Mixed-Use Center District designated pedestrian streets. Weather protection shall be provided above a minimum of 80 percent of the length of hard surfaced, public or private walkways and/or plazas along façades containing customer and/or public building entries or facing public street frontage.</li><li>(3) 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.</li><li>(4) 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.</li><li>(5) 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.</li></ol>

<b>9. Fencing, Retaining Wall and Utility Standards.</b> Purpose: The following standards are intended to provide for thoughtful placement and design of utilities, mechanical equipment, service areas and fences to mitigate visual impact on public views, general community aesthetics and residential privacy.	
a. Utility screening	<ol style="list-style-type: none"> <li>(1) Rooftop. All rooftop mechanical for new construction shall be screened with an architectural element such as a high parapet, a stepped or sloped roof form or an equivalent architectural feature which is at least as high as the equipment being screened. Fencing is not acceptable. The intent of the screening is to make the rooftop equipment minimally visible from public rights-of-way within 125 feet of the building, provided said rights-of-way are below the roof level of the building. In those instances where the rights-of-way within 125 feet of the building are above the roof level of the building, the mechanical equipment should be the same color as the roof to make the equipment less visible. Limited flexibility in this standard is allowed to ensure that the function of the HVAC equipment is not compromised by the screening requirement.</li> <li>(2) All ground level. Utility meters, electrical conduit, and other service utility apparatus shall be located and/or designed to minimize their visibility from the street and other pedestrian areas. If such elements are mounted in a location visible from the street, common open space or pedestrian plaza, internal pedestrian pathway, customer parking lots (alleys are excluded), or shared internal access roads for residential uses, they shall be screened with vegetation or by architectural features. All landscape screening shall provide 50 percent screening at the time of planting and 100 percent screening within 3 years of planting. Items that exceed 4 feet in height must use an opaque fence or structure to screen the element. Limited flexibility in this standard is allowed to ensure that the function of the utility equipment is not compromised by the screening requirement.</li> <li>(3) Service, loading, and garbage areas. Developments shall provide a designated area for service elements (refuse and disposal). Such elements shall be sited along the alley, where available. Where there is no alley available, service elements shall be located and/or screened to minimize the negative visual, noise, odor, and physical impacts.</li> </ol>
b. Fencing type limitation	<ol style="list-style-type: none"> <li>(1) Chain link fencing, with or without slats, is prohibited for required screening.</li> <li>(2) Barbed or razor wire. The use of barbed or razor wire is limited to those areas not visible to a public street or to an adjacent residential use.</li> <li>(3) Chain link. Chain link or similar wire fencing is prohibited between the front of a building and a public street, except for wetland preservation and recreation uses.</li> <li>(4) Electrified. The use of electrified fencing is prohibited in all zoning districts.</li> <li>(5) The maximum height of free-standing walls, fences, or hedges between any public street and building shall be 3 feet. Exception: Decorative fences up to 8 feet in height may be allowed between a public street and any residential use provided the portion of the fence between 3 and 7 feet above grade is at least 50 percent transparent and features a planting strip at least 5 feet wide with landscaping, pursuant to the standards of TMC 13.06.502, to soften the view of the fence and contribute to the pedestrian environment. Fences required by the Washington State Liquor Control Board shall also be exempt from the maximum height limitation, provided any portion of the fence between 3 and 7 feet above grade is at least 50 percent transparent.</li> <li>(6) Fences along alleys are allowed provided fences greater than 3 feet in height are at least 20% transparent between 3 and 7 feet above grade. If no transparency is provided, the maximum height of such fence shall be 3 feet.</li> </ol>
c. Retaining Walls	<ol style="list-style-type: none"> <li>(1) Retaining walls located adjacent to public street rights-of-way shall be terraced such that individual sections are no greater than 4 feet in height. Bench areas between retaining wall sections shall be planted with landscaping, pursuant to the standards of TMC 13.06.502, to soften the view of the wall and contribute to the pedestrian environment.</li> </ol>